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Notice of meeting and agenda

Transport and Environment Committee

10.00am, Thursday, 1st February, 2024

Dean of Guild Court Room - City Chambers

This is a public meeting and members of the public are welcome to attend or 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 Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

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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 11 January 2024 – submitted for approval as a correct record	7 - 30

5. Forward Planning

5.1	Transport and Environment Committee Work Programme	31 - 40
5.2	Transport and Environment Committee Rolling Actions Log	41 - 136

6. Business Bulletin

6.1	Transport and Environment Business Bulletin	137 - 150

7. Executive Decisions

7.1	City Mobility Plan – 1st Review – Report by the Executive Director of Place	151 - 470
7.2	Our Future Streets – a circulation plan for Edinburgh – Report by the Executive Director of Place	471 - 602
7.3	Tram from Granton to BioQuarter and Beyond: Consultation for	603 - 650

	Strategic Business Case Development – Report by the Executive Director of Place	
7.4	West Edinburgh Transport Improvements Programme – Outline Business Case – Report by the Executive Director of Place	651 - 692
7.5	Procurement of the Decriminalised Parking Enforcement Contract – Report by the Executive Director of Place	693 - 708

8. Routine Decisions

8.1 None.

9. Motions

9.1 Motion by Councillor McKenzie – T7 Longstone Link

"Committee:

1) Notes that application 22/02233/FUL for Planning Permission at 22 Inglis Green Road has been granted and that the development will include 120 flats.

2) Notes the report to the Development Management Sub-Committee of 24 January 2024 regarding the delivery of a pedestrian bridge at this site. The proposed bridge would connect Inglis Green Road to New Mart Road providing a much-needed active travel connection between Longstone/Redhall and Chesser.

The report states:

"Advice from internal consultation, Bridges and Structures, estimated that a 3m wide pedestrian bridge development would cost £560,000. The applicant has agreed to contribute up to 30% of the estimated cost, £168,000."

And

"The remaining finances would be applied for via the Transport

Scotland Active Travel Transformation Fund."

3) Notes that the proposed bridge is in the Local Development Action Programme and is safeguarded in the proposed City Plan but does not currently appear in the Active Travel Action Plan.

4) Recognises the importance of establishing active travel links before the travel patterns of new residents are established and therefore agrees to proceed with the project at the earliest opportunity.

5) Requests a Business Bulletin update to the next Transport and Environment Committee on 7 March 2024 which will provide an update on the progress of the funding application and an estimated timeline for delivery of the bridge, including consideration of the feasibility of completing the bridge in advance of new residents moving into the development."

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 in the City Chambers, High Street, Edinburgh and 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, Tel 0131 529 4264, email rachel.gentleman@edinburgh.gov.uk / carolanne.eyre@edinburgh.gov.uk.

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Minutes

Transport and Environment Committee

10.00am, Thursday 11 January 2024

Present

Councillors Arthur (Convener), Aston, Bandel, Cowdy, Dijkstra-Downie, Dobbin, Faccenda (except item 1), Graham (substituting for Councillor Faccenda, item 1 only) Lang, McFarlane, Munro and O'Neill.

Also present

Councillors Mowat (as mover of the original motion in respect of item 14); Councillor McKenzie (as a ward member in respect of item 8)

1. Deputations

(a) Liberton and District Community Council
(in relation to item 6 – Major Junctions Review)

Having expressed concern on many occasions, the deputation shared their disappointment with the ranking of the Liberton Brae Junction on the list of prioritised junctions. They raised a number of points including the lack of signalised pedestrian crossings on two arms of the junction and potential increased traffic due to housing developments. The deputation requested committee take the points raised into consideration in the review.

(b) Spokes Portobello
(in relation to item 6 – Major Junctions Review)

The deputation shared their concern, frustration, and disappointment at the lack of progress to deliver the King's Road / Portobello High Street Junction safety scheme. The deputation made five clear requests to the committee which included but were not limited to providing a full explanation why the timetable had slipped and to provide monthly written progress updates via email to Portobello communities (including ward councillors, the Community Council and Spokes Porty).

(c) New Town & Broughton Community Council
(in relation to item 7 – East London Street)

The deputation reminded committee there had now been three separate petitions raised seeking improvements at East London Street. The noise levels were the primary concern for the residents; however they had not been mentioned in the report. The deputation welcomed and supported the amendment from the SNP Group to progress the resurfacing of East London Street as a matter of urgency.

(d) Westfield Street Residents
(in relation to item 8 – Strategic Review of Parking: Progress Update)

The deputation shared a variety challenging issues experienced by residents of Westfield Street due to a huge influx of nuisance parkers, an unenforced Greenway and the unwanted removal of a boundary fence between the street and the supermarket. The deputation shared their appreciation for the support given from the Council since their deputation at the November Transport and Environment committee and requested Westfield Street is included in the CPZ as soon as possible with a mutually agreed and controlled area.

(e) Spokes Planning Group
(in relation to item 10 – Accessibility Commission)

The deputation expressed concern there was a lack of local disabled cycling representation in the proposed commissioners for the Accessibility Commission. They requested that Spokes were added to the list of organisations in Section 2.7. The deputation had members with lived experience of using their cycles as essential mobility aids who were willing to take part, and whose experiences and points of view would be useful to the commission.

(f) GMB
(in relation to item 10 – Accessibility Commission)

The deputation expressed strong belief private hire cars and hackney cabs should be commissioners for the for the Accessibility Commission. Both currently provided a service to passengers with vulnerabilities or disabilities. The deputation believed the voice and opinion of private hire and hackney should be heard.

(g) Community Councils Together on Trams
(in relation to item 14 – Trams to Newhaven)

The deputation noted the report did not meet their expectations which was to see included in the report, more detail on the close out of the remaining work, the hand over to the council and the governance of that. The deputation called for transparency and visibility with a greater public oversight, requesting that any report coming back to a future committee was clearer.

(h) New Town and Broughton Community Council and Community Councils Together on Trams
(in relation to item 16 – Motion by Councillor Caldwell - Public Realm (scrutiny) along the Trams Phase 2)

The deputation identified issues with the design in many areas of the public realm associated with this project but felt they had been dismissed as being of secondary importance, however the residents and businesses along the new Trams route, regarded these as being critical to its overall success.

The deputation supported the motion by Councillor Caldwell with the understanding that approving the motion would ensure there was a transparent review of the public realm delivered by the Trams to Newhaven project against current design standards and whether it was fit for purpose.

2. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 11 January 2024 as a correct record.

3. Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme would be updated as per the update sent to members by email prior to the meeting.

(Reference – Work Programme 11 January 2024, 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 9 – Business Bulletin – Climate Risk Assessment
- Action 44 (1&3) – George Street and First New Town – Operational Plan and Project Update
- Action 50 – Response to motion by Councillor Macinnes – Travelling Safely – Braid Road and Comiston Road
- Action 53 – Motion by Councillor O'Neill – Reinforcing the Equal Pavements Pledge
- Action 55 (1) – Business Bulletin
- Action 57 (5&6) – Phased Reduction in Use of Glyphosate
- Action 58 (1-3) (5) – Strategic Review of Parking: Progress Update
- Action 59 – Motion by Councillor Mowat – Tram Project
- Action 60 (4) – Motion by Councillor Rae – Illegal Parking Disrupting Tram Operations
- Action 61 (1) – Work Programme
- Action 63 – Incorrect Parking on the Tram Route
- Action 64 – East London Street
- Action 66 (3) – Reform of the Council's Transport Companies
- Action 73 (1) – Response to the Edinburgh Tram Inquiry
- Action 75 (3) – Implementing the new Parking Prohibitions
- Action 77 (1) – Travelling Safely Schemes

- Action 85 – Motion by Councillor Heap – Westfield Street Parking

2) To note the remaining outstanding actions.

(Reference – Rolling Actions Log, 11 January 2024, submitted.)

5. Business Bulletin

The Transport and Environment Committee Business Bulletin was submitted.

Decision

Part 1 – Trams to Newhaven Update

1) To note the public concern regarding Lothian Buses regularly removing services from Leith Street due to delays at Picardy Place.

2) To agree that a report is brought to the March 2024 Transport and Environment Committee analysing the problem, and proposing changes which help the flow of buses, trams and goods/services moving through the area whilst respecting the sustainable transport hierarchy.

3) This report should consider all key routes to Picardy Place, and the additional demand created by the St James Quarter.

Part 2 – Cycle Hire Scheme

4) To note that in February 2023 Transport and Environment Committee agreed Edinburgh should be open to a Cycle Hire Scheme operating as a concession with no ongoing cost for the Council, and that since then 3 providers have informally approached the Convener.

5) To agree that a report would be brought to the April 2024 Transport and Environment Committee detailing how a concession could begin at the earliest possible opportunity.

6) To agree that this report should be informed by a members' workshop.

Part 3 – Corstorphine Connections

7) To provide a briefing to committee members on processes and arrange a site visit to the City Operations Centre.

8) Officers to include the analysis of the community feedback data in the report to committee in March and also include data on who was being issued with bus gate fines (local residents or visitors).

9) To amend the wording on the Community feedback to ensure the views displayed matched the contents of the report.

10) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, 11 January 2024, submitted.)

6. Major Junctions Review Update

An update was provided on the Major Junctions Review (MJR) which highlighted the intention to review the programme once the Future Streets Framework (FSF) for the City

Mobility Plan (CMP) was approved. The FSF was expected to define modal priorities for the city's road network and, as this may have impacts on MJR outcomes it was proposed to review the MJR programme once this is approved.

Motion

1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.

2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.

3) To agree a note is issued to Transport and Environment Committee / Local members on the likely timeline to complete the Kings Road junction works, and also information on what the current competing priorities are.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources are available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.

2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.

3) To note the Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction report to the June 2023 Committee indicated that 'delivery of the improvements would take place in summer 2024.

4) To note with concern however that delivery is now not expected until 2026 because TRO and redetermination processes have not yet commenced and are not due to be commenced until the Spring.

5) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and

17, Portobello and Craigentinny/Meadowbank community councils, and Spokes Porty).

6) To agree these processes would commence as soon as practicable.

7) To note the costs outlined at 6.1 of major junction improvement schemes.

8) To agree officers would work with political groups to identify where there are budget requirements in order to deliver the priorities identified in the Major Junctions Review, ahead of the 24/25 budget setting process.

- moved by Councillor Aston, seconded by Councillor Dobbin

Amendment 2

1) To express significant concern about the lack of progress on the medium-term road safety improvements to Kings Road / Portobello High Street junction.

2) To request officers to seek appropriate funding to progress with engagement, detailed design and traffic orders promotion as a matter of priority.

3) To request a short update report within two cycles to outline the benefits and risks and provide expected timelines for the following options:

   a) Proceeding with the status quo as outlined in this report

   b) Resourcing work on the medium-term improvements immediately, along with an outline of which projects would have to be deprioritised instead.

   c) Progressing the plan for long-term improvements for the junction

4) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review of the resources required to project manage and programme each package moving forward.

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

In accordance with Standing Order 22.13, Amendment 1 was accepted as an addendum to the motion. Amendment 2 was withdrawn.

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the intention to proceed with the medium-term Kings Road / Portobello High Street junction scheme (Option 3) as part of an internally delivered project when appropriate management resources were available. Acknowledging the Temporary Traffic Regulation Order (TTRO) had been indefinitely extended to prohibit left turn Heavy Goods Vehicle (HGV) movements, mitigating many immediate road safety concerns, officers would seek appropriate funding to progress with engagement, detailed design and traffic orders promotion in 2024.

2) To note following consideration of the City Mobility Plan (CMP) Review and Future Streets Framework (FSF) in February 2024, a review of the 40 early intervention and top 10 prioritised schemes would be carried out. This would include a review

of the resources required to project manage and programme each package moving forward.

3) To agree to issue a note to Transport and Environment Committee / Local members on the likely timeline to complete the Kings Road junction works, and also information on what the current competing priorities were.

4) To note the Medium Term Improvements at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction report to the June 2023 Committee indicated that 'delivery of the improvements would take place in summer 2024.

5) To note with concern however that delivery was now not expected until 2026 because TRO and redetermination processes had not yet commenced and were not due to be commenced until the Spring.

6) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and 17, Portobello and Craigentinny/Meadowbank community councils, and Spokes Porty).

7) To agree these processes would commence as soon as practicable.

8) To note the costs outlined at paragraph 6.1 of major junction improvement schemes.

9) To agree officers would work with political groups to identify where there were budget requirements in order to deliver the priorities identified in the Major Junctions Review, ahead of the 24/25 budget setting process.

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

7. East London Street

A response was provided to the request from Committee to address resident concerns about the issue of excessive traffic, particularly out of service buses, on East London Street.

Motion

1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.

2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.

3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.

4) Based on the updated information in the report, to agree to take no further action at this time.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.

2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.

3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.

4) To note East London Street is not within the World Heritage Site and is on the extreme periphery of the New Town conservation area.

5) To note adjacent London Street's asphalt carriageway despite being within the World Heritage Site and the New Town conservation area.

6) To note the most western section of East London Street is asphalt.

7) To acknowledge that noise reduction on the street remains the primary concern of the New Town & Broughton Community Council and a significant number of residents who signed the 2023 petition to the Transport and Environment Committee and who have engaged with Ward Councillors.

8) To note the understanding that the physical geography of East London Street, its city centre location and proximity to the operational centre of Lothian Buses, a police and fire station and St. Mary's Primary School mean that even if the setted carriageway is restored traffic noise would continue to impact residential amenity on the street at night.

9) Recognising the importance of the 2018 Setted Street Policy, agree that there could be merit in setting aside the policy in respect of the specific circumstances for those living on East London Street and instruct officers to begin the required engagement exercise, including heritage bodies and residents to generate a report to the relevant committee immediately.

10) To agree that investment of capital to setted streets of specific importance to the visitor economy may be worthy of consideration for funds raised by the Transient Visitor Levy.

- moved by Councillor McFarlane, seconded by Councillor Aston

Amendment 2

1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.

2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.

3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.

4) To welcome the exploration of Green Street as an alternative route for buses.

5) To note this route would lead to an increase traffic near important pedestrian routes across Bellevue Place, including for pupils of Drummond High School.

6) To request officers engage with City Centre and Leith Walk ward councillors in the development of options for a Green Street bus route that ensure road safety at

Bellevue Place in addition to the Green Street / Annandale Street junction, ideally retaining the street trees, and to report back to committee within three cycles.

7) To request officers consider the following road safety improvements to East London Street to calm residual traffic:

   a) Refurbishment of the speed bumps

   b) Narrowing the wider sections of the street by widening the pavement

   c) Consultation of Saint Mary's RC Primary School on replacing the parking spaces in front of the playground with a pavement build-out."

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

In accordance with Standing Order 22.13, Amendments 1 and 2 were accepted as addenda to the motion.

In accordance with Standing Order 22.13, Amendment 1 was adjusted and accepted as an addendum to Amendment 2.

Voting

The voting was as follows:

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

(For the motion (as adjusted) – Councillors Arthur, Aston, Cowdy, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and Munro.
For Amendment 2 (as adjusted) – Councillors Bandel and O'Neill.)

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the updated traffic count and speed monitoring data, as detailed in Appendices 1 and 3 and paragraphs 4.1 – 4.8.

2) To note the resurfacing and renewal options available for East London Street, as detailed in paragraphs 4.9 – 4.14.

3) To note the options appraisals for an alternative route for out of service buses, as detailed in Appendix 4 and paragraphs 4.15 – 4.19.

4) To note East London Street was not within the World Heritage Site and was on the extreme periphery of the New Town conservation area.

5) To note adjacent London Street's asphalt carriageway despite being within the World Heritage Site and the New Town conservation area.

6) To note the most western section of East London Street was asphalt.

7) To acknowledge that noise reduction on the street remained the primary concern of the New Town & Broughton Community Council and a significant number of residents who signed the 2023 petition to the Transport and Environment Committee and who had engaged with Ward Councillors.

8) To note the understanding that the physical geography of East London Street, its city centre location and proximity to the operational centre of Lothian Buses, a police and fire station and St. Mary's Primary School meant that even if the setted carriageway was restored traffic noise would continue to impact residential amenity on the street at night.

9) Recognising the importance of the 2018 Setted Street Policy, to agree that there could be merit in setting aside the policy in respect of the specific circumstances for those living on East London Street and to instruct officers to begin the required engagement exercise, including heritage bodies and residents to generate a report to the relevant committee immediately.

10) To agree that investment of capital to setted streets of specific importance to the visitor economy may be worthy of consideration for funds raised by the Transient Visitor Levy.

11) To welcome the exploration of Green Street as an alternative route for buses.

12) To note this route would lead to an increase traffic near important pedestrian routes across Bellevue Place, including for pupils of Drummond High School.

13) To request officers engaged with City Centre and Leith Walk ward councillors in the development of options for a Green Street bus route that ensure road safety at Bellevue Place in addition to the Green Street / Annandale Street junction, ideally retaining the street trees, and to report back to committee within three cycles.

14) To request officers considered the following road safety improvements to East London Street to calm residual traffic:

    a) Refurbishment of the speed bumps

    b) Narrowing the wider sections of the street by widening the pavement

    c) Consultation of Saint Mary's RC Primary School on replacing the parking spaces in front of the playground with a pavement build-out.

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

8. Strategic Review of Parking: Progress Update

An update was provided on the progress of the Strategic Review of Parking, including a post-implementation update on Phase 1. It further considered areas of concern that had arisen because of the implementation of the new zones, explaining the current position in each instance.

Motion

1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.

2) To note the update requested by Committee on parking on Westfield Street.

3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

4) To recognise the CPZ rollout has resulted in displacement parking, which is concerning some residents, and that some are asking for the Council to introduce additional restrictions in response.

5) To agree that officers would engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders, to understand what adjustments could be made.

6) To agree the outcome of this engagement be reported back to committee at the earliest opportunity.

7) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.

2) To note the update requested by Committee on parking on Westfield Street.

3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

4) To note concern about the level of parking displacement that has been caused by the introduction of Shandon (Zone S5) and Craiglockhart (Zone S7) CPZs, particularly into the Craiglockhart North area.

5) To agree officers would engage immediately with Ward Councillors, Community Councils and affected residents' groups in order to agree a suitable course of action in order to minimize further resident disruption, especially in Lockharton Gardens, Avenue and Crescent. This outcome must take cognizance of any further parking displacement that may occur as a result of new adjustments.

6) To agree to progress option 3 for Westfield Street as outlined at appendix 2, part C to be implemented as quickly as possible without ruling out future adoption.

7) To request a separate report on Westfield Street within two cycles, which provides full details of the ownership of the whole street, including the access road to the Gorgie War Memorial Hall and the BMC Social Club, and include consideration of how the public realm can be improved and maintained in the future, including the possibility of adoption. The report should also provide an update on implementation of option 3.

8) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

- moved by Councillor Aston, moved by Councillor Dobbin

Amendment 2

1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.

2) To note the update requested by Committee on parking on Westfield Street.

3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

4) To note the original Strategic Parking Review report on 12 September 2019 set out a phasing and timetable graph within Appendix 8 and which clearly set out for affected residents the lengthy process from design through to implementation.

5) To therefore, request a business bulletin update within two cycles setting out the revised timetable graph, and for this to be made available on the relevant page of the Council website.

6) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

Amendment 3

1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.

2) To note the update requested by Committee on parking on Westfield Street.

3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

4) To note Phase 1 Controlled Parking Zone (CPZ)/Investigation Area 2 (covering Shandon, Gorgie North, Gorgie, and Craiglockhart) has CPZ area designations: S5, S6(E), S6(W) and S7. S5 is the main area in need of parking restrictions while the others were included mostly because of possible effects from displacement.

5) To note roll out to S6(W) has been paused pending further review of effects from displacement.

6) To note S7 is an unusual spur off the main body of Area 2 and part was originally the B8 Priority Parking Area (PPA) that has now been extended and uprated to a CPZ.

7) To note many residents, from both the new S7 CPZ and the adjacent Lockharton area, have complained the new CPZ has worsened conditions, either by overly restricting residents parking or by causing displacement, and call for it to either be overturned or otherwise altered.

8) To note an extended S7 Zone would meet the requirements for a PPA (as defined in the Strategic Review of Parking report presented to Committee in August 2018) and would combat the main problem of long-term parking by non-residents.

9) To request engagement with local residents and stakeholders in and around S7 to understand the extent of the problems and possible solutions, and present a Report to Transport and Environment Committee in March on options including:

   9.1) Replacing the S7 CPZ as a PPA

   9.2) Extending the area controlled by the S7 Zone and changing restrictions to a PPA rather than a CPZ. The extended area to include Lockharton Avenue, Lockharton Crescent, North Meggetland, and Meggetland Wynd.

   9.3) Any alternative suggestion Officers feel appropriate.

10) To report back to committee with the results of the review of effects from displacement on S6(W) before making a decision on whether to continue the CPZ rollout in this area.

11) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, Amendment 1 was adjusted and accepted as an addendum to the motion. Amendment 2 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted) – 9 votes
For Amendment 3 – 2 votes

(For the motion (as adjusted) – Councillors Arthur, Aston, Bandel, Dijkstra-Downie, Dobbin, Faccenda, Lang, McFarlane and O'Neill.
For Amendment 3 – Councillors Cowdy and Munro.)

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the update on progress across the different Phases of the Strategic Review of Parking, as detailed in Appendix 1 to the report by the Executive Director of Place and, in particular, the timetable for delivering the remaining Phases.

2) To note the update requested by Committee on parking on Westfield Street.

3) To note the intention to improve the dissemination of information for future phases of the Strategic Review of Parking.

4) To recognise the CPZ rollout had resulted in displacement parking, which was concerning some residents, and that some were asking for the Council to introduce additional restrictions in response.

5) To agree that officers would engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders, to understand what adjustments could be made.

6) To agree the outcome of this engagement be reported back to committee at the earliest opportunity.

7) To note concern about the level of parking displacement that has been caused by the introduction of Shandon (Zone S5) and Craiglockhart (Zone S7) CPZs, particularly into the Craiglockhart North area.

8) To agree officers would engage immediately with Ward Councillors, Community Councils and affected residents' groups in order to agree a suitable course of action in order to minimize further resident disruption, especially in Lockharton Gardens, Avenue and Crescent. This outcome must take cognizance of any further parking displacement that may occur as a result of new adjustments.

9) To agree to progress option 3 for Westfield Street as outlined at appendix 2, part C to be implemented as quickly as possible without ruling out future adoption.

10) To request a Business Bulletin update on Westfield Street within two cycles, which provided full details of the ownership of the whole street, including the access road to the Gorgie War Memorial Hall and the BMC Social Club, and include consideration of how the public realm could be improved and maintained in the future, including the possibility of adoption. The report should also provide an update on implementation of option 3.

11) To note the original Strategic Parking Review report on 12 September 2019 set out a phasing and timetable graph within Appendix 8 and which clearly set out for affected residents the lengthy process from design through to implementation.

12) To therefore, request a business bulletin update within two cycles setting out the revised timetable graph, and for this to be made available on the relevant page of the Council website.

13) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.

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

9. Incorrect Parking on the Tram Line

An update was provided on incorrect parking on the tram line, as requested by the Council in August 2023 and Transport and Environment Committee in October 2023.

Motion

To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment 1

1) To note the update on incorrect parking on the tram line, as requested by the Council and Transport and Environment Committee.

2) To note that the contents of the report were based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023**.**

3) To note that as a result, several actions from the composite motion remain outstanding.

4) To agree to receive a further report to the February meeting of the Transport and Environment Committee so that the outstanding actions can be addressed.

- moved by Councillor Dijkstra-Downie, seconded by Councillor Lang

Amendment 2

1) To note this update on incorrect parking on the tram line as requested by the Council and Committee.

2) To regret that a briefing from parking officers, with Transport spokespeople and ward Councillors had not taken place despite Committee agreeing to have this offered by the end of September 2023.

3) To request a briefing is organised with relevant officers, Transport spokespeople and ward councillors on the issues raised in Councillor Rae's original motion.

4) To request a revised report comes to Committee in 3 cycles which addresses the issues raised and the following:

   a) how effective, accessible and well used the current reporting systems are.

   b) what the financial and environmental benefits of reducing car parking spaces on Leith Walk would be.

   c) how we can proactively implement physical measures and prioritise these in future business cases.

   d) how these measures are crucial in reducing car kilometres, dependency on the private car, and congestion whilst ensuring our public transport options remain the most accessible and attractive form of mobility in Edinburgh.

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

In accordance with Standing Order 22.13, Amendments 1 and 2 were adjusted and accepted as addenda to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the update on incorrect parking on the tram line as requested by the Council and Committee.

2) To note the report was based on the original motion by Councillor Rae, rather than the substantially amended composite motion that was approved by Council on 31 August 2023.

3) To note that as a result, several actions from the composite motion remained outstanding.

4) To regret that a briefing from parking officers, with Transport spokespeople and ward Councillors had not taken place despite Committee agreeing to have this offered by the end of September 2023.

5) To request a briefing was organised with relevant officers, Transport spokespeople and ward councillors on the issues raised in Councillor Rae's original motion.

6) To request a revised report comes to Committee in March which addressed the issues raised and the following:

   a) how effective, accessible and well used the current reporting systems were.

   b) what the financial and environmental benefits of reducing car parking spaces on Leith Walk would be.

   c) how we could proactively implement physical measures and prioritise these in future business cases.

   d) how these measures were crucial in reducing car kilometres, dependency on the private car, and congestion whilst ensuring our public transport options remained the most accessible and attractive form of mobility in Edinburgh.

(References – Act of Council No 28 of 31 August 2023; report by the Executive Director of Place, submitted.)

10. Accessibility Commission

Information was provided on progress towards establishing an Accessibility Commission for Edinburgh including its Terms of Reference and associated next steps to enable formal establishment.

Motion

To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

1) To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh

2) To recognise disabled people who cycle have insights and experiences which would be of key value to the future work of the Accessibility Commission and therefore agree to add a commissioner nominated by Spokes to the list at 2.7

- moved by Councillor Aston, seconded by Councillor Dobbin

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the Terms of Reference and next steps for establishing an Accessibility Commission for Edinburgh.

2) To recognise disabled people who cycled had insights and experiences which would be of key value to the future work of the Accessibility Commission and to therefore agree to add a commissioner nominated by Spokes to the list at paragraph 2.7 of the report.

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

11. Air Quality Annual Progress Report

An annual update was provided on the most recently available ratified annual air quality monitoring data (2022), local pollutant trends and emerging issues in Edinburgh, fulfilling the requirements of the statutory Local Air Quality Management Framework.

Motion

1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.

2) To agree that the Council should work with organisations like NHS Lothian, the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh improves beyond the minimum standard set by the Scottish Government.

3) To note the Scottish Parliament has urged the Scottish Government to work with local authorities to map out pathways for achieving the WHO air quality guidelines, and to consider enshrining a continuous improvement approach into air quality policy.

4) To agree the Convener would write to the Scottish Government asking for an update on any progress made.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.

2) To agree having no exceedance of Statutory Parameters for either NO2 or PM in Edinburgh is an outcome worth celebrating.

3) To agree the continued downward trend of pollutants across the city provides additional evidence in support of revoking the AQMA for Inverleith Row and amending the AQMA for St John's Road.

4) To agree given the consistent improvements in air quality, the Report to Committee in February on the draft AQAP would include a section on the targets and process of revoking the remaining AQMAs.

- moved by Councillor Cowdy, seconded by Councillor Munro

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

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

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

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the content of the 2023 statutory Air Quality Annual Progress Report, which sets out 2022 air quality monitoring data, as submitted to the Scottish and United Kingdom (UK) Governments as part of the Local Air Quality Management Framework.

2) To agree that the Council should work with organisations like NHS Lothian, the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh improved beyond the minimum standard set by the Scottish Government.

3) To note the Scottish Parliament had urged the Scottish Government to work with local authorities to map out pathways for achieving the WHO air quality guidelines, and to consider enshrining a continuous improvement approach into air quality policy.

4) To agree the Convener would write to the Scottish Government asking for an update on any progress made.

5) To agree having no exceedance of Statutory Parameters for either NO2 or PM in Edinburgh was an outcome worth celebrating.

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

12. Revenue Budget Monitoring 2023/24 – Month Five

The report summarised the month five 2023/24 revenue monitoring position for the services within the remit of the committee.

Decision

1) To note services within the remit of the Committee had collectively forecast an underspend against budget of £2.502m for 2023/24, as at month five. This was the net position, including £1.850m of non-recurring measures and adjustment for relevant provisions made in respect of eligible Covid-19 impact and inflationary cost pressures.

2) To note Place Directorate overall forecast a net pressure of £0.711m as at month five after adjustment for the impact of relevant provisions made.

3) To note appropriate measures would continue to be progressed by Place Directorate to offset budget pressures and fully deliver approved savings targets to achieve a position in line with the approved revenue budget for 2023/24.

4) To note updates would continue to be provided to Committee at agreed frequencies during the remainder of the year.

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

13. Transport Asset Management Plan

Approval was sought for the latest update of the Council's Transport Asset Management Plan (TAMP).

Motion

To approve the updated Transport Asset management Plan (TAMP), shown in Appendix 1 of the report by the Executive Director of Place.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

1) To note the Plan assumed that motor vehicles on Edinburgh's road network would continue to increase, putting additional pressures on maintenance.

2) To note that this assumption conflicted with the stated objectives of the City Mobility Plan which set out to achieve a 30% reduction in kilometres travelled by car by 2030.

3) To request officers outline how these traffic reduction objectives are considered in the predictions of future conditions of transport assets and the investment strategies based on them, and to bring a revised report to the March meeting of Transport and Environment Committee.

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

In accordance with Standing Order 22.13, the amendment was adjusted and accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	–	9 votes
For the amendment	–	2 votes

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

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To approve the updated Transport Asset management Plan (TAMP), shown in Appendix 1 of the report by the Executive Director of Place.

2) To note the Plan assumed that motor vehicles on Edinburgh's road network would continue to increase, putting additional pressures on maintenance.

3) To note that this assumption conflicted with the stated objectives of the City Mobility Plan which set out to achieve a 30% reduction in kilometres travelled by car by 2030.

4) To request officers outline how these traffic reduction objectives were considered in the predictions of future conditions of transport assets and the investment strategies based on them, in the next Transport Asset Management Plan Report.

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

14. Trams to Newhaven

The report addressed the motion agreed by the Council in August 2023, providing information on the approach of the Trams to Newhaven project to defect management and resolution. It also described work to be undertaken on diversionary routes and committed to further reporting.

Motion

To note the report.

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

1) To note the report.

2) To recognise the continued and growing success of the tram extension delivered within the Trams to Newhaven project but note with regret that this report did not meet the requirements of the adjusted motion approved unanimously by Council at the August meeting.

3) To note that multiple snagging issues are still outstanding.

4) To agree that the project close out/lessons learned report would be coming to Committee in April 2024 and that the list of the outstanding defects would be reported to Committee as part of this.

- moved by Councillor Aston, seconded by McFarlane

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To note the report.

2) To recognise the continued and growing success of the tram extension delivered within the Trams to Newhaven project but to note with regret that this report did not meet the requirements of the adjusted motion approved unanimously by Council at the August meeting.

3) To note that multiple snagging issues were still outstanding.

4) To agree that the project close out/lessons learned report would be coming to Committee in April 2024 and that the list of the outstanding defects would be reported to Committee as part of this.

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

15. Transport and Local Access Forum

Approval was sought for the Terms of Reference for a newly created Transport and Local Access Forum. The Group combined the responsibilities of the Transport Forum, the Local Access Forum and the Active Travel Forum into a single working group.

Motion

To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place).

- moved by Councillor Arthur, seconded by Councillor Faccenda

Amendment

1) To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place.

2) To appoint Councillor Dijkstra-Downie as a member of the Forum in place of Councillor Lang.

- moved by Councillor Lang, seconded by Councillor Dijkstra-Downie

In accordance with Standing Order 22.13, the amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Arthur:

1) To agree the Terms of Reference for the Transport and Local Access Forum attached at Appendix 1 of the report by the Executive Director of Place.

2) To appoint Councillor Dijkstra-Downie as a member of the Forum in place of Councillor Lang.

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

16. Motion by Councillor Caldwell – Public Realm (scrutiny) along the Trams Phase 2

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

“Committee notes:

1. The Trams to Newhaven Project has seen a significant redesign of the streetscape of Blenheim Place, Elm Row, Leith Walk, Constitution Street, Ocean Drive, and Lindsay Road.
2. There has been a substantial amount of media coverage of the public realm works and anecdotal reports of a significant amount of concern raised by residents and small businesses along the route on the design.
3. The public realm goes through Scotland’s most densely populated urban neighbourhood and affects multiple A-Roads, therefore compliance with Council policies is of critical importance.
4. The design was largely built to 2015 Edinburgh Street Design Guidance standards (ESDG), which have since been updated (separately after the Project was approved and commenced).
5. A broad report on the Project’s final completion (or ‘closure’) is due to Transport and Environment committee in Spring 2024.

Therefore requests the scheduled Trams to Newhaven ‘closure’ report in Point 5. also outlines;

6. A summary of areas and designs that were in the final published landscaping plans but have not been executed.
7. An anonymised breakdown of incidents and concerns raised from members of the public regarding the new designs post or during installation and mitigations made/proposed. This should include evidence gathered from;
   A) Trams to Newhaven Contact Centre records.
   B) Ward councillors.
   C) Minutes from Community Councils Together on Trams.
   D) Relevant Place officers (Trams to Newhaven and ‘mainstream’ departments).

Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by relevant Place departments.”

In accordance with Standing Order 22.6 the motion was verbally adjusted by Councillor Caldwell.

Decision

To approve the following adjusted motion by Councillor Caldwell:

1) To note the Trams to Newhaven Project had seen a significant redesign of the streetscape of Blenheim Place, Elm Row, Leith Walk, Constitution Street, Ocean Drive, and Lindsay Road.

2) To note there had been a substantial amount of media coverage of the public realm works and anecdotal reports of a significant amount of concern raised by residents and small businesses along the route on the design.

3) To note the public realm went through Scotland's most densely populated urban neighbourhood and affected multiple A-Roads, therefore compliance with Council policies was of critical importance.

4) To note the design was largely built to 2015 Edinburgh Street Design Guidance standards (ESDG), which had since been updated (separately after the Project was approved and commenced).

5) To note a broad report on the Project's final completion (or 'closure') was due to Transport and Environment committee in Spring 2024.

6) Therefore to request the scheduled Trams to Newhaven 'closure' report in Point 5. also outlined:

   6.1) A summary of areas and designs that were in the final published landscaping plans but had not been executed.

   6.2) An anonymised analysis of incidents and concerns raised from members of the public regarding the new designs post or during installation and mitigations made/proposed. This should include evidence gathered from;

      A) Trams to Newhaven Contact Centre records.

      B) Ward councillors.

      C) Minutes from Community Councils Together on Trams.

      D) Relevant Place officers (Trams to Newhaven and 'mainstream' departments).

      E) Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by relevant Place departments.

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Transport and Environment Committee

7 March 2024

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	Local Traffic Improvement Programme	Update on the creation of a Local Traffic Improvement Programme (formerly Neighbourhood Environment Programme (NEPs)). To include response to motion agreed by the Council on 14.12.2023 on Telford and Hillhouse Junction.	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 Lang – Travelling Safely	Report requested on 15.06.2023 - report on Greenbank to Meadows	Executive	Daisy Narayanan	Place	7 March 2024
	Traffic Orders	Action agreed by Committee on 16.11.2023 on options for future consideration of traffic orders	Executive	Gavin Brown	Place	7 March 2024
	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

	Corstorphine Connections Experimental Traffic Regulation Order Update	Update on monitoring data, ETRO consultation feedback and market research	Routine	Daisy Narayanan	Place	7 March 2024
	Speed Responsive Traffic Lights	Action agreed by Committee on 12.10.2023 in response to motion by Councillor Dijkstra-Downie	Routine	Gavin Brown	Place	7 March 2024
	Place – Financial Monitoring	Regular Update	Routine	Susan Hamilton	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
	Skip Permits	Update requested by Committee on 16.11.2023 in response to a motion by Councillor Aston	Business Bulletin	Gavin Brown	Place	7 March 2024
	Zebra Markings on Side Streets	Six-monthly update	Business Bulletin	Daisy Narayanan	Place	7 March 2024
	Active Travel Investment Funding	Update on funding arrangements	Business Bulletin	Daisy Narayanan	Place	7 March 2024
	Supported Bus Services	Monthly update	Business Bulletin	Daisy Narayanan	Place	7 March 2024
	Trams to Newhaven	Monthly update	Business Bulletin	Hannah Ross	Place	7 March 2024
	Westfield Street	Action agreed by Committee on 11.01.2024 to provide an update in two cycles on ownership	Business Bulletin	Gavin Brown	Place	7 March 2024

	Strategic Review of Parking	Action from Committee on 11.01.2024 to provide an updated timetable graph	Business Bulletin	Gavin Brown	Place	7 March 2024
	Active Travel Behaviour Change Programme 2024/25	Annual Update	Business Bulletin	Daisy Narayanan	Place	7 March 2024
	Update on New Bus Trackers	Update on action from Committee on 16.11.2023	Business Bulletin	Daisy Narayanan	Place	7 March 2024

25 April 2024

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	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	25 April 2024
	Road Safety Delivery Plan 2024/25	Annual update, to include exploration of the feasibility of steps to discourage or restrict larger and heavier vehicles in the city including via parking permits and environmental orders (action from Committee 12.10.2023)	Executive	Gavin Brown	Place	25 April 2024

	Motion by Councillor Staniforth – Updating the Taxicard Service	Motion approved by the Council on 17 March 2022	Executive	Gavin Brown	Place	25 April 2024
	Electric Vehicle Charging Procurement Strategy	Outlining the proposed procurement strategy for Electric Vehicle Charging	Executive	Gavin Brown	Place	25 April 2024
	Best Value Update – Waste and Cleansing	Update on the Best Value review of waste and cleansing, including options for improving recycling, including responding to an action agreed by Policy and Sustainability Committee on 23.10.2023.	Executive	Andy Williams	Place	25 April 2024
	Road and Infrastructure Capital Investment Programme 2024/25	Annual programme	Executive	Cliff Hutt	Place	25 April 2024
	Capital Investment Footway Prioritisation	Refining the weighting for capital investment on footways	Executive	Cliff Hutt	Place	25 April 2024
	Trams to Newhaven Project	To provide details of the handover arrangements for the project and a summary of lessons learned. This will include actions agreed by Committee on 11.01.2024 on incorrect parking on the Tram Line and update on Elm Row.	Routine	Hannah Ross	Place	25 April 2024
	Response to motion by Councillor Thornley – Parkgrove Drive	Action arising from motion from Committee on 20.04.2023	Routine	Gavin Brown	Place	25 April 2024
	Dog Fouling	Response to motion by Councillor Cowdy, approved by	Routine	Gavin Brown	Place	25 April 2024

		Committee on 16.11.2023				
	Green Street Bus Route	Actions from Committee on 11.01.2024 to report back in three cycles	Routine	Daisy Narayanan	Place	25 April 2024
	Cycle Hire Scheme	Action from Committee on 11.01.2024 to report back in April 2024 on how a concession could begin at the earliest opportunity	Routine	Daisy Narayanan	Place	25 April 2024
	Sciennes Primary School Playground	Update following conclusion of the statutory process for a permanent closure	Business Bulletin	Gavin Brown	Place	25 April 2024
	Kirkliston Junction Reconfiguration	Update on the monitoring of traffic signal changes.	Business Bulletin	Mark Love	Place	25 April 2024
	Implementing the new parking prohibitions	Update, as requested by Committee on 16.11.2023. This may be deferred to a future Committee if data is not available. Briefing note for all Councillors on interventions required (agreed 16.11.2023)	Business Bulletin Briefing Note	Gavin Brown	Place	25 April 2024
	Major Junctions Review	Quarterly Update	Business Bulletin	Gavin Brown	Place	25 April 2024
	Accessibility Commission Update	Update on the work plan and meeting timetable for the Accessibility Commission	Update	Daisy Narayanan	Place	25 April 2024

Future Plan

	Title / description	Purpose/Reason	Executive/ Routine	Lead Officer	Directorate	Expected Date
	On-Street Secure Cycle Parking Project	Action agreed by Committee on 18.05.2023	Executive	Daisy Narayanan	Place	23 May 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	23 May 2024
	Charlotte Square – Experimental Traffic Regulation Order	Seeking approval to proceed with an Experimental Traffic Regulation Order	Executive	Daisy Narayanan	Place	23 May 2024
	George Street – Stage 3 Design	Seeking approval of the Stage 3 Design for George Street	Executive	Daisy Narayanan	Place	23 May 2024
	Princes Street Waverley Strategy - draft for consultation		Executive	Daisy Narayanan	Place	23 May 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) and the actions agreed on Litter Bin Siting (12.10.2023)	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
	Cleansing Performance Report	Six monthly update. To also respond to action agreed on 16.11.2023.	Routine	Andy Williams	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
	Update on Fair Fares Review	Action from Committee on 18 May 2023 to report back to Committee when the review has concluded	Business Bulletin	Hannah Ross	Place	23 May 2024
	Update on parking dispensation arrangements	Update on actions agreed by Committee on 15.06.2023	Business Bulletin	Gavin Brown	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 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).	Business Bulletin	Gavin Brown	Place	20 June 2024
	Travelling Safely – Active Travel Path	Action agreed by Committee on 16.11.2023 to engage with	Business Bulletin	Daisy Narayanan	Place	20 June 2024

		Tesco on active travel path to Silverknowes				
	Major Junctions Review Update	Business Bulletin update following consideration of the CMP in February 2024	Business Bulletin	Gavin Brown	Place	By Summer 2024
	Supported Bus Service Route Development Lessons Learned	Requested by Committee on 16.11.2023, once supported bus services are operational, to prepare a lessons learned report which sets out an improved process for agreeing supported bus routes in the future.	Routine	Daisy Narayanan	Place	Summer 2024
	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
	Parking Contract Tendering and Contract Development Update	Action agreed by Committee on 12.10.2023	Business Bulletin or Routine	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	Executive	Gavin Brown	Place	Autumn 2024

		restrictions. To report the findings back to Committee.				
	Strategic Review of Parking – Phase 2 (including Stadium Parking)	As reported to Committee in September 2023, it is anticipated that monitoring will be completed in Q1/Q2 2024, with a report to Committee as soon as possible thereafter	Executive	Gavin Brown	Place	Autumn 2024
	Annual Update on Car Kilometres	Annual Update	Business Bulletin	Kevin Hewie	Place	Autumn 2024
	Public Toilets in Town Centres	Action agreed on 16.11.2023 to report back within 12 months	Update	Andy Williams	Place	By November 2024
	Cleansing Performance Report	Six monthly update.	Routine	Andy Williams	Place	November 2024
	Leith Connections Update	Update on monitoring post implementation of ETRO	Routine/ Business Bulletin	Daisy Narayanan	Place	Currently expected by March 2025
	Accessibility Commission Annual Update	Annual Update	Business Bulletin	Daisy Narayanan	Place	March 2025
	Edinburgh Cycle Hire Scheme Update	Action from Committee on 2 February 2023	Business Bulletin	Daisy Narayanan	Place	To be confirmed
	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
	Modal Filters in Residential Neighbourhoods	Action from Committee on 12 October 2023 to feedback on delivery	Feedback	Gavin Brown	Place	The date for this will be confirmed once the new Local

						Traffic team is in place
	Rural Roads Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	To be confirmed
	20mph Speed Limit Implementation Plan	Implementation proposals following consultation (as reported to Committee on 12.10.2023 and include the actions agreed by Committee on 12.10.2023)	Executive	Daisy Narayanan	Place	To be confirmed
	Transport ALEO Annual Update	Annual Update	Routine	Daisy Narayanan	Place	Awaiting confirmation of when the ALEO company annual accounts will be available

Rolling Actions Log

Transport and Environment Committee

1 February 2024

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 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	07.03.2024		Previous updates:12 October 2023; 15 June 2023.
2	28-03-19	Motion by Councillor Jim Campbell – Strategic Transport Analysis 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		**Recommended for closure** Our Future Streets a circulation plan for Edinburgh is included on the agenda for Committee on

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THE CITY OF EDINBURGH COUNCIL

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		(referral from the North West Locality Committee)					01.02.2024 **Previous update** This will form part of the development of the Circulation Plan Framework.
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	01.02.2024		**Recommended for closure** This is reflected in the 1st Biennial Review of the City Mobility Plan and Our Future Streets – a circulation plan for Edinburgh.
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		**Recommended for closure** Our Future Streets – a circulation plan for Edinburgh is included on the agenda for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							Committee on 01.02.2024 **Previous Update** 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		Previous updates: 14 October 2021; 31 March 2022; 15 June 2023.
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	Summer 2024		This will be reviewed again now that the regulations for footway parking are in effect. Previous update - 31 March 2022. Committee agreed to keep this action open for a further update to

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							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
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		**Recommended for closure** City Mobility Plan – 1st Review is included on the agenda for Committee on 01.02.2024 **Previous Update** Update was provided to Committee in October 2021. Review cycle has review scheduled for February

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
							2024.
9	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	25.04.2024		This will follow the extension of the tram line extension becoming operational. Previous updates:12 October 2023; 31 March 2022.
10	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	23.05.2024		It is proposed to report back to Committee on this project as part of a review of active travel investment.
11	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.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
12	17-06-21	Funding Third Sector Delivery Partner: Changeworks Resources for Life	To agree that a Business Bulletin item would be brought back on a pilot to support reusing items rather than throwing them out.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	On-going		
13	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.
14	27-01-22	Petition for Consideration: Improve the original/current traffic calming measures at 60 Spylaw Road,	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	On-going		A briefing note on the School Travel Plan Review is currently being prepared for Committee. Previous updates:

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Edinburgh, to make them fit for purpose for this 20mph school and kindergarten zone					28 January 2021; 17 June 2021; 8 December 2022; 2 March 2023; 15 June 2023; 12 October 2023
15	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	07.03.2024		An update on this was included in the Business Bulletin on 15 June 2023.
16	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		Previous updates: 14 September 2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
17	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	On-going		A briefing note on the School Travel Plan Review is currently being prepared for Committee. Previous updates: 28 January 2021; 17 June 2021; 8 December 2022; 2 March 2023; 15 June 2023; 12 October 2023
18	31.03.22	Motion by Councillor Neil Ross - Call for Action on Zebra Markings for Side Streets	To therefore, approve proceeding with a study to monitor the operation of existing low cost zebra crossings in Edinburgh, at locations that were not on the public road network. To agree that an update report be provided to Committee in six months on the outcomes of the study.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	On-going		Next update due 07.03.2024 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
19	Council 30-06-22	Motions By Councillor Whyte and Councillor Mowat – Restoring a Bus Service for Willowbrae/Lady Nairn and Bus for Dumbiedykes (See agenda)	Extract of the motion: 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. 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. 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	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	23.02.2024		A briefing note is being prepared for Political Groups ahead of the Council budget meeting on 23.02.2024. An update on Supported Bus Services is provided in the Business Bulletin on 01.02.2024. Previous Updates: 11 January 2024; 16 November 2023; 17 August 2023; 18 May 2023; and 8 December 2022.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.				
20 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@edinburgh.gov.uk	On-going		A briefing note on the School Travel Plan Review is currently being prepared. Previous updates: 28 January 2021; 17 June 2021; 8 December 2022; 2 March 2023; 15 June 2023; 12 October 2023
20 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	Executive Director of Place Lead officer: Gavin Brown	On-going		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			business bulletin update can be provided to the February meeting of the committee	gavin.brown@edinburgh.gov.uk			
21	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.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		The Road Safety Delivery Plan for 2024/25 is expected to be considered by Committee on 07.03.2024. **Previous Update** 12.10.2023.
			2) Outcome of funding application to Road Safety Improvement Fund and impact on the delivery of the prioritisation plan to be	Executive Director of Place Lead Officer: Daisy Narayanan	May 2023		**Closed May 2023** A Business Bulletin update was included on 18.05.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			reported in a future Business Bulletin update.	daisy.narayanan@edinburgh.gov.uk			
22	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		
23	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	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	31.03.2024		Briefing note being prepared following discussion with Councillor Hyslop.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			be detailed in the report was included in the approved motion.				
24	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		Previous update: 17.08.2023. A date to return to Committee will be added once the timeline for stakeholder engagement is confirmed.
25	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	On-going		A briefing note on the School Travel Plan Review is currently being prepared. Previous update: 12.10.2023. Vehicle Activated Signs to be installed (on rotation) on Brighton Place.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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 needed.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	June 2023		**Closed June 2023** An update on this was included in the Business Bulletin on 15 June 2023
26	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	07.03.2024		Committee agreed not to close this action on 12.10.2023. An update on this action will be provided in March 2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
27	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	By summer 2024		This is being progressed with Lothian Buses for presentation to Committee at a future date.
			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	By summer 2024		This will be followed up in preparation for the next annual update to Committee
28	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 instructs that any design work for a revision to the	Executive Director of Place Lead Officer: Stephen Knox Stephen.knox@edinburgh.gov.uk	11.01.2024		**Closed October 2023** 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
			structure needs to be co-produced with the local community and the LGBT+ community; 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; 3) Therefore asks officers to submit a bid to Sustrans for a				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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. 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 further report will be brought				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			back to committee on options to agree the way ahead. 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.				
29	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 gareth.dixon@edinburgh.gov.uk	14.09.2023		**Closed September 2023** A report was included on the agenda for Committee on 14.09.2023.

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	25.04.2024		
30	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	25.04.2024		
			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			**Closed September 2023** An update is provided in the Business

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				gavin.brown@edinburgh.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@edinburgh.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@edinburgh.gov.uk	25.04.2024		
			5) Agrees the principles of the changes to the charging regime suggested in the	Executive Director of Place Lead Officer: Gavin	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			report but that officers be requested to consider the following: • 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	Brown gavin.brown@edinburgh.gov.uk			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the point where it is no longer rapid anymore – and calls for a further report regarding the implementation of this approach. • 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.				
31	20.04.23	Major Junctions Review Update	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	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		Previous Update on Major Junctions Review 11.01.2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			population change due to additional housing.				
			2) To request an update via the Business Bulletin on the progress of junction design work by the October Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	12.10.2023		**Closed October 2023** An update was included in the Road Safety Delivery Plan report on 12.10.2023
32	20.04.23	Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24	Extract from decision: 1) To agree that updated information is included in all future Roads and Infrastructure Investment Capital Delivery reports and updates. 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.	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk	14.09.2023		**Closed September 2023** Report on agenda on 14.09.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			3) The report to also include: • 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 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		25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			City Mobility Plan actions plans in time for the Capital Delivery Priorities for 2024/25.				
			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.
33	20.04.23	Motion by Councillor Thornley – Parkgrove Drive (Drum Brae/Gyle – Ward 3)	Extract from motion with actions: Report back to Committee in two cycles outlining options, while protecting the supported 68 bus service to: • Make Parkgrove Drive safe for pedestrians and cyclists, especially school pupils • Reduce “rat running” in the area	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		**Previous update** 17.08.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			• Improve the road and footway surface if this can be justified within existing policies and budgets.				
34	20.04.23	Emergency Motion by Morningside Ward Councillors – Canaan Lane	Extract of motion with actions: 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.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		These immediate actions have been progressed and actions to respond to the concerns raised are now being progressed. Previous update: 12.10.2023
35	18.05.23	Secure On-Street Cycle Parking	1) To agree parking bands should be reviewed as part of the October Parking Action Plan report, and	Executive Director of Place Lead officer: Gavin Brown	25.04.2024		Fees and charges for parking will be considered as part of the Council's budget

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Project – Progress Report	consideration is given to setting the lower end at £2 per week.	Gavin.brown@edinburgh.gov.uk			process on 23.02.2024
			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. 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	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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 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. 5) Furthermore, noting that there is little or no current or proposed provision in high	Executive Director of Place Lead Officer: Daisy Narayanan Daisy.narayanan@edinburgh.gov.uk	17 August 2023		**Closed August 2023** This information is included in the Business Bulletin for Committee on 17.08.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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. 6) Requests that the report brings forward proactive proposals to increase awareness of the future roll-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'				

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			Courier newsletter (and encouragement to RSL partners to include in their equivalent updates to tenants), and via the Council's social media channels.				
36	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@edinburgh.gov.uk	23.05.2024		
37	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@edinburgh.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	07.08.2023		**Closed September 2023** Information was circulated to ward

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Stephen.knox@edinburgh.gov.uk			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@edinburgh.gov.uk	14.09.2023		**Closed September 2023** This report is included on the agenda for Committee on 14.09.2023.
38	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	23.05.2024		The Fair Fares Review is now expected to conclude by mid-February 2024. Thereafter an update will be presented to Committee.
39	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

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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 immediately as soon as possible if it has not been completed yet.	Executive Director of Place Lead officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk	31.03.2024		Previous update: 15 June 2023. This action is being progressed as part of the advertising of a Traffic Regulation Order for this area. It is expected that the representations to the TRO will be reported to Licensing Sub-Committee March 2024.
40	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	31.03.2024		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	Executive Director of Place Lead officer: Daisy	23 June 2023		**Closed September 2023**

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Councillor Cowdy – Better Buses for Ratho) with an update on progress.	Narayanan Daisy.naryanan@edinburgh.gov.uk			This action was addressed in a report to Committee on 17.08.2023
41	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
			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	Executive Director of Place Lead Officer: Gavin Brown	On-going		A briefing note on the School Travel Plan Review is currently being prepared.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.	gavin.brown@edinburgh.gov.uk			Previous update: 12.10.2023
42	15.06.23	Response to motion by Councillor Mowat – West Edinburgh Parking Dispensation	1) To consider formalising the process of member consultation and committee approval for parking dispensation arrangements as part of the parking action plan.	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	23.05.2024		An update will be provided in a future Committee Business Bulletin.
			2) To circulate data on the extended parking zones	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	07.03.2024		
43	15.06.23	George Street and First New Town –	1) To note that additional engagement would be undertaken with residents,	Executive Director of Place Lead Officer: Daisy	30.11.2023		**Closed January 2024** An update was provided to Transport

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
		Operational Plan and Project Update	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	Narayanan daisy.narayanan@edinburgh.gov.uk			Spokespeople on 20.11.2023
			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	23.05.2024		Previous update: 12.10.2023

No	Date	Report Title	Action		Action Owner	Expected completion date	Actual completion date	Comments
			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	30.11.2023		**Closed January 2024** An update was provided to Transport Spokespeople on 20.11.2023
44	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	Progress in Spring 2024		**Previous update**: 11.01.2024; 12.10.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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	Progress in Spring 2024		**Previous update**: 11.01.2024; 12.10.2023
			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	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Progress in Spring 2024		**Previous update**: 11.01.2024; 12.10.2023

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
45	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 stewardship.	Executive Director of Place Lead Officer: Murray Black Murray.black@edinburgh.gov.uk	12.10.2023		**Closed October 2023** This was included in the report to Committee on 14.09.2023
			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		This is on-going
			3) To circulate a list of areas where Glyphosate would not be used,	Executive Director of Place Lead Officer: Murray Black	14.09.2023		**Closed September 2023** This is included in the Phased Reduction in

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Murray.black@edinburgh.gov.uk			Use of Glyphosate report on 14.09.2023
46	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			An update will be provided to Committee as soon as possible. Depending on any objections received, an update will follow a report to Licensing Sub-Committee.
			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			An update will be provided on this as soon as possible.
			3) To agree that council officers shared the current TRO documentation with the parent council and that the	Executive Director of Place Lead Officer: Gavin Brown			An update will be provided on this as soon as possible.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Parent council and school were consulted about the final design/streetscape for the TRO and the adjoining school street scheme.	gavin.brown@edinburgh.gov.uk			
			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 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. To request that to inform this discussion, council legal officers and their advisors examine the most recent communication from the	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			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
			Parent Council's legal advisor concerning fully closing the road at certain times and provide an official response to the parent council.				
47	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 schemes which elicited the most negative feedback in the original consultation, namely: 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	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		**Previous Update** 16.11.2023. An update on Greenbank to Meadows will follow in early 2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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. b) Comiston Road; to agree to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee. c) Silverknowes Road North; to request that officers return with a more detailed report on options to reopen the road between the Silverknowes roundab				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			out and the promenade and install segregated cycling infrastructure. d) Silverknowes Road South, to agree that officers should return to committee with a report on options to: a) amend the current arrangement to address ongoing residents' concerns 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	Executive Director of Place	16.11.2023		**Closed November 2023**

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			provided to Committee no later than November 2023.	Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			Report considered
48	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	07.03.2024		
49	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		
50	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	Executive Director of Place Lead officer: Daisy Narayanan –	On-going		The latest update is included in the Business Bulletin on 01.02.2024 Previous updates: 14 September 2023; 12

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			review, improve and retender.	daisy.narayanan@edinburgh.gov.uk			October 2023; 16 November 2023; 11 January 2024
			2) To reiterate the direction given in the motion approved as amended at the 18 May 2023 Committee, namely: • 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		01.02.2024		The Dynamic Purchasing System for Supported Buses was approved by Finance and Resources Committee on 25.01.2024. The latest update is included in the Business Bulletin on 01.02.2024 Previous updates: 14 September 2023; 12 October 2023; 16 November 2023; 11 January 2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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, 63 and 68), in producing this procurement process.		Ongoing		The latest update is included in the Business Bulletin on 01.02.2024 Previous updates: 14 September 2023; 12 October 2023; 16 November 2023; 11 January 2024
			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		Ongoing		The Dynamic Purchasing System for Supported Buses was approved by Finance and Resources Committee on 25.01.2024. The latest update is included in the Business Bulletin on 01.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			agree that officers should inform the Committee and relevant ward councillors at the earliest possible stage if this timetable would not be achieved.				Previous updates: 14 September 2023; 12 October 2023; 16 November 2023; 11 January 2024
			5) To request monthly Business Bulletin updates at future Committee meetings with the next one outlining delivery milestones.		On-going		The latest update is included in the Business Bulletin on 01.02.2024 Previous updates: 14 September 2023; 12 October 2023; 16 November 2023; 11 January 2024
51	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	Executive Director of Place Lead officers: Gareth Barwell – Gareth.barwell@edinburgh.gov.uk	23.02.2024		This information is being prepared for political groups ahead of the Council budget meeting on 23.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			process by October. This should include information about how roles should be prioritised for investment / recruitment, taking into account the sustainable transport hierarchy. To ask that any such delays were quantified in the briefing. (delays referred to in full decision here)	Peter Watton – 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.		23.02.2024		
52	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: Hannah Ross	11.01.2024		**Closed January 2024** An update was included in the report on Incorrect Parking

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				hannah.ross@edinburgh.gov.uk			on the Tram Line 11.01.24
			2) To confirm the timescale for completion of signalling works on the tram route.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	01.02.2024		**Recommended for closure** An update is included in the Business Bulletin on 01.02.2024
53	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	23.02.2024		This is currently being progressed
54	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,	Executive Director of Place Lead officer: Andy Williams	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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).	andy.williams@edinburgh.gov.uk			
			2) Notes 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	Executive Director of Place Lead officer: Andy Williams andy.williams@edinburgh.gov.uk	01.02.2024		**Recommended for closure** An update is included in the Business Bulletin on 01.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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	31.05.2024		This briefing will be circulated to Community Councils in advance of the 2024 season
			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 request any information they hold on water quality and	Convener Lead officer: Alastair Roden alistair.roden@edinburgh.gov.uk			**Closed January 2024** The Convener has written to SEPA.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			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.roden@edinburgh.gov.uk			**Closed January 2024** The Convener has written to the Scottish Government.
55	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: • improvements to accessibility; • improvements to connectivity (preventing double parking, etc.);	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	11.01.2024		**Closed January 2024** An update was included in the meeting papers for Committee on 11.01.2024.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			• 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.				
			2) Also agrees 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.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	On-going		**Closed January 2024** This now forms part of the programme of work for TROs
			3) Agrees therefore to ask officers to liaise with the Council's parking	Executive Director of Place			**Closed January 2024** This action has been

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			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.	Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			completed
			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	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Autumn 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			resident issues arising, and any lessons learned ahead of any decision on Phase 2.				
			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	31.12.2023		**Closed January 2024** An report was included in the meeting papers for Committee on 11.01.2024.
56	14.10.23	Business Bulletin	1) To provide a briefing note on CEC Recovery Ltd and any land it held.	Executive Director of Place Lead officer: Alison Coburn alison.coburn@edinburgh.gov.uk	07.03.2024		This briefing is currently being prepared
			2) To confirm whether any safety measures could be made at the steep steps and slope at Greenside Row.	Executive Director of Place Lead officer: Hannah Ross	01.02.2024		**Recommended for closure** An update is included in the Business Bulletin on 01.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				hannah.ross@edinburgh.gov.uk			
			3) To note a ward members briefing would be provided on the handover of the tram project.	Executive Director of Place Lead officer: Hannah Ross hannah.ross@edinburgh.gov.uk	25.04.2024		
57	14.10.23	St James Quarter - Introduction of an Experimental Traffic Regulation Order	To request a new TRO that permitted access beyond the bollards for pedestrians only, with access for emergency vehicles as required.	Executive Director of Place Lead Officer: David Cooper david.cooper@edinburgh.gov.uk	On-going		
58	14.10.23	Reform of the Council's Transport Companies	1) Council officers will draft revisions to all relevant documentation including the shareholder agreement and operating contract.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	On-going		
			2) To agree the terms of reference of the	Executive Director of Place	On-going		**Previous update**

No	Date	Report Title	Action		Action Owner	Expected completion date	Actual completion date	Comments
				Shareholder Forum at Appendix 1 to the report, subject to any comments from the minority shareholders. Any proposed changes would be reported back to Committee	Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk			11.01.2024.
			3)	The January 2024 Business Bulletin will provide a concise summary of the powers the UK Transport Act 1985 and the Transport (Scotland) Act 2019 gave local authorities to control or influence public transport operations.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	11.01.2024		**Closed January 2024** An update was included in the Business Bulletin for Committee on 11.01.2024
59	14.10.23	Road Safety – Service and Delivery Plan Update for 2023/24	1)	To request that the Road Safety – Service and Delivery Plan 2024/25 plan be tabled for approval as soon as possible after the February 2024 budget meeting. Within this report	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			explore the feasibility of steps to discourage or restrict larger and heavier vehicles in the city, including via parking permits and environmental orders. 2) To provide a members' briefing, detailing the specific speed reduction measures to be introduced for those schemes listed in Appendix 3, sections B and C				
60	14.10.23	Actions to Deliver Edinburgh's City Mobility Plan Consultation Update	1) The City Mobility Plan is to be presented in February 2024 and will take account of ; • the council's climate emissions targets and to achieve the key performance indicators set out in the City Mobility Plan, we must be ambitious and some	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		**Recommended for closure** City Mobility Plan – 1st Review report is presented for Committee on 01.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			policies would be required which were supported in market research but less so in the consultation responses and workshop findings due to a less representative reach • a degree of political leadership and consideration of the Climate and Nature emergencies was required from all councillors; and to expect that additional actions for consideration to meet the aims of the CMP would not be limited to those which appeared in the public's response				
61	14.10.23	Litter Bin Siting	The Neighbourhood Environmental Services report	Executive Director of Place	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			due to be presented Committee in May 2024 will include: • More detail in relation to key routes to secondary schools. • Information regarding additional uplifts to minimise the excessive waste that premier parks that draw large groups during periods of fine weather during the summer, particularly at weekends and on public holidays. • Challenges on separating waste for recycling. • More detail around the considerations in respect of "Terrorism"	Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk			
62	14.10.23	Speed Limits Review - 20mph	1) To present a report to Committee in February 2024, alongside the first review of the City Mobility	Executive Director of Place Lead Officer: Gavin Brown			The Expected Timeline will be updated once available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Plan and the associated action plans and to include information; • about the perceived effect reducing the speed limit on roads to 20mph would have on journey times and emissions and the impact for vehicles travelling along selected key routes. • Regarding continually changing the speed limit on key routes and its impact on driver frustration.	Gavin.brown@edinburgh.gov.uk			
			2) To note the points made by Friends of Prestonfield Primary School in their written deputation and asks that: • The February 2024 report will would give due consideration to switching	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk			The Expected Timeline will be updated once available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the speed limits adjacent to all primary and secondary schools (public and private) to 20mph. • An update is be provided to the January 2024 Committee which gives gave consideration to the other points raised (crossings, parking and KEEP CLEAR markings).				
			3) To circulate the consultation responses to members	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk			The Expected Timeline will be updated once available
63	14.10.23	Speed Limits Review – Rural Roads	The final implementation plan will be presented to Committee alongside the first review of the City Mobility Plan and Action Plans in February 2024.	Executive Director of Place Lead Officer: Gavin Brown			The Expected Timeline will be updated once available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
				Gavin.brown@edinburgh.gov.uk			
64	14.10.23	Motion by Councillor Dijkstra-Downie - Trial of speed-responsive traffic lights	To provide a report to the Transport and Environment Committee in March 2024 on feasibility and costs to trial this technology in Edinburgh as a potential speed-reduction measure and to provide an update on this trial as part of the report requested.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	07.03.2024		
65	16.11.23	Response to the Edinburgh Tram Inquiry	1) To request appendices be added to the Council report on the recommendations of the Hardie Inquiry which had been addressed in the Trams to Newhaven project, and on the arrangements agreed by GRBV Committee regarding monitoring the delivery of major projects.	Executive Director of Place Hannah Ross hannah.ross@edinburgh.gov.uk			**Closed January 2024** This was included in the meeting papers for the Council on 14.12.2023.

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To include in the Trams to Newhaven Lessons learned report an assessment of utilities works and why the chosen approach was taken.	Executive Director of Place Hannah Ross hannah.ross@edinburgh.gov.uk	25.04.2024		
66	16.11.23	Business Bulletin	In relation to Traffic Orders – Licensing Committee - officers to review this issue within an earlier timescale, and requests that they bring forward options within three cycles that would continue to respect the role of Licensing Sub-Committee in taking quasi-judicial decisions but also allows the Transport & Environment Committee to continue to be involved and take a view on key transport changes being delivered through statutory order processes.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	07.03.2024		
67	16.11.23	**Implementing the new Parking Prohibitions**	1) To provide via a Business Bulletin once 10 weeks of data was available:	Executive Director of Place	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			a) Weekly enforcement requests by Ward. b) Weekly fines issued by Ward. c) a note on the feasibility of using all of any additional income for improvements to footpaths (e.g., installing dropped kerbs and cutting clutter)	Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk			
			2) Officers to circulate a briefing note to all councillors when data was available (expected by May 2024) detailing: • Where TROs and other interventions are planned • What the timeline for TROs and other interventions is • Appendix D of the footway parking assessment project outcome report which	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			details the streets categorised as ‘red’ • the list of ‘red’ category streets, broken down by ward, be provided to elected members by way of a members’ briefing.				
			3) Requests that Council communication on the new parking prohibitions should start as soon as possible, before the 11 December 2023, to make people aware of changes to discourage pavement parking, double parking and parking at dropped kerbs		December 2023		**Closed January 2024** Communications began immediately following Committee
			4) Further requests that the Council will, when carrying out next steps [5.1 – 5.3] continue to work with disabled people’s organisations, RNIB,		23.05.2024		

No	Date	Report Title	Action		Action Owner	Expected completion date	Actual completion date	Comments
				Living Streets and other groups who are adversely affected by inconsiderate parking.				
			5)	Officers to circulate to committee members the statutory exemptions and a map for showing the red, amber and green streets.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	29.01.2024		**Recommended for closure** This information is published on the Council website.
68	16.11.23	Supported Bus Services	1)	At 5.1 it is noted that officers will continue to refine proposals, notes more generally that no information has been provided on how any of these routes proposed for tender have been devised and agrees that this will be included in the Business Bulletin update to the February Transport and Environment Committee.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	01.02.2024		**Recommended for closure** This information has been included in the Business Bulletin on 01.02.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) Officers should, as part of the budget setting process, provide political groups with the necessary financial information that would allow the Council to consider funding an additional service to/from Dumbiedykes.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	23.02.2024		This information is being prepared for Elected Members in advance of the Council budget meeting on 23.02.2024
			3) To agree that, once tenders are appointed and bus services are operational, officers should return to an appropriate committee in 2024 with a 'lessons learned' report, which sets out an improved process for agreeing supported bus routes in future.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Summer 2024		
			4) Officers will continue to review and refine the proposed supported bus service routes in	Executive Director of Place Lead Officer: Daisy Narayanan	25.01.2024		**Recommended for closure** The DPS was approved on

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			preparation for tendering under the DPS.	daisy.narayanan@edinburgh.gov.uk			25.01.2024 and update on routes is provided in the Business Bulletin on 01.02.2024
			5) Agrees reviews and refinements should prioritise increased frequency of service, aiming to achieve at least a half-hourly frequency and Sunday services; and Phasing for tendering under the DPS should start with new routes such as a Ratho A71 service.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	25.01.2024		**Recommended for closure** The DPS was approved on 25.01.2024 and update on routes is provided in the Business Bulletin on 01.02.2024
69	16.11.23	Travelling Safely Schemes	1) Approves the proposed amendments to the Travelling Safely schemes at Silverknowes Road North and Silverknowes Road South and the advertisement of new Experimental Traffic Regulation Orders (ETROs) for these schemes; and agrees that	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			**Closed January 2024** Ward Councillors will be fully engaged in designs are developed.

No	Date	Report Title	Action		Action Owner	Expected completion date	Actual completion date	Comments
				councillors for ward 1 should be fully engaged as specific designs, including cycle safety at the roundabout mentioned in Paragraph 9.2.2, are developed.				
			2)	To make a fresh approach to Tesco on the creation of an improved active travel path between the rear of its store and Silverknowes - with committee updated on the outcome of this work through a future Business Bulletin.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	20.06.2024		
			3)	Report on the outcomes of this engagement (on Greenbank to Meadows Quiet Connection and Braid Road schemes) and proposed next steps will be presented in early 2024.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
70	16.11.23	Public Toilets	1) Director of Place to discuss with the EICC Board the potential of opening the hotel toilets to the public.	Executive Director of Place Lead officer: Paul Lawrence paul.lawrence@edinburgh.gov.uk	07.03.2024		
			2) To progress a proposal for a new public toilet, including Changing Places facilities, in town centres and communicate this to Committee members within no later than 12 months.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	November 2024		
			3) To include progress on provision of public toilets in Gorgie in any future update to the Committee regarding the Gorgie-Dalry 20 Minute Neighbourhood project.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	November 2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
71	16.11.23	Parking Permits for Places of Worship	Agrees the ongoing monitoring set out at paragraph 5.2 should reflect the fact that some places of worship serve large areas and their main day of worship and/or fellowship is not a Sunday, and therefore have different parking pressures to those which typically meet on a Sunday. As part of this the demand for Class 10 parking permits should be evaluated, and the Edinburgh Interfaith Association consulted on any conclusions drawn.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	Summer 2024		
72	16.11.23	Bus Lane Penalty Charge Levels	1) Notes the council currently has to seek approval from Scottish Ministers to increase the level of bus lane penalty charges; believes that the power to set these charges should rest solely with local authorities, and therefore agrees that the Convenor will write to the relevant Scottish Minister, and raise through	Convener			

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			the relevant channel at Cosla, requesting that these powers are devolved to Scottish local authorities;				
			2) Notes that CCTV on the buses themselves, which when facing forwards or backwards on the outside of the vehicle are very likely to pick up bus lane infractions, are not currently listed as an 'approved device' for enforcement purposes under the Bus Lanes (Approved Devices) (Scotland) Order 2011, and therefore agrees that the Convenor will write to the relevant Scottish Minister, and raise through the relevant channel at Cosla, requesting that CCTV on buses is added to the list of approved devices to facilitate enforcement.	Convener			**Recommended for closure** Copy of letter circulated on 22.01.2024

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
73	16.11.23	Public Utility Company Performance and Road Work Co-ordination April 2022 to March 2023	Notes the council's commitment to press the Scottish Government for powers to introduce a 'lane rental' scheme, as is operated by some local authorities in England in order to incentivise utilities to leave roadworks open for the shortest possible time; notes the last time the Scottish Government consulted on this was in 2014 and that no change happened at that time, and agrees that the Convenor will write to the relevant Scottish Ministers, and will raise through the relevant channels at Cosla, to reiterate the council's request that powers to implement 'lane rental' schemes should be devolved to Scottish Local Authorities.	Convener			**Recommended for closure** Copy of letter circulated on 22.01.2024
74	16.11.23	Granton Waterfront – Investigation of Parking Controls - Update	Requests: • That since only 48 consultation responses were	Executive Director of Place Lead officer: Sat Patel			This action is currently being progressed and an expected completion date will be

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			received, information on how to improve community engagement in this area is welcome in future updates to Committee; • When available, a briefing to Committee members on updated statistics of city-wide household composition by car or van availability • Information on how we can move from 'car-light' to 'car free' approaches in order to substantially decrease car use and dependency in new developments and surrounding areas which will help the Council towards the city's net zero goals	Satyam.patel@edinburgh.gov.uk			added when available.
75	16.11.23	Communal Bins Review Update	Agree that Officers report back to Committee within two cycles setting out a short-term plan to deal with the mismatched bin	Executive Director of Place Lead Officer: Andy Williams	01.02.2024		**Recommended for closure** This is provided in the Business Bulletin for

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			hubs and road markings to include: • How to return car parking spaces lost from unnecessary Double Yellow Lines, • More detailed timescales for the new TRO process and Bin hub implementation, and • a communications campaign to keep residents informed of developments with the plan.	andy.williams@edinburgh.gov.uk			Committee on 01.02.2024
76	16.11.23	Cleansing Performance Report	Notes paragraph 4.17 of the report and that, in a February 2020 report to committee, officers agreed to "investigate the feasibility and costs of reopening Braehead HWRC in the 2021-2022 financial year"; recognises that the COVID-19 pandemic understandably meant this work	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			did not happen as planned; requests that this detailed analysis is undertaken with a report back to committee in the next Cleaning Performance Report.				
77	16.11.23	Motion by Councillor Aston – Skip Permits	Extract of motion: Requests a business bulletin update to the March Committee setting out options for seeking alteration of the criteria for determining applications for skip permits so that proximity to a building site, house clearance, or other location as might reasonably need a skip can be a matter that may be taken into account by the Council acting as Roads Authority. This may include writing to the Scottish Government or UK Government, as applicable, to request that the relevant legislation is amended.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
78	16.11.23	Motion by Councillor Cowdy – Dog Fouling	Calls for a report to be provided to Transport and Environment Committee within 4 cycles presenting options to help combat dog fouling that includes improving enforcement, the use of Fixed Penalty Notices, and the practicalities of establishing a Dog DNA register for the city, how it could be enforced, likely costs to set up and run, and how much might be funded through issuance of fines; and also including consideration of the 10-point plan proposed in the Green Group amendment to item 7.11 at the committee meeting on 2 June 2015 on this subject.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		
79	16.11.23	Motion by Councillor Munro – New Style Bus Trackers	1) Requests a briefing note, written in consultation with Lothian Buses, to be provided as soon as possible giving the following information: ○ Why, given the new screens were supposed to provide	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		A Business Bulletin update is being prepared for Committee

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			multi real time passenger information, this is not happening? ○ Can the ‘due bus’ information be reinstated on the screen, rather than it disappearing. If this is possible, what would be the cost to undertake this, and how quickly could it be done? ○ Who made the decision to take the ‘due bus’ information off the trackers and the reasoning behind this? ○ Is data on an app based on real time GPS available to feed into the trackers (the report to F&R indicated this would be the case) – why do they appear to only show a question? ○ Are the bus stop screens able to show a date?				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			○ Information on why there is no longer notice of wheelchair space(s) available on buses and how quickly this can be rectified, and if necessary, at what cost?				
			2) Requests that the briefing note includes an update from Lothian Buses on the progress towards a new bus tracker app.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		
80	14.12.2023 (Council meeting)	Motion by Councillor Mitchell – Telford and Hillhouse Junction	1) Asks officials that the next update being received by the Transport and Environment Committee in relation to the 'Local Traffic Improvement Plans' includes this junction with a view to urgently improve: a) Pedestrian safety and movements across	Executive Director of Place Lead officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			and around the junction, b) Accessibility for those with reduced mobility and/or a visual impairment, c) Improvements for cyclists travelling through the junction. 2) Agreeing, therefore, that this junction should therefore be considered as part of the Local Traffic Improvement Programme, the framework for which comes to TEC in Spring 2024, 3) Also agrees that officers will organise a briefing in the new year with the TEC Convener, Inverleith Ward councillors, Craigleith Blackhall Community				

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			Council, Edinburgh Living Streets, Edinburgh Access Panel and Sight Scotland				
81	11.01.24	Business Bulletin – Trams to Newhaven Update	To agree that a report is brought to the April 2024 Transport and Environment Committee analysing the problem, and proposing changes which help the flow of buses, trams and goods/services moving through the area whilst respecting the sustainable transport hierarchy. This report should consider all key routes to Picardy Place, and the additional demand created by the St James Quarter.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	25.04.2024		
82	11.01.24	Business Bulletin – Cycle Hire Scheme	To agree that a report would be brought to the April 2024 Transport and Environment Committee detailing how a concession could begin at the earliest possible opportunity.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			To agree that this report should be informed by a members' workshop.				
83	11.01.24	Business Bulletin – Corstorphine Connections	1) To provide a briefing to committee members on processes and arrange a site visit to the City Operations Centre.	Executive Director of Place Lead officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		Visits to the City Operations Centre can be arranged by contacting Gavin Brown.
			2) Officers to include the analysis of the community feedback data in the report to committee in March and also include data on who was being issued with bus gate fines (local residents or visitors).	Executive Director of Place Lead officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	07.03.2024		
			3) To amend the wording on the Community feedback to ensure the views	Executive Director of Place	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			displayed matched the contents of the report.	Lead officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			
84	11.01.24	Major Junctions Review	1) To agree a note is issued to Transport and Environment Committee / Local members on the likely timeline to complete the Kings Road junction works, and also information on what the current competing priorities are.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available
			2) To agree officers would provide regular written progress updates via email to the relevant communities starting in February (including councillors for wards 14 and 17, Portobello and Craigentinny/	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			Meadowbank community councils, and Spokes Porty). To agree these processes would commence as soon as practicable.				
			3) To agree officers would work with political groups to identify where there are budget requirements in order to deliver the priorities identified in the Major Junctions Review, ahead of the 24/25 budget setting process.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	23.02.2024		
85	11.01.24	East London Street	1) Recognising the importance of the 2018 Setted Street Policy, agree that there could be merit in setting aside the policy in respect of the specific circumstances for those living on East London Street and instruct officers to begin the required engagement exercise, including heritage bodies and	Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			residents to generate a report to the relevant committee immediately.				
			2) To request officers engage with City Centre and Leith Walk ward councillors in the development of options for a Green Street bus route that ensure road safety at Bellevue Place in addition to the Green Street / Annandale Street junction, ideally retaining the street trees, and to report back to committee within three cycles.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available
			3) To request officers consider the following road safety improvements to East London Street to calm residual traffic: • Refurbishment of the speed bumps	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			• Narrowing the wider sections of the street by widening the pavement • Consultation of Saint Mary's RC Primary School on replacing the parking spaces in front of the playground with a pavement build-out.				
86	11.01.24	Strategic Review of Parking: Progress Update	1) To agree that officers would engage with Ward Councillors, Community Councils, residents' groups from within the Shandon/Meggetland area, and other relevant stakeholders, to understand what adjustments could be made. To agree the outcome of this engagement be reported back to committee at the earliest opportunity.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	23.05.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			2) To agree officers would engage immediately with Ward Councillors, Community Councils and affected residents' groups in order to agree a suitable course of action in order to minimize further resident disruption, especially in Lockharton Gardens, Avenue and Crescent. This outcome must take cognizance of any further parking displacement that may occur as a result of new adjustments.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	23.05.2024		
			3) To request a Business Bulletin update on Westfield Street within two cycles, which provides full details of the ownership of the whole street, including the access road to the Gorgie War Memorial Hall and the BMC Social Club, and include	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			consideration of how the public realm can be improved and maintained in the future, including the possibility of adoption. The report should also provide an update on implementation of option				
			4) To note the original Strategic Parking Review report on 12 September 2019 set out a phasing and timetable graph within Appendix 8 and which clearly set out for affected residents the lengthy process from design through to implementation; to therefore, request a business bulletin update within two cycles setting out the revised timetable graph, and for this to be made available on the relevant page of the Council website.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			5) To request engagement takes place with stakeholders, including community councils, in relation to phase 2 areas which may be affected by displacement.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	23.05.2024		
			6) Officers to provide an update on activation of controls in streets in zone N6.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	07.03.2024		
87	11.01.24	Incorrect Parking on the Tram Line	1) To agree to receive a further report to the March meeting of the Transport and Environment Committee so that the outstanding actions can be addressed.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		
			2) To request a briefing is organised with relevant officers, Transport spokespeople and ward councillors on the issues	Executive Director of Place Lead Officer: Gavin Brown	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			raised in Councillor Rae's original motion.	gavin.brown@edinburgh.gov.uk			
			3) To request a revised report comes to Committee in March which addresses the issues raised and the following: a) how effective, accessible and well used the current reporting systems are. b) what the financial and environmental benefits of reducing car parking spaces on Leith Walk would be. c) how we can proactively implement physical measures and prioritise these in future business cases. d) how these measures are crucial in reducing car kilometres, dependency on the private car, and	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			congestion whilst ensuring our public transport options remain the most accessible and attractive form of mobility in Edinburgh.				
88	11.01.24	Air Quality Annual Progress Report	1) To agree that the Council should work with organisations like NHS Lothian, the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh improves beyond the minimum standard set by the Scottish Government.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			The Expected Completion Date will be added as soon as available
			2) To agree the Convener would write to the Scottish Government asking for an update on any progress made.	Convener			
89	11.01.24	Transport Asset Management Plan	To request officers outline how these traffic reduction objectives are considered in the predictions of future conditions of transport	Executive Director of Place Lead Officer: Sean Gilchrist	January 2027		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			assets and the investment strategies based on them, in the next Transport Asset Management Plan report.	sean.gilchrist@edinburgh.gov.uk			
90	11.01.24	Trams to Newhaven	To agree that the project close out/lessons learned report would be coming to Committee in April 2024 and that the list of the outstanding defects would be reported to Committee as part of this.	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	25.04.2024		
91	11.01.24	Motion by Councillor Caldwell – Public Realm (scrutiny) along the Trams Phase 2	Requests the scheduled Trams to Newhaven 'closure' report due to committee in April also outlines: 1) A summary of areas and designs that were in the final published landscaping plans but have not been executed. 2) An anonymised analysis of incidents and concerns raised from members of the public regarding the	Executive Director of Place Lead Officer: Hannah Ross Hannah.ross@edinburgh.gov.uk	25.04.2024		

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			new designs post or during installation and mitigations made/proposed. This should include evidence gathered from; • Trams to Newhaven Contact Centre record; • Ward councillors; • Minutes from Community Councils Together on Trams • Relevant Place officers (Trams to Newhaven and 'mainstream' departments) 3) Locations of note where the new streetscape does not conform to 2022 ESDG and proposals of locations which may be appropriate to be reviewed either by Trams to Newhaven or by				

No	Date	Report Title	Action	Action Owner	Expected completion date	Actual completion date	Comments
			relevant Place departments.				

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Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 1 February 2024

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

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

Recent news	Contact for further information
Supported Bus Services Dynamic Purchasing System On 25 January 2024, Finance and Resources Committee approved the establishment of a Dynamic Purchasing System (DPS) as a means to award contracts for the provision of supported bus services. The DPS will run for five years, with two optional extensions of 12 months each. Four initial applications were received for companies to join the DPS. At the time of writing, these companies' applications are currently being evaluated. The DPS will remain open for new applicants to join, and on-going admittance of suppliers will be based on evaluation of responses. Once the DPS is established, individual competitions will be held among the operators to provide supported bus routes. Following competition, an update on contract awards will be provided to Finance and Resources Committee every six months. Proposed Routes An updated map showing the proposed supported bus service routes is attached in Appendix 1. This reflects the	Daisy Narayanan **Wards Affected:** All (particularly 1 – Almond; 2 – Pentland Hills; 11 – City Centre; 14 – Craigentinny/Duddingston; and 17 – Portobello/Craigmillar)

changes agreed by Committee on 16 November 2023, including the reinstatement of Service 13.

The proposed supported bus service routes have been developed, based on a number of sources of information, including:

- Stakeholder engagement, focused on rural west Edinburgh communities who provided feedback on draft route proposals;
- Engagement with bus operators, including those who have run the services in the past, to understand how routes could be adjusted to improve reliability and attractiveness to passengers;
- Demand analysis, reviewing annual ticket sale data from the existing supported services, together with population catchment area analysis; and
- Cost analysis, to test how much different service variations (e.g. time of day, frequency etc.) could cost and how affordable these could be (including potential fare revenue).

Mini-Competitions for Supported Bus Service Routes

It is proposed to begin tendering for the supported bus service routes with a package of West Edinburgh services, including a direct service from Ratho to the City Centre, the network covered by the existing services 20, 63 and 68, and a new link between South Gyle and Cramond. This will allow costs associated with all options to be assessed against available budget. Precise detail of service specifications and quality standards are being finalised for inclusion in tender documents.

Thereafter, a tender will be issued for Service 13 and if sufficient budget is available, a reintroduced Portobello Circular, and a new route serving Dumbiedykes. In advance of tendering, further consultation is proposed with community groups in the areas served, in order to optimise service provision.

Elected Members also requested information on the potential costs of a bus service for Dumbiedykes. Indicative costings will be shared with Political Groups in advance of the Council Budget meeting on 23.02.2024.

Integrated Impact Assessment (IIA)

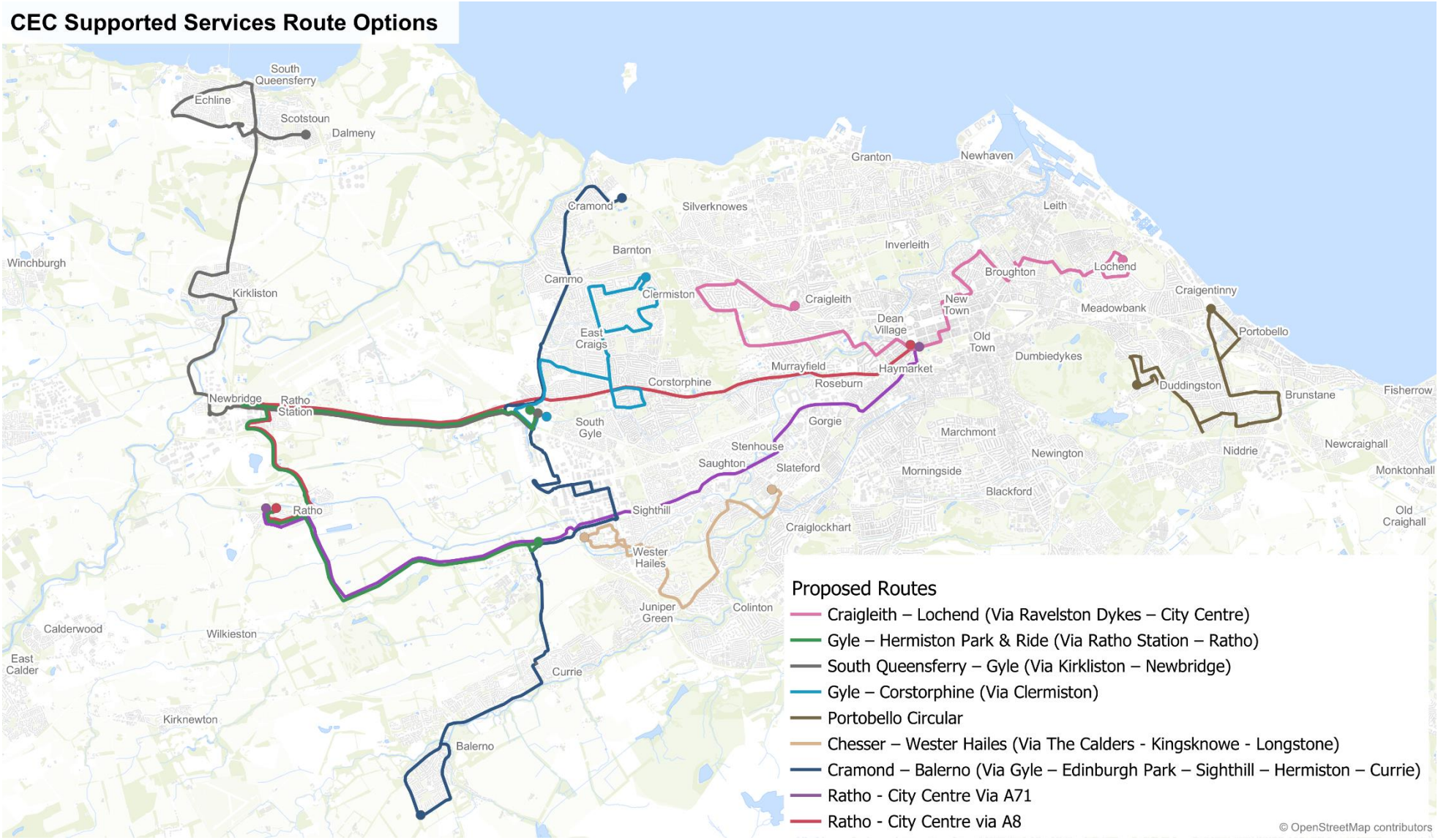
An IIA for Supported Buses has been published on the Council website.	
Communal Bin Review Update – Shandon (S5 Zone) As noted by Committee in November 2023, following the recently implemented Traffic Regulation Order (TRO) for the introduction of the new parking, waiting and loading restrictions and the proposed 20 communal bin hubs in the Shandon area (S5), only a small number of bin hub locations matched the advertised order. To address this in the short term, current safe spaces on double-yellow lines are being used to place waste and recycling bins without impacting the new parking bays. These safe spaces mostly correspond to the old bin locations (which were retained through the TRO) and allows for the placement of waste and recycling bins in a manner that users are not required to stand in the flow of traffic in order to access the bin aperture (bins not “doubled up”). Re-using of the old bin locations maintains the waste and recycling service to residents until a new TRO is advertised and the full bin hubs can be installed on the street (including bull bars). The new TRO will address all of the outstanding issues (e.g. unnecessary double yellow lines). In advance of the TRO legal process, engagement with residents is currently taking place to allow members of the public to provide feedback on the proposed new bin hub locations which will be subject to the TRO order. Properties that use the communal bin service or are in the proximity of the proposed bin hubs have received letters with plans of proposed bin hub locations as well information on the temporary arrangement for their waste and recycling service. Local Councillors and Community Councils have also been kept updated on the proposed new bin hub locations. The feedback received will support the determination of the final bin hub locations in accordance with the review framework. The final bin hub locations will be subject to the TRO process which is expected to be advertised in Spring 2024. Subject to the legal process for TROs, it is anticipated that the changes in parking, waiting and loading restrictions, the installation of bull bars and the implementation of the new bin hubs will be implemented from Autumn 2024. Residents will be able to keep updated on progress	Andy Williams **Wards Affected:** 9 – Fountainbridge/Craiglockhart

with the development and progress of the new TRO process through updates on the Council's website.	
Treatment of Weeds On 14 September 2023, following consideration of a report on the phased reduction in use of glyphosate, Committee requested information on the protective equipment that Council workers and any contractors working on behalf of the Council are required to wear while applying chemical treatment to weeds. The type of Personal Protective Equipment (PPE) to be worn when applying chemicals is dependent on the chemical being used and is normally detailed on the product label. The Council supplies respiration protection, gloves, eye protection, safety books and overalls to anyone involved in the treatment of weeds using glyphosate. All of the Council's Parks team have completed pesticide training (PA1 and PA6) and hold a valid Certificate of Competence (CoC) from this training. This is legally required for anyone applying pesticides in a commercial role under the Chemicals Regulation Directorate (Control of Pesticides Regulations 1986 (as amended)). In addition, where Quad Bikes are being used for the application of pesticides, an additional City and Guilds Level 2 Award on the safe application of pesticides using self-propelled, mounted, and/or trailed horizontal boom sprayers is also required. All Council employees using a Quad Bike while applying glyphosate have completed this training. The Council does not engage any external contractors for the treatment of weeds however it is expected that any contractor working on behalf of the Council would provide and ensure that their employees wear appropriate PPE. In addition, as requested by Committee, a note will be circulated to all Community Councils on the procedure and process for involvement in glyphosate-free trials in the city. The remaining actions from September's Committee on glyphosate use will be reported back to Committee later in the year.	Andy Williams **Wards Affected:** All
Historic Environment Scotland Consultation on Outline Strategic Plan for Holyrood Park	Daisy Narayanan

On 16 November 2023, Committee considered a draft response from the Council to Historic Environment Scotland's consultation on an Outline Strategic Plan for Holyrood Park. On 19 December 2023, the attached response (Appendix 2) was submitted to Historic Environment Scotland on behalf of the Council. This incorporated feedback from Councillors.	**Wards Affected:** All, particularly 14 – Craigentinny/Duddingston
Bus Partnership Fund – Funding Update Following the publication of the Scottish Budget on 19 December 2023, Transport Scotland (on 16 January 2024) wrote to the Council to confirm that the £500m Bus Partnership Fund will be paused for Financial Year 2024/25 due to budgetary constraints. Funding for existing workstreams is committed for the remainder of this Financial Year (2023/24) (totalling £1.06m). This allows for the completion of: • Three of the seven Outline Business Cases; • Feasibility Studies along A702, Kirkliston and M90/A90; • Implementation of a Bus Lane Enforcement Camera on A70; • Decommissioning of Queue Management System on A90, and preparatory site works and purchasing of a new system; • Feasibility of Bus Priority at signals and bus lanes at selected sites. Transport Scotland recognise that the Council has successfully delivered on the ground measures and robust business cases during earlier rounds of the Bus Partnership Fund and consequently provided assurance that these works will continue to inform future funding decisions. As a priority, officers are working closing with Transport Scotland to explore other funding opportunities with the aim of progressing as much of the previously planned 2024/25 workstreams as possible. As progress is made on any new funding agreements, further updates will be provided to Committee members.	Daisy Narayanan **Wards Affected:** All
Trams to Newhaven In order to optimise the current signal system, tram timings are being reviewed and the signals optimised to take	Hannah Ross **Wards Affected:**

account of tram times. A new Urban Traffic Control (UTC) traffic signalling system has been installed along the route. Separately, a further signalling system called Spruce is also being delivered along the route. There has been an issue with the configuration of the communications unit within Spruce, and work has been completed to resolve that. Testing will take place before the end of the month to confirm that the issue is resolved, and if so both the Spruce and UTC systems will become operational thereafter. As part of the final design (approved as part of the Traffic Regulation Order process in August 2021) Greenside Lane has been blocked off to traffic and steps installed. The layout of Greenside Lane complies with the Edinburgh Street Design Guidance and is similar to the design of similar lanes across the city (for example on the Royal Mile near the castle which also has significant footfall). Concerns have been raised about the gradient of the lane and the interaction with the steps though no issues were raised as part of the Road Safety Audit for the project. It is understood that motorists have been directed to use Greenside Lane when following GPS directions. Google Maps has recently been updated to reflect the new layout and a request for a correction has been sent to Apple Maps. While this update is awaited, a temporary barrier will be installed. The specialist sub-contractor for soft landscaping is scheduled to return on site in spring 2024 to undertake grass seeding. A review is being undertaken on the Traffic Regulation Order for the route to ensure all agreed elements are in place. This will include a permanent arrangement for Brunswick Street which has been temporarily stopped up due to pedestrian / vehicle conflict and possible changes to the parking and cycling arrangements at Elm Row. A full report on the project, which will include details of lessons learned, a handover plan, and a review and look ahead for defect resolution will be brought to the April 2024 Transport and Environment Committee.	11 – City Centre 12 – Leith Walk 13 – Leith

Appendix 1 – Supported Bus Services Route Options



Consultation response to Historic Environment Scotland's Outline Strategic Plan for Holyrood Park

The City of Edinburgh Council
19 December 2023

1. Introduction

1.1. The City of Edinburgh Council ('the Council') welcomes the opportunity to comment on the Outline Strategic Plan ('the Plan') for Holyrood Park ('the Park').

1.2. This paper sets out key areas of consideration from the Council's perspective and confirms a strong willingness to collaborate further with Historic Environment Scotland (HES) as the plan develops.

1.3. This paper is structured to respond to key areas of information sought, focusing on how the vision and objectives of the Plan can be supported and further refined through continued partnership working.

2. Vision and objectives

2.1. The Council supports the Plan's vision and objectives for the Park, acknowledging it plays critical roles in responding to climate change and protecting/enhancing its ecosystem services, across its mosaic of habitats and landscapes. The Council supports support the vision statement which takes into consideration the climate and emergency, community aspirations and natural and heritage conservation priorities. The Council also supports the Plan's aims to focus the future Park on improving sustainable accessibility, considering users' needs so it is easily accessible for all.

2.2. Critically, the Council supports all decisions that contribute to moving towards net zero operational costs models, increase revenue to support local investment and reduce subsidy funding requirements. The Council would welcome opportunities to explore the development such models, including with HES, where possible.

Climate and Nature Emergencies

2.3. The Council seeks to achieve net zero by 2030 and has declared a Climate Emergency and a Nature Emergency. The Council recognises the Park as an integral part of the City's green infrastructure and has a key role in reducing current and future impacts associated with the Emergencies.

2.4. The Council supports the Park's approaches for integrated land management, to support adaptation, reverse biodiversity loss and improve mental and physical health as well as exploring opportunities to further engage visitors with the Park's nature and biodiversity. The Council currently works with HES on joint conservation projects at its locations, engaging with communities and supporting educational work, including citizen science and observation of nature and biodiversity. Indeed, the Park's Ranger

Service have led on important nature conservation activities for some of Edinburgh's rarest species for over two decades as part of the Edinburgh Biodiversity Partnership. It is hoped that these activities can be built upon as land management practices are developed, to ensure educational engagement can expand, in alignment with objectives 7 and 10.

2.5. The Council welcomes opportunities presented within objective 1 to restore and enhance ecosystem services, across ecological, climate, heritage, cultural, health/wellbeing themes. As part of this, the Council wishes to see the Park maximise its ecosystem services relating to climate change adaption and carbon sequestration potential, For example, the Council would be interested to see how plans for greater tree coverage may be included in future plans, within the context of objective 1 and in a way that does not negatively impact on other aspects of this objective.

2.6. Furthermore, Holyrood Park is designated as the largest Site of Special Scientific Interest (SSSI) in Edinburgh, with a focus on geology and ecology. This should be considered alongside all other designations when planning for the Park's future. The vision to allow for diversity of habitats and to actively manage areas of important grassland habitat is supported by the Council.

2.7. Future approaches to area management should consider the areas in the park which contain rare habitat types, and support priority rare plant and insect species. These are features that contribute to the Park's SSSI designation and are also identified as priorities in the Edinburgh Biodiversity Action Plan. A cautious and informed approach to *'areas of vegetation largely left to naturalise'* is welcomed, considering potential short term impacts brought about by expansion of scrub, including changes to habitat types and increases to fire risk.

The Council welcomes the desire to increase accessibility to the Park, for improving health/wellbeing and opportunities for education. However, this needs to be considered carefully when exploring approaches to managing different areas of the Park. For example, important and rare bird species, such as grey partridge, are increasingly impacted by disturbance from visitors and dogs as visitor pressures increase. There is potential for conflict with objectives 1 and 3 in this regard, if increased visitor numbers lead to wildlife/nature disturbance. Visitor management away from certain areas can enable the recovery of nature and reduce disturbance pressures. Best practice for visitor management in sensitive environments should inform area management within the Park. At Levenhall Links in Musselburgh, for example, screened wildlife observation helps to minimise disturbance associated with visitors, protecting sensitive habitats and species.

2.8. The Council appreciates the positive engagement with HES to date in relation to the water management and climate aspects of the Plan. As it progresses, the Council would encourage further dialogue with the Edinburgh & Lothians Strategic Drainage Partnership, to ensure the proposals align with the collaborative approach to this topic city-wide. This Partnership includes the Council, together with Scottish Water, SEPA and neighbouring local authorities and is progressing/supporting various sustainable drainage projects across Edinburgh. Any proposals within the Park should take cognisance of the principles within the Council's Vision for Water Management, to maximise the benefits which can be achieved from appropriate development in alignment with objective 1. For example, in the future the Park could play a larger role in temporarily storing water, associated with increasingly extreme flooding events which are anticipated to lead to increased runoff from adjacent urban areas

Community Value

2.9. The Council fully supports the Park's importance in supporting community activity and interpretation.

2.10. Objective 4 strongly reflects the importance of ensuring inclusivity so the Park welcomes people across all needs and abilities. The Council will feed into detailed proposals, as appropriate, and would encourage HES to develop proposals collaboratively with key stakeholders, the public and particularly those who are underrepresented, including those with Protected Characteristics.

2.11. The Council supports efforts where the Park can build on its successes to provide a safe place for all communities, residents and visitors to gather, meet, play and relax, as well as exercise in a non-polluted environment, where ecosystem services are restored or enhanced

2.12. The Park already provides significant benefit to health and wellbeing and the Council supports activities which can further enhance its value in this context. The Council strongly supports increased sustainable accessibility to the Park, to reduce inequalities – see below.

Accessibility and Connectivity

2.13. The Council welcomes the vision that across the Park by 2034: *"vehicular traffic will largely cease, and active travel will become the primary mode of transport […]; reflecting wider societal trends away from a car dominated urban environment"*, putting people first. Reducing or removing intrusive though vehicular traffic from the Park are routes to reducing impacts identified (vulnerable user safety, severance, air/noise pollution, potentially displaced traffic resulting from the Low Emission Zone becoming fully live in 2024) and are supported by the Council. Reducing these impacts will contribute to the City's climate targets through encouraging active travel, sustainable accessibility measures, and the corresponding outcomes around behaviour change and modal shift.

2.14. As part of the Council's approved City Mobility Plan, a citywide Future Streets Framework (formerly known as 'Circulation Plan') and associated City Centre Operations Plan are being prepared to inform strategic re-allocation of street-space and re-determine modal priorities towards 2030. Updates will be presented to the Transport and Environment Committee in February 2024. The Council wishes to work collaboratively with the Park to understand what measures may be able to take place in the 2024-2030 period, to achieve shared objectives.

2.15. The emerging Future Streets Framework will set out options and routes to further maximising reduction of intrusive vehicular traffic from city centre streets. Critically, they will take account of specific needs around changes, including for residents, businesses, people with disabilities/protected characteristics, emergency services, events etc. This will build on Edinburgh's approved City Centre Transformation programme which committed the Council to delivering a cohesive network of pedestrian priority and car-free streets.

2.16. In support of these objectives, it has been agreed that the emerging Future Streets Framework and associated strategy documents under it will respond to the removal of through vehicular traffic from Holyrood Park, as agreed at the December 2022 Transport and Environment Committee meeting. It is acknowledged that this will require the Council as the transport authority to identify strategic routes within and

around the city to mitigate any possible negative impact to support the provision of active travel routes within the Park. The Council welcomes opportunities to continue engagement with HES, key stakeholders and local communities on this over the coming months.

2.17. The Council strongly supports principle 6 in experimenting and learning when exploring options for all city centre streets, including the Park's. It is suggested that objective 2 includes the impact of proposals relating to streets, and explores creative and flexible solutions to problems identified. The methods to be set out in the emerging Future Streets Framework should be applied to future proposals affecting the Park, in partnership between HES and the Council. The Framework's final recommendations, will be presented in February 2024 and will be made following options testing and assessment of impacts. Future proposals will explore consider different delivery approaches, such as incremental implementation and/or flexible operational timings as well as exploring mitigations, should they be required, following the methods outlined by the Framework.

2.18. The Future Streets Framework will strategically evaluate all unintended consequences at strategic scales, including potential traffic displacement, impacts on accessibility requirements (including that for emergency services), and assess those against benefits of proposals put forward. As already stated, the Council recognises that, as the local transport authority, it is responsible for managing consequences on the wider Edinburgh network of streets, and, in particular, on streets near the Park. The Council would welcome dialogue towards a stakeholder agreement which would facilitate the managing of wider impacts in an effective and coordinated manner.

2.19. Importantly, the Council acknowledges that all the City's streets and on street car parking areas are contested spaces. The Council will ensure open and transparent engagement methods are adopted when discussing options when place/modal priorities would change and encourages HES to do so too.

2.20. Future discussions around user needs should cover the topics of: appropriate parking levels/controls, accessibility requirements and potential for localised sustainable transport services (e.g. 'hopper' buses), acknowledging that some users' may not be able to readily access active travel options. The Council sees opportunities for collaboration with HES around such strategies, in alignment with objectives 6 and 8.

2.21. The Council and Plan are aligned in their desire to connect communities and encourage more walking/wheeling and cycling (objective 5). The Council recognises that in all future scenarios, there is a need to reduce severance at key points of the Park and especially at Holyrood's Scottish Parliament and Palace, in support of objective 1. These assets are of international importance culturally and historically. Therefore, placemaking and active travel infrastructure must be significantly improved, to increase accessibility and better reflect their setting and access to them.

2.22. Importantly, entry/exit points of the Park are streets managed by the Council and HES respectively, so a collaborative approach to potential future street-space re-allocation in these areas is recommended. Improving active travel access into the Park across all entrances should be considered by both parties.

2.23. Finally, the Council would like to better understand the timeline for re-opening the Radical Road, in respect of ongoing impacts of its closure for safety and in recognition

of its role as an important recreational and historical destination and route for visitors to the Park.

3. Further engagement

3.1. The Council agrees that meaningful stakeholder engagement must take place for all proposals brought forward.

3.2. The Council welcomes HES's commitment to continue discussions on how the Plan is taken forward and delivered.

3.3. The Council seeks to continue engagement with HES on all aspects of the Plan, including around new regulations for the Park (objective 11).

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Transport and Environment Committee

10.00am, Thursday, 1 February 2024

City Mobility Plan – 1st Review

Executive/routine	**Executive**
Wards	**All**

Recommendations

1.1 It is recommended that Committee notes the first biennial review of the City Mobility Plan (CMP), the findings from the recent 'Actions to Deliver Edinburgh's CMP' consultation which have helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approves:

1.1.1 The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility-planning and place-based investment;

1.1.2 The additional KPIs to support monitoring of progress to deliver CMP objectives;

1.1.3 Updates to the CMP Strategy to 2030 document;

1.1.4 The Air Quality Action Plan (Appendix 10) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO_2); and

1.1.5 The 'Delivering Actions - Supporting Information' papers for active travel, public transport, road safety and parking to support the updated CMP

Paul Lawrence

Executive Director of Place

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Implementation Plan, replacing the draft Active Travel, Public Transport, Parking and Road Safety Action Plans in line with the ‘CMP-Led’ approach.

1.2 Committee is also asked to delegate authority to officers to update the graphically produced document for publication on the Council’s website.

Report

City Mobility Plan – 1st Review

2. Executive Summary

2.1 This report and Appendices present the outcomes of the first biennial review of the City Mobility Plan 2021-30 (CMP). Primary focus has been given to updating the Implementation Plan alongside reviewing progress against Key Performance Indicators (KPIs) and actions committed for delivery by the end of 2023. The CMP 'Strategy to 2030' has also been updated.

2.2 The review has been informed by the recent consultation on 'Actions to Deliver Edinburgh's City Mobility Plan' which was undertaken between April and July 2023.

3. Background

City Mobility Plan

3.1 CMP was approved by Committee on 19 February 2021 after an extensive period of consultation, undertaken in parallel with the Council's emerging City Plan 2030. CMP sets out the Council's strategic approach to sustainable, safe and effective movement of people and goods in Edinburgh up to 2030. It has two key parts:

3.1.1 The Strategy to 2030 includes the vision, objectives and policy measures set across three main themes: People, Movement and Place. The strategy also sets out KPIs to support the review of progress against meeting the plan's objectives; and

3.1.2 The Implementation Plan sets out the key actions required to deliver CMP objectives. The Implementation Plan includes delivery milestones, delivery responsibility and cost/funding information where known.

3.2 CMP's biennial review schedule was agreed to focus primarily on reviewing and updating the Implementation Plan and reviewing progress against the KPIs and Implementation Plan.

Links with Scottish Government priorities

3.3 The Scottish Government published National Transport Strategy 2 (NTS2) in February 2020 and its key priorities are already reflected in CMP.

3.4 In December 2020, the Scottish Government published an Update to the Climate Change Plan which set a national target to reduce car kilometres (kms) by 20% by 2030. On 11 November 2021, Committee approved a citywide target for Edinburgh to reduce car kms by 30% by 2030, in recognition of the city's urban context and existing connectivity.

3.5 In Spring 2022, the Scottish Government consulted on a Route Map to Achieve a 20% Reduction in Car Kilometers by 2030 with interventions framed around reducing the need to travel, living well locally, switching to sustainable travel modes, and combining/sharing trips. It also highlighted the need to explore equitable options to further discourage car use, including road user charging (aka 'Pay as you Drive' as referred to in CMP). The final Route Map and supporting research on road user charging are expected later this year and will support a national Car Demand Management Framework by 2025.

3.6 In December 2022, Transport Scotland published the second Strategic Transport Projects Review 2 (STPR2), providing an overview of transport investment required to deliver NTS2 priorities including mass rapid transit (tram and bus priority) and active travel investment in Edinburgh and the wider city region. NTS2's Third Delivery Plan was published in December 2023. This outlines progress against commitments and further actions to be progressed in the coming year, including anticipated publication of a transport infrastructure delivery plan for STPR2.

Links with other priorities

3.7 A new Regional Transport Strategy – SEStran 2035 for the south-east of Scotland was published in June 2023. It reinforces NTS2 priorities and supports the national target to reduce car kms by 20% by 2030.

3.8 National Planning Framework 4 (NPF4), published in February 2023, sets out spatial principles and policies to deliver sustainable, liveable and productive places. National Developments relevant to delivering CMP include commitments to deliver urban mass rapid transit, walking, wheeling and cycling networks. This reflects the outcomes from STP2R and commitments in the CMP.

3.9 Adoption of City Plan 2030 is anticipated in 2024. City Plan 2030 supports NPF4 and CMP objectives to deliver a 'place-based' approach to the creation of high quality, high density, mixed-use and walkable communities, linked by better active travel and public transport infrastructure.

3.10 The Council's Climate Strategy 2030, approved in December 2021, sets out the steps Edinburgh will take to tackle the challenge of climate change and achieve the aim of becoming a net zero city by 2030. Delivery of the CMP is a key priority of this Strategy, as part of a just transition.

3.11 In 2023, the Council published its new Business Plan 2023-2027 which sets three strategic priorities: to create good places to live and work across Edinburgh; end poverty; and deliver a net zero city by 2030.

4. Main report

4.1 The Council has approved ambitious targets to tackle climate change, reduce congestion and improve the quality, health, safety and accessibility of public streets and spaces. CMP continues to play a pivotal role in meeting these targets, including achieving net zero, reducing car kms by 30% by 2030 and Vision Zero (where there are zero fatalities or serious injuries on Scotland's roads) by 2050.

4.2 Impacts on travel patterns from COVID-19 are beginning to settle, however uncertainty remains on longer term changes. There is greater acceptance of home working and online retailing. Public transport use is recovering but continues to be lower than pre-pandemic levels. Data from the Department for Transport, SEPA and TomTom confirms that private car use has returned to close to pre-pandemic levels, with morning/evening peaks evident again since their initial flattening. Congestion therefore continues to be a significant challenge.

4.3 Edinburgh remains dominant as a regional employment centre, accounting for around 45% of all commuting trips. The city centre remains a huge draw for tourists and leisure activities. Projected future population growth means Edinburgh requires the construction of just over 44,000 new homes by 2032.

4.4 On review, CMP's strategic vision, objectives and policy measures remain relevant to help meet the Council's commitments. CMP also remains reflective of current national, regional and local policies, strategies and priorities including the Council's new Business Plan. Continued ambition is needed to deliver the CMP, and this is reflected in the updated Implementation Plan (Appendix 4).

Delivering CMP Objectives - Review of Progress

<u>Key Performance Indicators (KPIs)</u>

4.5 CMP currently has 15 KPIs to help measure how successfully objectives are being met. Appendix 1 details progress against these KPIs along with 21 new KPIs added following this review – mostly transferred from the draft Active Travel and Parking Action Plans - to enhance monitoring and evaluation. Not all the new KPIs can be measured from the CMP 2019 baseline due to the timing of when data first became available. The most recent available data is presented. Results include:

4.5.1 8% decrease in carbon emissions from on-road transport from 2019/20 to 2021/22 - 53,100 less tonnes of carbon dioxide equivalent (tCO2e);

4.5.2 7% decrease in car kms driven on Edinburgh roads from 2019 to 2022, equivalent to 164 million less kms);

4.5.3 Increase from 65% to 66% of residents walking and wheeling five or more days a week from 2019 to 2021;

4.5.4 Decrease from 9% to 8% in residents cycling five or more days a week from 2019 to 2021. Whilst this indicates a marginal reduction in high frequency cycling, there has been an overall increase in residents who cycle from 42% in 2019 to 47% in 2021, and an increase in residents who cycle at least once

a week from 24% in 2019 to 26% in 2021. In 2021 more people were cycling for leisure and less for commuting compared to 2019. There has also been an increase (from 34% to 45%) in people who perceive cycling to be safe from 2019 to 2021;

4.5.5 Patronage for Lothian Buses and Edinburgh Trams reduced from 131.65 million passengers in 2019 to 98.28 million passengers in 2022. Public transport patronage has been significantly impacted by the pandemic but is showing strong signs of recovery now, and 2023 patronage data will be confirmed as soon as available;

4.5.6 Public transport remains comparatively more affordable in most cases than the other three comparator cities (Dundee, Aberdeen, Glasgow);

4.5.7 Reduction in air pollution from 2019 to 2023 resulting in a decrease of Air Quality Management Areas (AQMAs) (the Council is in the process of revoking Inverleith AQMA and amending St Johns Road AQMA to reflect this);

4.5.8 2% decrease in the number of people killed and seriously injured on the city's roads between 2019/21 and 2020/22 (three year average) and a 13% decrease in number of pedestrians seriously injured over the same period. However, there has been an 11% increase in young people (under 18) seriously injured between 2019/21 and 2020/22;

4.5.9 Increase from 27% to 37% of population living in streets served by Controlled Parking Zone or Priority Parking Area from 2019 to 2023;

4.5.10 14% increase in the number of multimodal interchanges from 2019 to 2023;

4.5.11 43% increase in provision of publicly available electric vehicle chargers from 2019 to 2023; and

4.5.12 Increase from 10% to 13% in the number of dwellings with low levels of public transport from 2019 to 2023. Influencing factors include volume of new development outside the city or town centres particularly in the west and south where there are fewer/less frequent bus services due to lower densities of demand.

4.6 Since the CMP was approved, significant progress has been made on collection and use of data in Edinburgh under the Smart Cities programme, including delivery of the Operations Centre to support public safety, network management and traffic analysis. Full capabilities of these systems will continue to be developed to support plan and project development, delivery and monitoring.

Implementation Plan 'by end of 2023' Actions

4.7 Appendix 2 details progress against 'by end of 2023' actions. This includes an explanation where actions have not been fully delivered on time. In most cases, completion is expected early/mid 2024. Several actions were delivered in advance of the end of 2023, with next steps now being progressed. Delivery of some actions

remains outside the Council's control, and partnership-working continues to support those.

Updates to Implementation Plan, Strategy to 2030 and supporting Action Plans – '*You Said, We Did*'

4.8 A citywide consultation seeking views on five draft action plans (Active Travel, Public Transport, Road Safety, Parking, and Air Quality) and the emerging '*Our Future Streets – a circulation plan for Edinburgh'* was undertaken between April and July 2023. The consultation provided further understanding of the city's biggest priorities and difficult decisions needed to deliver committed targets, CMP objectives and enhance related programmes (such as Edinburgh's City Centre Transformation).

4.9 The consultation findings were reported to Committee in October and have influenced several changes to the CMP and the final outputs presented in this report and 'sister' report - '*Our Future Streets – a circulation plan for Edinburgh'.* Appendix 3 details how the consultation has, as far as possible, reinforced supported actions and/or influenced changes, including provision of further detail, where concerns or uncertainties were raised.

CMP-Led Approach

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

4.10.1 Actions (amended where required) within the draft action plans have been transferred into the updated CMP Implementation Plan (Appendix 4). This means all mobility-related actions and investment priorities can be viewed and understood in one place (under CMP's strategic 'People', 'Movement' and 'Place' themes), supporting a more integrated, simpler and consistent approach that also resolves any duplication issues;

4.10.2 The draft Active Travel, Public Transport, Parking, and Road Safety Action Plans have been refocused to provide supporting information on the delivery of actions. This information is now presented in 'Delivering Actions - Supporting Information' papers (Appendices 6-9). Relevant strategic/contextual information has been transferred to the updated CMP Strategy to 2030 (Appendix 5);

4.10.3 The Air Quality Action Plan (AQAP) is a statutory requirement and must follow a Scottish Government template. It has not therefore been refined in the same way as the other draft action plans. The AQAP also considers actions to tackle non-transport related air pollution so is not entirely linked to CMP. However, the delivery information on all transport-related actions has been included in the updated Implementation Plan, reinforcing the integration needed to deliver a place-based approach. The final AQAP is presented in Appendix 10; and

4.10.4 KPIs from the draft Action Plans have been reviewed and transferred, where appropriate, to the updated CMP Strategy to 2030 (Appendix 5) and are set out in Appendix 1. The inclusion of these additional KPIs in CMP supports a more strategic and efficient approach to monitoring all transport-related actions as opposed to each plan undertaking its own monitoring.

4.11 The Implementation Plan also includes new strategic cross-cutting actions to support CMP objectives, including establishing an Accessibility Commission to deliver improvements for disabled people across public streets and spaces.

Place-based Approach

4.12 To support an integrated, place-based approach to delivering actions, two new columns have been added to the updated Implementation Plan - 'Geographic Coverage/Approach to Prioritisation' and 'Project Types'.

4.13 Project Type categories comprise: Behaviour Change, Governance, Corridors and Routes, Street Transformation, Tram, Liveable Neighbourhoods, Major Junctions and Crossings, and City Operations. Each Project Type has been further explained, using examples, in Appendix 11. This approach will enable related actions under the same Project Types to be identified and built into project development and delivery in a more integrated way. This will also support a more robust and efficient approach to seeking/spending funding.

4.14 The '*Our Future Streets – a circulation plan for Edinburgh'* report sets out the Council's place-based approach to delivering streetspace reallocation, focusing across key corridors, the city centre and neighbourhoods.

5. Next Steps

5.1 If approved, the updated City Mobility Plan Strategy to 2030, the Implementation Plan and the supporting information papers will be uploaded to the Council's website. Committee are asked to delegate authority to officers to update the graphically produced document for publication on the Council's website.

5.2 If approved, the AQAP will be uploaded to the Council's website, replacing the 2010 AQAP.

5.3 KPIs will continue to be monitored as data becomes available, for reporting at the next biennial CMP review point.

6. Financial Impact

6.1 If the recommendations in this report are to be delivered, significant additional resource and funding will be required.

6.2 Current available external funding streams are generally focussed on individual modes, which introduces complexities and significant risks to the Council's

aspirations for its current and proposed investment, resourcing and delivery strategies.

6.3 The Council will continue to build the case for place-based multi-modal investment/funding structures and to work closely with funding partners, Governments and other local authorities, to ensure a place-based approach to future funding applied over multiple financial years (to better reflect actual local delivery constraints and timescales). As part of this approach, officers will seek opportunities to maximise external funding, developer contributions and alignment with existing capital priorities.

6.4 The main delivery mechanism for CMP is investment on capital projects and programmes, as well as other operational changes that may need to be introduced to ensure any consequences are managed and mitigated. The level and timing of external funding to deliver the CMP Implementation Plan will, to a large extent, dictate the speed at which investment can happen. As a consequence, investment requirements need to be targeted and prioritised according to funding expectations over a given investment period.

6.5 The two examples below intend to provide an order of magnitude for the scale of the investment required to deliver the CMP:

6.5.1 Delivery of the portfolio of 'Street Transformation', 'Corridors and Routes', 'Liveable Neighbourhoods' and 'Minor Works' projects and programmes is estimated at between £823 million and £1,450 million[1].

6.5.2 A Strategic Business Case (SBC) for expansion of the tram network from Granton to Bioquarter and beyond is now under development. At this stage of the project, estimates indicate that the overall cost to build the scheme could be in the region of £2 billion. Further details will be reported to Committee as part of the SBC later this year.

6.6 Given the financial constraints faced by the Council, certain areas will need to be prioritised and may need to also consider application of low-cost delivery models, as well as permanent changes, in order to maximise benefit/cost ratios, to acceptable delivery timescales.

6.7 Other key factors impacting on the delivery of the CMP Implementation Plan relate to Council staff resources, organisational effectiveness and powers and processes needed to deliver and enforce the proposed changes.

6.8 A separate briefing will be shared with Committee to address the requirements of Councillor Bandel's motion 'Staff Resourcing for the City Mobility Plan', as amended and agreed by Committee in August 2023.

[1] These figures were extracted from the report presented to Transport and Environment Committee in February 2023 'Active Travel Action Plan 2023 – Delivering the City Mobility Plan' and are inclusive of Edinburgh City Centre Transformation

7. Equality and Poverty Impact

7.1 The City Mobility Plan's IIA and IIA processes undertaken for the action planning and '*Our Future Streets – a circulation plan for Edinburgh'* work have helped identify a range of views and impacts, including from seldom heard and/or underrepresented 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.

7.2 IIAs undertaken for the action planning work are available via the Council's IIA webpages. The IIA process for the 'Delivering Actions for Road Safety – Supporting Information' paper has been informed by the CMP IIA and will be finalised and presented as part of the Road Annual Safety Delivery Programme.

8. Climate and Nature Emergency Implications

8.1 The CMP will continue to have multiple citywide social, environmental and economic impacts as identified through the IIA and through discussions with stakeholders and members of the public as part of the various consultations that have informed its evolution.

8.2 Overall, the CMP's vision, objectives, policy measures and associated Implementation Plan 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 undertaken in 2023 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. The feedback from this consultation has informed CMP's review.

8.4 To help better understand the citywide carbon implications of reducing car kilometres driven and reductions to speed limits, the Scottish Environment Protection Agency (SEPA) have developed a tool for local authorities in Scotland to use. Appendix 12 summarises the application of the tool to the Council's networks, City Mobility Plan and Our Future Streets (Circulation Plan).

8.5 Findings from the tool scenarios indicate that the total carbon emissions of road transport in Edinburgh is approximately 644,204 tonnes of CO2 per annum, according to current data. Carbon emissions would reduce by 19% if all streets and roads within the Council area achieved a 30% reduction in car kilometres, according to current data. Increasing the rollout of 20mph streets in Edinburgh, from 86% coverage to 90%, would have a negligible impact on carbon emissions.

8.6 Applying the multiple policies and proposals set out in CMP, that encourage and accelerate modal shift to sustainable modes, reallocate streetspace more rationally and equitably, reduce demand by unsustainable modes, and accelerate the decarbonisation of vehicles using the City's streets, will help the Council achieve its net zero target by 2030.

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

9.1 The consultation in 2023 and earlier consultations to inform CMP complied with the Council's approved Consultation Policy and were designed in collaboration with the Council's Consultation Advisory Panel and Committee. The items for Committees approval have follow correct procedures in terms of consultation and IIA processes.

9.2 The updates to CMP align with and support related Council targets, policies, strategies and guidance.

10. Background reading/external references

10.1 Actions to Deliver Edinburgh's City Mobility Plan – Consultation Update (Item 7.3) Transport and Environment Committee – October 2023

10.2 Circulation Plan – Delivering the City Mobility Plan (Item 7.1), Transport and Environment Committee - February 2023

10.3 Public Transport Action Plan – Delivering the City Mobility Plan (Item 7.2), Transport and Environment Committee - February 2023

10.4 Active Travel Action Plan – Delivering the City Mobility Plan (Item 7.3), Transport and Environment Committee - February 2023

10.5 Parking Action Plan – Delivering the City Mobility Plan (Item 7.4), Transport and Environment Committee - February 2023

10.6 Revision to the Air Quality Action Plan – Delivering the City Mobility Plan (Item 7.5), Transport and Environment Committee – December 2022

10.7 Road Safety Action Plan – Delivering the City Mobility Plan (Item 7.7), Transport and Environment Committee – December 2022

11. Appendices

Appendix 1	Progress against CMP Key Performance Indicators (KPIs)
Appendix 2	Progress against CMP Implementation Plan (actions to be complete 'by end of 2023')
Appendix 3	Actions to Deliver Edinburgh's City Mobility Plan Consultation - *You Said, We Did*
Appendix 4	Updated CMP Implementation Plan

Appendix 5	Updates to CMP Strategy to 2030
Appendix 6	‘Delivering Actions for Active Travel – Supporting Information’ paper
Appendix 7	‘Delivering Actions for Public Transport – Supporting Information’ paper
Appendix 8	‘Delivering Actions for Parking – Supporting Information’ paper
Appendix 9	‘Delivering Actions for Road Safety – Supporting Information’ paper
Appendix 10	Air Quality Action Plan
Appendix 11	Place-based Approach - Project Types
Appendix 12	Carbon Impact of Reducing Car Kilometres Driven and Speed Limits in Edinburgh

APPENDIX 1 - Progress against City Mobility Plan (CMP) Key Performance Indicators (KPIs)

Additional KPIs/targets added as part of CMP 1st Review 2023/24

KPI added following Committee approval (Nov 2022) to set 30% reduction in car kilometers (kms) by 2030 target, instead of setting mode share targets for walking/wheeling, cycling & public transport

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
Increase the proportion of trips people make by active and sustainable travel modes Encourage behaviour change to support the use of sustainable travel modes Reduce the need to travel and distances travelled	1	Reduce car driver kilometres on Edinburgh's roads	2019 - 2457 million kilometres	Reduce by 30% against baseline	2022 - 2293 million kilometres 7% reduction from 2019 to 2022 (164 million less kms travelled than in 2019) (17% reduction from 2019 to 2021 due in part to Covid travel restrictions)	Annual, lag of one year.	Department for Transport (DfT) traffic count data (data includes taxis).
	2	Increase % of Edinburgh residents walking and wheeling 5 or more days a week	2019 - 65% of residents	Increase	2021 - 66% Increase from 65% of residents in 2019 to 66% in 2021	Walking and Cyclng Index published biennially - next report due 2024 (for 2023 data)	Sustrans Edinburgh Walking and Cycling Index
	3	Increase % of Edinburgh residents cycling 5 or more days a week	2019 - 9% of residents	Increase	2021 - 8% Decrease from 9% of residents in 2019 to 8% in 2021	Biennial	Sustrans Edinburgh Walking and Cycling Index
	4	Increase the proportion of trips to school by active and sustainable modes	2019 - 80%	Increase	2022 - 80%	Annually. Survey undertaken in September, results available following May/June	Hands up Scotland Survey
	5	Increase bus and tram patronage	2019 - 131.65 million passengers	Increase	2022 - 98.28 million passengers	Annually, for previous calendar year	Lothian Buses Group and Edinburgh Trams
	6	Increase number of car club trips made in Edinburgh.	2022 - 51,535 trips	Increase	2023 data available in 2024	Annually, for previous calendar year	Count of trips made in car club cars, data supplied to Parking team by car club operator
	7	Increase number of EV car club trips made in Edinburgh.	2022 - 2,752 trips (5.3% of total)	Increase	2023 data available in 2024	Annually, for previous calendar year	Count of trips made in car club electric vehicles, data supplied to Parking team by car club operator

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
		~~Increase the proportion of people travelling to work by active and sustainable travel modes.~~ It is not possible to obtain data for this indicator using existing sources. This KPI has been replaced with KPIs 2, 3 and 5					
		~~Increase the proportion of people travelling to work by foot and bike for journeys up to 2 miles.~~ It is not possible to obtain data for this indicator using existing sources. This KPI has been replaced with KPIs 2, 3 and 4.					
Ensure that transport options in the city are inclusive and affordable	8	Comparison between the cost of single and day bus tickets in Edinburgh and Scotland's other major cities (Aberdeen, Dundee and Glasgow).	2019: Single - same as Dundee, within 10p of Aberdeen and Glasgow. Day - 20p cheaper than Glasgow, within 20p of Aberdeen, within 80p of Dundee.	Maintain comparable fares annually	November 2023: Cost of tickets remains comparable: Single - 20p cheaper than Dundee, within 5p of Aberdeen and Glasgow Day - 40p cheaper than Glasgow (city), 10p cheaper than Aberdeen, within 60p of Dundee	As needed.	Desktop research comparing Edinburgh with other 3 major cities in Scotland
	9	Increase levels of household access to a bike	2019 - 33% of total households	Increase	2021 - 48% of total households Increase from 33% of households in 2019 to 48% in 2021	Published annually, usually September in following year. Delay in publication of 2022 report	Scottish Household Survey
Improve sustainable travel choices for all travelling into, out of and across the city	10	Reduce the proportion of dwellings in areas with low levels of public transport	2019 - 10% of dwellings with low levels of public transport	Reduce	2023 - 13% of dwellings with low levels of public transport	As needed.	Calculation involving public transport services (modes, routes, frequency of services, proximity of stops) in relation to number of dwellings (from Corporate Address Gazeteer).

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
	11	Increase the number of multimodal interchanges in the city and the travel modes available	2019 - 50 interchanges served by 2 or more modes	Increase	Increase from 50 to 57 (14%) from 2019 to 2023.	As needed.	Baseline source is manual count on Google Earth. Updates derived from intelligence from officers following implementation of projects/ programmes/ schemes
	12	Increase % of households within 250- 400 metres of a high quality cycle network Data will be presented as soon as available	2019 - as soon as available	Increase	2023 - as soon as available	As needed.	GIS analysis
Reduce harmful emissions from road transport	13	Reduce NO2 levels at roadside locations and AQMAs	2019	Maintain downward trend to meet statutory objectives (annual mean 40µg/m3)	Downward trend maintained.	Annual, lag of one year.	Air Quality Annual Progress Reporting.
	14	Reduce number of traffic related Air Quality Management Areas (AQMAs)	2019: 5 AQMAs for NO2 1 for PM10	Revoke all traffic related AQMAs	2023 - Revocation of Inverleith AQMA in progress. Amendment of St John's Road AQMA in progress to revoke the designation for the NO2 1-hour mean AQS objective.	As needed.	Count of AQMAs
	15	Increase number of publicly available EV chargers in the city	2019 - 187 EV chargers available	Increase	2023 - 268 EV chargers available 43% increase in the number of chargers from 2019 to 2023	Biennial	Count of publicly available EV chargers.
	16	Decrease number of residents' parking permits issued to higher polluting vehicles within the existing Controlled Parking Zones	2022 Number of allocated residents' parking permits in bands 5, 6 and 7: • 539 band 7 • 1208 band 6 • 1730 band 5	Decrease in permit sales from residents' parking permit bands 5, 6 and 7.	Data will be available in 2024	Biennial	Count of number of residents parking permits issued in bands 5, 6 and 7.

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
Respond to climate change	17	Decrease total transport-related emissions in the city ((in tonnes of carbon dioxide equivalent (tCO2e))	2019 - Transport - 696,000 tCO2e of which on road - 681,600 tCO2e (Source: Department for Energy Security and Net Zero)	Net zero carbon emissions	2021 - Transport - 640,500 tCO2e of which on road - 628,500 tCO2e (Source: Department for Energy Security and Net Zero) 8% reduction between 2019 and 2021 - equivalent to 53,100 less tCO2e	Annual - progress monitored using national data sets with a two-year time lag.	Council's 2030 Climate Strategy annual monitoring process
Improve the safety for all travelling within our city	18	Number of people killed ~~and~~ or seriously injured (KSI)	2019 - 2021 (3 year average) - 162 people KSI	Maintain downward trend based on rolling 3 year average	2020 - 2022 (3 year average) - 158 people KSI 2% decrease in people KSI between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	19	Number of fatalities	2019 - 2021 (3 year average) 5 fatalities	Zero fatalities	2020 - 2022 (3 year average) 5 fatalities No change in average number of fatalities between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	20	Number of people seriously injured	2019 - 2021 (3 year average) 157 people seriously injured	At least 50% reduction in number of people seriously injured	2020 - 2022 (3 year average) 154 people seriously injured 2% decrease in number of people seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	21	Number of children and young people (under 18 years old) seriously injured	2019 - 2021 (3 year average) 19 young people seriously injured	At least 60% reduction in number of children and young people (under 18 years old) seriously injured	2020 - 2022 (3 year average) 21 young people seriously injured 11% increase in number of young people seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	22	Number of pedestrians seriously injured	2019 - 2021 (3 year average) 48 pedestrians seriously injured	At least a 40% reduction in number of pedestrians seriously injured	2020 - 2022 (3 year average) 42 pedestrians seriously injured 13% decrease in number of pedestrians seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
	23	Number of cyclists seriously injured	2019 - 2021 (3 year average) 104 cyclists seriously injured	At least a 30% reduction in cyclists seriously injured;	2020 - 2022 (3 year average) 94 cyclists seriously injured 10% reduction in number of cyclists seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	24	Number of motorcyclists seriously injured	2019 - 2021 (3 year average) 21 motorcyclists seriously injured	At least a 30% reduction in motorcyclists seriously injured;	2020 - 2022 (3 year average) 21 motorcyclists seriously injured No change in number of motorcyclists seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	25	Number of road users aged 65 and over seriously injured	2019 - 2021 (3 year average) 24 road users aged 65 and over seriously injured	At least a 20% reduction in road users aged 65 and over seriously injured	2020 - 2022 (3 year average) 24 road users aged 65 and over seriously injured No change in number of road users aged 65 and over seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	26	Number of road users aged 18 to 24 seriously injured	2019 - 2021 (3 year average) 86 road users aged 18 to 24 seriously injured	At least a 70% reduction in road users aged between 18 to 24 seriously injured	2020 - 2022 (3 year average) 76 road users aged 18 to 24 seriously injured 12% decrease in number of road users aged 18 to 24 seriously injured between 2019/21 and 2020/22 (3 year average)	No set schedule, data generated as required.	Data collection and analysis of all road incidents by CEC.
	27	People who perceive cycling in Edinburgh to be safe	2019 - 34% perceive cycling to be safe	Increase	2021 - 45% perceive cycling to be safe Increase from 34% of people in 2019 to 45% in 2021	Biennial	Sustrans Edinburgh Walking and Cycling Index (previously Bikelife)
	28	People who perceive walking and wheeling in Edinburgh to be safe	2021 - 77%	Increase	Data for 2023 will be available in 2024	Biennial	Sustrans Edinburgh Walking and Cycling Index

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
	29	% residents who think level of safety for children walking and cycling is good in Edinburgh	2019 Cycling - 18%	Increase	2021 Walking - 59% Cycling - 34% Increase from 18% (2019) to 34% (2021) in % of residents who think the level of safety for children cycling is good Walking - new metric in 2021, comparative data available in 2024	Biennial	Sustrans Edinburgh Walking and Cycling Index
	30	Kms of dedicated space for cycling in Edinburgh (traffic-free and segregated routes)	2019 - 215.4km	Increase	2023 (as of Dec 2023) -223.1km traffic free and segregated routes -(An additional) 33.7km of road for temporary “Travelling Safely” interventions 3.5% increase in kms from 2019 to 2023, (not including Travelling Safely kms).	As required	CEC GIS
Maximise the efficiency of our streets to better move people and goods	31	Reduce difference in travel times for public transport between peak and normal conditions Further analysis of this KPI will be undertaken as Urban Traffic Management Control (UTMC) capabilities expand. Data collection from Council-owned public transport operators expected to improve once governance arrangments in connection with the 'ALEO Reform' process have concluded	2022	Reduction in journey times of selected bus services by 2030	As of November 2023 improvements in journey times in 6 legs of selected routes, deterioration in 15 legs	As required	Desktop comparison of timetables of selected services on key routes.
	32	Economic impact on region and individuals from walking, wheeling and cycling	2021 - £186.2 million	Positive	Data for 2023 will be available in 2024	Biennial	Sustrans Edinburgh Walking and Cycling Index

CMP Objective	KPI Ref.	Key Performance Indicator	Baseline	2030 Target	Progress against Baseline (Progress calculated from baseline date to most current available data)	Data reporting schedules	Source
Reduce vehicular dominance and improve the quality of our streets	33	Increase the percentage of population living in streets served by a Controlled Parking Zone or Priority Parking Area (count of residents within CPZ or PPA)	2019 - 27%	Increase	2023 - 37% Increase from 27% of the population in 2019 to 37% in 2023	Can be calculated any time following introduction of new CPZs or PPAs.	Percentage of population living within CPZ/PPA calculated using population (National Records of Scotland)/Corporate Address Gazeteer data.
		~~Reduce volume of traffic passing through pedestrian crossings (PV2 assessment at selected crossing points)~~ This KPI has been replaced with KPIs 34 , 35 and 36		~~Reduction in traffic volumes passing through selected junctions by 2030~~			The data for the original KPI on PV2 is not readily available on an ongoing basis, without external funding. KPIs 31, 32, and 33 can be measured readily from Council records and the bi-annual Edinburgh Walking and Cycling Index
	34	Proportion of Edinburgh's streets that are vulnerable to rat-running	2021 - 18% of unclassified roads in Edinburgh have no measures to prevent rat-running	Decrease	Data for 2023 will be available in 2024	Biennial	Sustrans Edinburgh Walking and Cycling Index
	35	Proportion of residents that feel welcome and comfortable walking,wheeling or spending time on the streets of their neighbourhood	2021 - 79% of residents	Increase	Data for 2023 will be available in 2024	Biennial	Sustrans Edinburgh Walking and Cycling Index
	36	Reduce number of residents' parking permits issued within the existing Controlled Parking Zones.	2022 - 24,498 active residents parking permits	Biennial decreases in number of active residents parking permits.	Data for 2023 will be available in 2024	Biennial	Count of active residents parking permits.

APPENDIX 2

CITY MOBILITY PLAN (CMP) 2021-2030, IMPLEMENTATION PLAN

Progress update against 'By End of 2023' commitments

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
PEOPLE	**Making Sustainable Choices**	Deliver information, initiatives and campaigns to encourage behaviour change to sustainable travel modes	Deliver Smarter Choices Smarter Places (SCSP) annual programme of behaviour change initiatives.	Ongoing programme of activities has been delivered through this annually funded programme. Progress is reported to Transport and Environment Committee annually. The latest update is here. Funding awarded for April 2024-March 2025 will be via a new funding pathway, administered by SEStran from Transport Scotland.
MOVEMENT	**Integrated Public Transport**	Enhance and expand bus/mass rapid transit network	Review of the city's bus network.	Lothian Buses review the bus network on an ongoing basis and the Council has input regarding new issues and challenges. Lothian Buses remain focussed on restoring bus patronage following the significant impacts of COVID-19. Reform of the Council-owned public transport ALEOs, Circulation Plan and associated ongoing engagement with all public transport operators will continue to support discussions on strategic improvements/changes to the bus network needed to further improve journey times, convenience, accessibility, and interchange in line with relevant CMP objectives.
			Tram to Newhaven operational	Operational since June 2023.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
			Complete Strategic Business Case for north/south tram line linking Granton to the Bio Quarter and beyond for consideration.	Transport Scotland's Strategic Transport Projects Review 2 - Delivery Plan (STPR2) has been delayed, with its publication now expected to be end of 2023/early 2024. Nevertheless, work on developing the Strategic Business Case has been progressing and is expected to be complete by summer 2024. Consultation on the route options is programmed to start in early 2024 subject to Committee approval.
			New governance arrangements of Council-owned public transport operators agreed and in place.	On 12 October 2023, Committee approved the integration of Edinburgh Trams and Lothian Buses and next steps as set out in this report. Committee also agreed to the closure of Transport for Edinburgh in its current form to support the new arrangements.
		Support Improvements to Rail	Finalise Implementation Plan for Waverley Station masterplan.	Significant process was made during 2021 and early 2022, led by Network Rail, to develop preferred options for Waverley Station's transformation. The options sought to respond to projected future demand, improving passenger experience, resolving operational constraints, and improving city integration/interchange and placemaking in line with the Council's approved City Centre Transformation programme. Engagement with the Council, Transport Scotland and other key partners/stakeholders were key to informing the development of two main preferred options; one based on creating a transformed entrance from Waverley Bridge, and the other on creating a new entrance from a reconfigured Waverley Mall which would be dependent on securing funding for its acquisition.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
				Progress slowed significantly during 2022/23 as the rail industry focussed on supporting recovery from the COVID-19 pandemic and delivering other key prioritises including line electrification. In September 2023, Network Rail briefed officers on potential next steps to progressing the project. It was agreed that formal engagement with the Council, Transport Scotland and other key partners/stakeholders would resume in early 2024 to further develop and finalise masterplan options before wider consultation. Further updates will be provided to Committee as this develops.
			Continue to engage with Transport Scotland and Network Rail on the delivery of strategic rail projects impacting Edinburgh and the city region over the 10-year Plan period (Inc. Almond Chord, electrification of network, high speed rail, local station improvements etc).	Network Rail has been highly focussed on post-pandemic recovery. Quarterly partnership meetings with Network Rail and SESTran continue to support partnership-working on the development of major city and regional rail interfaces, projects and strategy. Further updates will be provided to Committee separately as discussions progress.
		Expand and create new regional interchanges	Working with regional partners, complete study to define Park and Ride requirements for expansion of existing and creation of new sites as informed by STPR2, City Plan 2030 and the West Edinburgh Spatial Study. As part of Transport Scotland's Bus Infrastructure	Transport Scotland's Strategic Transport Projects Review 2 - Delivery Plan (STPR2) is expected to be published early 2024.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
			Fund, explore feasibility for mass rapid transit link on the A8 corridor and associated regional interchange.	
		Identify opportunities for mobility hubs in existing communities and major new developments	Define pilots at some key locations in the city.	Potential pilot mobility hub sites have been identified from reviewing provisional locations identified by City Plan 2030 and through strategic demand analysis by SEStran. Sites were then prioritised based on the feasibility of delivering the pilot as part of a proposed or ongoing project. From this process, three pilot locations have been identified for consideration: Granton Waterfront, Portobello and Wester Hailes. Feasibility Studies and Outline Business Cases have been completed for the three pilot locations, and officers are now investigating ways of taking forward those studies, including identifying funding opportunities, for further design work. Further updates will be provided to Committee in 2024.
		Deliver flexible and integrated ticketing across public transport network	Extend roll out of contactless 'Tap Tap Cap' and integrated ticketing scheme to Tram and City Bike hire for Council-owned public transport companies.	Day Tickets/Rider Card are fully integrated into Tap, Tap, Cap. Technical development of the back-office system is almost complete (expected early 2024) to fully integrate Tap, Tap, Cap. Integration with city Bike Hire, subject to a new scheme being delivered, will be pursued at that time.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
	Active Travel	Enhance and expand active travel network	Develop and put in place new Active Travel Action Plan (ATAP) which will set out key projects/actions to deliver to 2030. Review against current Active Travel Investment Programme (ATINP, 2019-24) to ensure alignment with new ATAP. Major schemes Roseburn to Union Canal and City Centre West to East Link (CCWEL) complete.	A draft Active Travel Action Plan was consulted upon in summer 2023 (in tandem with draft action plans for Public Transport, Air Quality, Road Safety and Parking). Finalised actions have been fully integrated into the updated CMP Implementation Plan, presented for consideration at February Committee. Roseburn to Union Canal – expected completion by summer 2024. CCWEL – expected completion by early 2024. Extension onto Melville Crescent is expected to be completed by summer 2024.
			Delivery of committed programme of 180 secure on-street cycle parking units complete. Potential for further roll-out of units across the city will be presented for consideration.	Initial programme of 180 units (1,080 spaces) completed. Approval is in place to expand the scheme by a further 200 units (1,200 spaces) and delivery of these is expected to commence in late summer 2024. A report to Committee on the financial model for the scheme is planned for March 2024 and this will also include proposals for further roll outs.
			Annual roll out of c 100 on-street cycle racks	Annual roll out of c 100 on-street cycle stands - 86 stands installed in 2023. Plans for a further 5-8 locations delivering another ~22 stands before the end of Financial Year 2023/24.
			Active Travel routes between the city centre and Leith/Newhaven delivered as	Leith Walk and Foot of the Walk active travel infrastructure delivered as part of Trams to Newhaven scheme.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
			part Tram extension to Newhaven.	Leith Connections scheme will complete route from Great Junction Street to Ocean Terminal. Traffic order process completed and changes to motor vehicle operations in vicinity of Sandport Place Bridge and Coburg Street implemented during 2023, improving conditions for active travel in area. Construction works on Foot of the Walk to Ocean Terminal route and associated public realm improvements to be undertaken 2024 – 2025.
			Deliver active travel infrastructure as required in connection with new developments over 10-year Plan period as per adopted Local Development Plan Action Programme (LDPAP) /City Plan 2030 Action Programme (once adopted).	Prioritised packages of Transport Actions identified in the LDPAP for Maybury/ Barnton, North Edinburgh, Queensferry and Gilmerton/Burdiehouse are under development. Designs for Maybury are currently at RIBA Stage 2 Concept Design, while those for the other three areas have progressed onto RIBA Stage 3 Spatial Co-ordination. Design work on remaining active travel LDPAP actions to commence in 2024 alongside preparation for delivery of City Plan 2030. A major new traffic signal controlled junction at Craigs Road/Maybury Road is expected to be delivered by a developer of the adjacent housing site in the first half of 2024. This will improve facilities for people walking, wheeling and cycling.
	Shared Mobility	Expand demand responsive transport (DRT) and develop Mobility as a Service system (MAAS)	Work with SEStran, DRT providers and other key partners to learn from existing MAAS pilots across the region and develop at least one pilot project to help test and develop a MAAS system in Edinburgh.	Council officers are working in partnership with SESTran and transport providers, including taxi and private hire vehicle companies, to refine the GoSEStran MAAS App so that it is fully useable in Edinburgh as a MAAS journey-planner to support sustainable trips in the city and region. The app is a pilot at this stage, having been established in August 2022, and is undergoing annual monitoring and funding in partnership with Transport Scotland.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
				The app now captures all the main transport modes for Edinburgh-based users. Refinements have been suggested, working with operators including Lothian Buses, to further improve functionality and this will be progressed by SEStran in 2024. Council-led publicity of the app via social media began in December 2023.
MOVEMENT Safe and Efficient Movement	**Road Safety**	Improve the safety of the most vulnerable people using our streets	Develop and put in place new Road Safety Plan (RAP) which will set out key projects/actions to deliver to 2030 (due 2021).	A draft Road Safety Action Plan was consulted upon in summer 2023 (in tandem with draft action plans for Public Transport, Air Quality, Parking and Active Travel). Finalised actions have been fully integrated into the updated CMP Implementation Plan, presented for consideration at February Committee.
			Review of safety at major junctions and associated work programme complete which will define actions/investment over Plan period.	Complete. Reported to Committee in April 2023.
			School Travel Plan Review complete defining and directing future infrastructure improvements and behaviour change campaigns.	School Travel Plan Review work is ongoing - an update was provided to Committee in the Road Safety – Service and Delivery Plan Update for 2023/24 in October 2023. A further update on progress is expected to be presented to Committee early 2024.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
			Complete consultation on potential for further expansion of the 20mph network, reduction of 40mph speed limits to 30mph, and review of 40mph+ speed limits to inform further actions to be delivered. Reduction of 40mph to 30mph speed limits will be in place subject to approval.	Consultations on expansion of the 20mph network and review of 40mph+ speed limits completed in early 2023. Reports on the findings from both consultations were presented to Committee in October and further reports are planned in 2024.
	Freight and Servicing	Reduce the impact of delivery and servicing vehicles	Undertake work to establish baseline data to inform and examine the feasibility of a City Centre Operational Plan in association with Edinburgh City Centre Transformation (ECCT) delivery.	Complete. An update is presented as part of the 'Our Future Streets' February 2024 committee report.
	Smart City	Monitor and manage traffic and movement	City Operations Centre – Full deployment of a smart video monitoring system, capable of capturing data sets of the movement of people in the public realm and development of intelligent traffic signals.	Complete – operational since December 2022.
			Finalise partnership with the Data Driven Innovation (DDI) Programme and develop at	The Council delivered the City Operations Centre in December 2022 as part of the Smart Cities project, and its capacity to support and

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
			least one pilot to test how DDI can support and influence city mobility and logistics.	influence city mobility and logistics continues to enhance Smart City technologies.
	Maintenance	Maintain paths and streets to maximise safety and accessibility for all needs and abilities	Transport Asset Management Plan (TAMP) to be reviewed, updated and presented to for consideration. Following the principles of the Street Design Guidance develop designs which assist CEC to deliver the sustainable transport hierarchy.	TAMP complete and presented to Committee in January 2024.
MOVEMENT Clean Air and Energy	**Cleaner Air and Energy**	Implement Low Emission Zone	Low Emission Zone will be agreed and in place, subject to approvals.	Complete. LEZ was implemented in May 2022 and will be enforced from 1 June 2024.
		Develop a citywide electric vehicle (EV) charging network	Phase 1 - On Street EV Charger Project will have delivered 66 chargers, 132 charging bays, located at 13 sites across the city.	Complete.
			Phase 2 - Complete series of site feasibility assessments that support further increase in EV charging points and evaluate EV delivery models with partners including pilot schemes where appropriate.	Phase 2 completion by spring 2024. Nine new on-street charging sites going live in winter 2023/24, with a further site anticipated by spring 2024. A further 35 on-street locations for exclusive use by car club vehicles are similarly anticipated to go-live by spring 2024.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
MOVEMENT Managing Demand	**Parking**	Support the creation of liveable places by controlling and/or limiting parking	Develop and put in place new Parking Action Plan (PAP) which will set out key projects/actions to deliver to 2030 (due 2021).	A draft Parking Action Plan was consulted upon in summer 2023 (in tandem with the draft action plans for Public Transport, Air Quality, Road Safety and Active Travel). Finalised actions have been fully integrated into the updated CMP Implementation Plan, presented for consideration at February Committee.
			First four phases of Strategic Review of Parking complete subject to successful Traffic Regulation Order process.	Phase 1 complete by end of 2023, Phases 3 and 4 expected to be complete in 2025. Phase 2 to be reconsidered by Committee.
			Consultation on a Workplace Parking Levy complete and presented for consideration.	Consultation underway and will be complete by end of February 2024. An update will be presented to Committee in spring 2024.
			Review and update Parking Standards for new developments in the Edinburgh Design Guidance to ensure strong alignment with CMP and City Plan 2030 once adopted.	A wholescale review of the Edinburgh Design Guidance is being undertaken by the Council as Planning Authority to align with National Planning Framework 4 and City Plan 2030. This work is expected to be completed and presented for consideration by summer 2024.
	Road Space Allocation	Develop and deliver a strategic approach to allocating road space between different modes	Develop a strategic approach to allocating routes and road space between different modes and present for consideration.	The finalised 'Our Future Streets' (Circulation Plan) is presented to Committee for approval in February 2024.

CMP Section	CMP Theme	Summary of Relevant CMP Policy Measures	Key Actions by End of 2023	Progress Update
PLACE	**Transformed City Centre**	Create a people-focused city centre	Deliver City Centre West East Link (CCWEL) and Meadows to George Street active travel/public realm schemes. Create network of vehicle free streets in the Old Town.	An updated Delivery Plan for Edinburgh City Centre Transformation will be presented to Committee in late Spring/early summer setting out detailed progress to date and key next steps.
	20 min neighbourhoods	Support creation of 20-miniute neighbourhoods and streets for people	Consult on the location of hubs from which citizens can access services in an accessible and inclusive way to support the delivery of the Community Plan 'A good place to live'.	20-Minute Neighbourhood Strategy approved June 2021 20-Minute Neighbourhood Delivery Update as updated August 2023 including projects underway
	Street Design/ Public Realm	Enhancement of public realm	Completion of key public realm schemes connected with other key schemes including Roseburn to Union Canal, CCWEL and other smaller projects.	Significant progress has been made on a number of public realm enhancement/street transformation projects including delivery of Leith Walk and Foot of the Walk active travel infrastructure (delivered as part of Trams to Newhaven scheme) and Leith Connections scheme complete from Great Junction Street to Ocean Terminal. Roseburn to Union Canal is expected to be complete by summer 2024 and CCWEL is expected to be complete in early 2024, with the extension onto Melville Crescent expected to be completed by summer 2024. Further updates will be provided as part of individual project briefings and reports during 2024.

APPENDIX 3

Actions to Deliver Edinburgh's City Mobility Plan Consultation

'You Said, We Did'

1. Introduction

1.1 A citywide consultation seeking views on five draft action plans (Active Travel, Air Quality, Parking, Public Transport and Road Safety) and the emerging Our Future Streets (circulation plan) was undertaken over a 12-week period from 17 April until 9 July 2023.

1.2 Consultation activities were structured predominantly around stakeholder discussions including in-person workshops, market research, an online survey, public drop-in events, and focus groups capturing seldom heard and underrepresented groups.

1.3 The consultation gained further understanding of the some of the city's biggest priorities and difficult decisions needed to deliver committed targets, City Mobility Plan (CMP) objectives and ways in which we can further enhance related programmes such as Edinburgh's City Centre Transformation. Key targets include reducing car kilometres by 30% by 2030, reaching net zero for carbon by 2030, and achieving Vision Zero for safety by 2050.

1.4 This report summaries how the Council has used the consultation feedback, alongside data and technical evidence, to further inform, and reinforce or revise the final outputs of this work.

2. Consultation Feedback

2.1 The consultation was necessary to gather insights from key stakeholders and members of the public to:

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

2.2 The online survey received a total of 2,955 responses, with an additional 553 people engaged through representative market research. 55 Edinburgh residents participated in the focus groups. 41 stakeholders attended the workshops, and 166 members of the public attended the drop-in events. Stakeholder organisations submitted 56 written responses. As such, the consultation programme received a total of 3,826 representations.

2.3 Views were captured across the following key themes:

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

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

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

3. Response to Consultation Feedback

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

City Mobility Plan-Led Approach

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

- Actions within the draft action plans have been transferred (as amended where required) into the updated CMP Implementation Plan. This means all mobility-related actions and investment priorities can be viewed and understood in one place under CMP's strategic umbrella, supporting a more integrated, consistent approach that also resolves duplication.

- The draft Active Travel, Parking, Public Transport, and Road Safety Action Plans have been refocused to provide supporting information to the CMP Implementation Plan on the delivery of actions. This information is now presented in 'Delivering Actions - Supporting Information' papers. Relevant strategic/contextual information has been transferred to the updated CMP Strategy to 2030.

- The Air Quality Action Plan (AQAP) is statutorily required to follow a Scottish Government template and has not been refined in the same way as the other action plans. The AQAP also considers actions to tackle non-transport related air pollution so is not entirely linked to CMP. However, the delivery information on all transport-related actions have been included in the updated Implementation Plan, reinforcing the need for integrated and place-based approaches.

- Key performance indicators from the draft Action Plans have been reviewed and transferred, where appropriate, to the updated CMP Strategy to 2030. The inclusion of these additional KPIs in CMP supports a more strategic and efficient approach to monitoring all transport-related actions as opposed to each plan undertaking its own monitoring.

3.3 The CMP Implementation Plan also includes new strategic cross-cutting actions to support CMP objectives, including establishing an Accessibility Commission to deliver improvements for disabled people across our public streets and spaces.

3.4 To support an integrated, place-based approach to delivering actions, two new columns have been added to the updated Implementation Plan - 'Geographic Coverage/Approach to Prioritisation' and 'Project Types'.

3.5 Project Type categories comprise: Behaviour Change, Governance, Corridors and Routes, Street Transformation, Tram, Liveable Neighbourhoods, Major Junctions and Crossings, and City Operations. This approach will enable related actions under the same Project Types to be identified and built into project development and delivery in a more integrated way. This will also support a more robust and efficient approach to seeking and spending future funding.

Consultation Themes

Theme 1 - Improving local travel for walking and wheeling

3.6 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations were consistently regarded as the top priorities to make streets accessible for everyone walking and wheeling.

3.7 These priorities, and other measures which also received support including providing rest places, will be reflected in 'Liveable Neighbourhoods' projects (refer to Theme 8) and through our wider delivery programme for walking interventions.

3.8 Some footway improvements (e.g., providing smooth and level footways) will require significantly more budget than others (e.g. dropped kerbs). Our approach to prioritising footway interventions will take into account the cost and deliverability of measures.

3.9 For footway decluttering, stakeholder feedback places a priority on our town centres, and we will look to adopt this priority in our approach to decluttering.

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

3.10 The importance of dropped kerbs was stressed by stakeholders and in focus groups. We will continue to dedicate resource to rolling out dropped kerbs across the city. This simple, low-cost measure will form a core part of our 'Liveable Neighbourhoods' programme.

3.11 While seating and places to rest were given the lowest priority by those responding to the consultation and market research for making our streets more accessible, those with mobility issues listed more rest places/benches as "extremely important". In response to this, we will not deprioritise additional rest spaces but will take care to only introduce new rest spaces in a way that does not increase street clutter

3.12 In terms of crossings, providing more frequent crossing opportunities or more time to cross roads was a priority from the market research and joint second priority from the survey. Making changes to crossings can sometimes be complicated by older equipment and/or interface with other modes of transport, like buses and trams. However, with relatively strong support for these changes, we will look to, where possible, improve crossing opportunities in the city. Our first priority locations will be around routes to schools.

3.13 In the draft Active Travel Action Plan, we had committed to reviewing 'two-stage' crossings and changing to 'single-stage' crossings where possible. While there was a significant difference in support coming through the survey and the market research, this action still featured lower on priorities across the board. We will first consider whether a widened pedestrian island may be a more appropriate solution for a crossing improvement. Where implementing single-stage crossings, we will ensure there is ample time provided to cross.

3.14 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. Decluttering actions will be prioritised within local/town centres and the city centre and actions to make walking safer in neighbourhoods will be progressed on routes to schools.

3.15 The Council established an independent Accessibility Commission for Edinburgh in January 2024 which includes representatives across several disability representative groups. This Commission, which will run for at least two years from the start of 2024, will support the Council's work in meeting the Equal Pavements Pledge.

Theme 2 - Delivering a joined-up cycle network

3.16 In terms of expanding Edinburgh's cycle network so that every household is within 250-400m of a high quality cycle route, the majority of survey and market research respondents supported this action. We will continue to plan the delivery of this action.

3.17 In response to stakeholder feedback, we emphasised the importance of our cycling infrastructure being a "network" in our supportive information.

3.18 Several comments were raised around the need to reintroduce a public bike hire scheme. Work is progressing to explore this as a priority for the city.

3.19 In response to stakeholder feedback, we have now committed to reviewing the Edinburgh Street Design Guidance every two years, rather than every year. This reflects the significant resource required to undertake this work and it is considered that a biannual review approach would still ensure the guidance reflects updates policy and practice in a timeous way.

3.20 In response to stakeholder feedback, we have stated an ambition to support cycle parking outwith Council land, for example in retail spaces. We have similarly stated an aspiration to have the recreational network audited and mapped, illustrating accessibility for different uses, in response to stakeholder feedback. Additional resource and partnership working is needed to support this work.

3.21 Our Future Streets (Circulation Plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, initiatives proposed was focus on simple measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings. Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. For corridors, the cycling network will be contingent on future investments on full corridors (e.g., A8). For the city centre, a network will be achieved by reducing/removing intrusive through traffic, making the streets safer and providing better connectivity/options for cycling within the city centre.

Theme 3 - Delivering improvements to our public transport network

3.22 Proposals to improve bus stop facilities were outlined in the draft Public Transport Action Plan. The consultation revealed that the highest priority was the need to improve real-time passenger information (RTPI). Commitments to improve RTPI will be updated to reflect the importance of this action and the need for the continued rollout of new information screens across new sites.

3.23 The Council is in the process of rolling out a new travel tracker system which uses full colour screens which are easier to read. This will display real-time departure information for multiple transport operators. As at end of November 2023, the Council will have replaced 210 out of 330 on-street signs and will create 100 new sites after the replacement schedule has finished.

3.24 The consultation confirmed support for improved shelter provision, particularly amongst older respondents. A need for safe, weatherproof and lit shelters with suitable seating was expressed, therefore commitments to deliver this have been strengthened to reflect this.

3.25 People with disabilities highlighted that improving the layouts of bus stops is a priority. The provision of more information on the availability of disabled spaces onboard bus and tram vehicles is also important. Actions have been reviewed

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

3.26 The Council will continue with its rolling programme of new and replacement bus shelters as budget permits, with prioritisation based on shelter condition and locations where there are known access difficulties.

3.27 The consultation asked whether people would be willing or able to walk or wheel a little further to reach a bus stop where there are; a) faster or express services, b) increased range of bus services; c) improved waiting facilities. There was general support for this subject to delivering a) and b). Proposals to realign a small number of bus stops across the city will reflect these preferences, to optimise spacing of stops and improve bus journey times and reliability. Maximising accessibility to/from these bus stops will be a critical part of the development of these proposals.

3.28 Several respondents mentioned the need for better integration of ticketing between bus and tram. In addition to that, younger people living in poverty mentioned the increasing cost of public transport as a barrier. *Tap Tap Cap* is being introduced on tram during spring 2024, reducing the cost of travel for many. Improved ticketing integration between bus and tram is consistent with council's longer-term objective in supporting integrating ticketing across all public transport modes.

3.29 Several respondents raised concerns about issues with antisocial behaviour on trains and buses, especially outside the main working hours. The Council will continue to work with the police and bus operators to tackle this. Investment in new CCTV technology connected with the City Operations Centre will help support ongoing initiatives.

3.30 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, walking, wheeling and cycling actions will seek to improve connectivity to public transport routes. For corridors, public transport actions will focus on making it more reliable and reducing journey times, as part of early actions and future fully integrated corridor projects (A8). For the city centre, public transport journey times will be improved with the removal of intrusive through traffic which will reduce demand by car to the city centre, further easing congestion.

Theme 4 - Delivering a people-friendly city centre

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

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

3.32 The biggest priority areas for reducing through traffic include George Street, Lothian Road, Princes Street, High Street, the Bridges Corridor, Canongate, Cowgate, George IV Bridge and Grassmarket. Stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could potentially create wider traffic displacement, if not properly managed. Transformational public realm proposals are already being progressed at various stages for many of these priority areas (George Street, Lothian Road, Princes Street in particular) and the Council's City Centre Transformation (CCT) programme and the new Our Future Streets (Circulation Plan), which proposes an expanded area of interventions to further build on CCT, are proposed to address feedback. Further discussion on more detailed proposals for these interventions will be undertaken in due course.

3.33 There were mixed levels of support for delivering a targeted reduction in kerbside parking within the city centre. Effective parking controls help to ensure that parking opportunities are available for residents, those with mobility issues and blue badge holders making Edinburgh a great place to live and work. We will need to significantly reduce on-street visitor car parking to achieve the level of place and pedestrian priority required and to reduce demand by car from the city centre – this will help mitigate displacement impacts by removing demand and help revitalise businesses who will have better managed access for deliveries.

3.34 For businesses, we need to help them thrive and want to ensure deliveries can happen as easily as possible. However, the way we manage deliveries will need to change with stricter timed windows on our most sensitive streets which will become people focused.

3.35 There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Access to the city centre via public transport is already extensive and improvements to support travel via all sustainable modes is a key to City Mobility Plan objective. The Council's pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.

3.36 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For the city centre this will focus on the following cross-cutting themes when exploring how streets' networks will be delivered and communicated:

- Accessibility
- Deliveries/logistics
- Buses, in particular tour buses

Theme 5 - Achieving city-wide road safety targets

3.37 The priority for the Road Safety team is to undertake its statutory function in terms of collision and casualty reduction. To achieve this "statutory" outcome the team are undertaking the following duties:

- Facilitating an Accident Investigation and Prevention (AIP) programme on a 3-year cycle
- Identifying and delivering a Speed Reduction Site programme, including investigation and intervention to change driver behaviour
- Undertake speed limits reviews and delivering appropriate interventions
- Reviewing pedestrian crossing infrastructure requirements and developing a proposed citywide framework to consider where facilities are required with other delivery partners.
- Engaging with School Communities to consider appropriate safe active travel infrastructure around schools (including School Streets zones where appropriate)
- Providing a Road Safety Audit service for the Authority (external consultant currently)
- Developing future road safety policy and predictive risk modelling
- Delivering annual Young and Old Driver education, and Junior Road Safety Officer events
- Management of School Crossing Patrol Service
- Deployment and supervision of school crossing guide staff
- Crossing Guide site audits to consider appropriate infrastructure improvements
- Engagement with Roadworks Co-ordination team to manage safe interaction with roadworks.

3.38 Re-designing major junctions was the highest priority to protect vulnerable road users even where this may have an impact on motorised traffic. Implementation of the Council's Major Junctions Review is the appropriate project to focus and address this issue.

3.39 The initial stage of the Major Junctions Review work included the development a scoring methodology for the prioritisation of major junctions across the city, to enable the Council in subsequent stages, to establish a programme of interventions aimed at improving the safety of people walking, wheeling, and cycling through the prioritised junctions. An initial long list of 140 junctions was developed, which included an assessment and scoring methodology.

3.40 Following this, engagement was undertaken with key stakeholder groups representing vulnerable users (Living Streets Edinburgh Group, Spokes and the Edinburgh Access Panel) to identify those major junctions within the city which present the greatest safety concerns. A report was presented to the Committee on 20 April 2023, presenting the outcomes of the prioritisation and setting out the next steps towards the implementation of improvements at the 40 junctions prioritised through the review.

3.41 A professional services brief is now under preparation for the appointment of a consultant to take forward:

- Detailed development of early interventions on the top 40 junctions approved at Committee
- Detailed design and traffic order development of the Kings Road (Portobello) junction scheme.
- Concept design work for 6 of the top 10 junctions considering significant improvements for our most vulnerable road users.

3.42 A high proportion of those with children at home felt that it was also important to expand the number of schools with 'School Streets'.

3.43 The Council will continue to engage with School Communities to support School Travel Plans and importantly, consider appropriate safe active travel infrastructure required around schools. These measures will include different interventions and may including School Streets zones where appropriate.

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

3.45 In a road safety context the creation of the Local Traffic Improvement team is intended to focus on mobility challenges our local communities face in terms of intrusive traffic and dealing with traffic volume. The Speed Reduction Programme (noted above) is considered as part of the statutory duties to reduce collisions and causalities, a function to reduce the speed of traffic in our neighbourhoods.

3.46 The Council will develop a project criteria to improve local mobility and mitigate the impact of intrusive traffic on our communities. We will also engage with local community representatives to build up a "Project Bank" for criteria assessment and local project delivery.

3.47 There is a legacy of the historical Neighbourhood Environment Programme (NEPs) and this is expected to deliver local projects that would not otherwise be included in traditional active travel, 20-minute neighbourhood or Road Safety programmes.

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

Theme 6 - Improving our public transport and active travel corridors

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

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

3.50 While there was general opposition to the "extension of bus lanes to 7am-7pm for 7 days a week" from survey respondents, marginal support from market research respondents, and general support from stakeholders. This remains a strong desire of bus operators due to service unreliability outside of peak times and at weekends. Consideration is being given to trialling extended bus lane hours on a strategic bus lane corridor to allow evidence to be gathered on bus service journey time and reliability improvements alongside any detriment to general traffic and local businesses This work will then inform any further roll-out and discussion on this measure.

3.51 The consultation revealed broad support for reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport. To free up space for place and sustainable modes, the Council will need to significantly reduce/remove parking on our key corridors.

3.52 Waiting/loading/shopper parking will be moved to side streets where-ever possible with overall volume pressures reduced significantly via consolidation based on user requirements (timed windows for loading, dedicated blue badge parking etc).

3.53 The Council will focus also on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods.

3.54 Public parking charges and maximum stay periods will also be tailored to specific local circumstances, such as short-term parking at local shopping areas and longer-term parking in non-residential streets with sufficient capacity.

3.55 A City Centre Operations Plan is currently being developed which will respond to feedback on the need for a clear strategy to support consolidation of freight and servicing movements including last mile delivery opportunities using low/zero emission modes such as cargo bikes. The Operations Plan will also consider other key city centre operational elements including coaches, taxis and private hire cars. It will also need to consider parking strategy to manage demand and improve accessibility for those with mobility requirements and residents living within the city centre.

Theme 7 - Delivering vibrant shopping streets

3.56 The consultation revealed broad support for reducing parking on shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties.

3.57 As the number of parking places are reduced, it is it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside

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

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

Theme 8 - Delivering liveable neighbourhoods

3.59 Interventions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally were given overall support from the consultation.

3.60 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations was consistently regarded as the top priorities to make streets accessible for everyone.

3.61 A programme of area-wide 'Liveable Neighbourhood' initiatives is now proposed, focussing on measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings, decluttering and resolving trip hazards. Travel to school routes, and associated school street closures will also be considered. Issues of intrusive traffic caused by rat-running would also be addressed where there is local support using measures such as modal filters, as would measures such as crossings to help deliver cycling quiet routes. and has committed to proactively improving junctions and side streets with a prioritised plan.

3.62 The main aim is to deliver streets that allow people, especially residents, to get around easily, sustainably and locally. The Council will continue to plan the delivery of these actions in consultation with communities and other key stakeholders.

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

3.63 Consultation on the Air Quality Action Plan was extensive and wide ranging, as part of the consultation process for both the City Mobility Plan (CMP) and for the Air Quality Action Plan (AQAP) (direct consultation with statutory consultees and the provision of an Air Quality specific workshop).

3.64 In response to the questions about supporting the journey to net zero and cleaner air, the Council has ensured that the actions which have support have remained in the AQAP, and where there has been particular public support, such as for supporting a progression to a zero-carbon bus fleet, these actions have increased in prominence and priority, including providing a more detailed implementation timescale.

3.65 Concerns about the LEZ are reflected within the AQAP and more signposting to available grants will be included. Concerns about impacts of the LEZ outside of the zone will be monitored as part of the monitoring and evaluation of the scheme.

3.66 Following the Air Quality specific workshop, there have been some changes to the actions, for example, it was suggested that rather than holding a workshop to increase collaborative working across the Council, the Steering Group should continue, and assist with the governance of the AQAP. We have widened the Steering Group out to further external partners, to ensure that actions are delivered within the timescales in the plan. The Council's Transport and Environment Committee also agreed that Council should work with organisations like the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh continues to improve beyond the minimum standard set by the Scottish Government.

3.67 Whilst amending the AQAP, we have continued collaborative working across the Council, and with external stakeholders to ensure that the actions are deliverable. Meetings have been held with colleagues in Education and Planning, those working with the travelling community, SEPA, as well as more formal collaborative working through a Steering Group meeting, which includes external organisations.

3.68 Other changes following continued collaborative working have included:

- Amalgamating AQAP Actions 2.1 and 2.4 (Action 2.1 is ensuring that air quality assessments are undertaken for traffic management projects, Action 2.4 is about making use of the National Modelling Framework (NMF) model to undertake such assessments), with 2.4 being a mechanism by which 2.1 can be implemented.
- AQAP Action 4.1 (To incorporate air quality considerations within the Public Transport Action Plan), has been removed, as the action is no longer relevant because of the integration of the five plans into one streamlined CMP Implementation Plan and therefore implicit consideration of air quality. A new action now replaces Action 4.1 to support improvements to public transport, including enhancing and expanding the bus/mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing.
- AQAP Action 8.4 (delivery of net zero community pilots) has been removed, because the funding source is no longer relevant, and it is unclear how this action would be delivered.

3.69 SEPA provided detailed feedback, and in response to this, and an updated Action Plan template issued by Scottish Government, changes to the structure of the document have been made, in particular a streamlining of the information contained within it, to focus more on the actions themselves.

3.70 The updated CMP Implementation Plan and AQAP contains more detailed information on implementation timescales.

3.71 Whilst the proposal to review on-street parking charges based on vehicle emissions to help reduce harmful emissions from transport was not considered

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

3.72 Proposals to provide public electric vehicle (EV) charging hubs to help reduce harmful emissions from transport received majority support. The Council will continue to work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.

3.73 A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.

3.74 General support was given to expanding the areas served by Car Club to help reduce harmful emissions from transport. This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel and will continue to be a key element of the Council's strategy to support air quality improvements and support more sustainable travel.

Greening our City

3.75 Several responses expressed support for increasing the number of street trees and green spaces. Respondents noted the potential benefits with regards to safety, biodiversity and the creation of more welcoming spaces.

3.76 Creation and enhancement of greenspace including street-greening is a key priority for the Council, supported by the adopted Local Development Plan and emerging City Plan 2030, and projects including the Green Blue Network, and Edinburgh's Biodiversity Action Plan which support climate resilience and will help to tackle the biodiversity crisis. The Council has committed to being a One Million Tree City by 2030.

3.77 Our Future Streets (circulation plan) puts a focus on 'place' especially on streets with 'high-street' functions and within neighbourhoods, to maximise opportunities for street greening including sustainable urban drainage.

APPENDIX 4 - City Mobility Plan - Updated Implementation Plan

Cost Thresholds
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				By end of 2025	**By end of 2030** (if known at this stage)	**Post 2030** (if known at this stage)					
PEOPLE	**Making Sustainable Choices**	**Deliver information, initiatives and campaigns to encourage behaviour change to sustainable travel modes**	**1**	Develop programme of behavioural change initiatives focussing on active travel and public transport.	Delivery as per programme	Delivery as per programme	CEC Transport Scotland/SEStran Operators	S	CEC Transport Scotland/SEStran	Citywide - prioritised as per programme	Behaviour Change
			2	Engage in Clean Air Day on an annual basis.	Ongoing engagement	Ongoing engagement	CEC	S	Transport Scotland	Citywide	Behaviour Change
			3	Work with Council Education Officers and schools to increase air quality awareness and make improvements across the school community.	Ongoing implementation	Ongoing implementation	CEC	S	CEC Scottish Government	Citywide	Behaviour Change
			4	Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes.	Ongoing implementation	Ongoing implementation	CEC University of Edinburgh Community Groups	S	CEC Scottish Government	Citywide	Behaviour Change
	Equal Access to the City	**Maintain affordable fares**	**5**	Continue engagement on concessionary travel / free under 22 travel on tram. Continue to work with the Scottish Government on the Fair Fares Review to extend scheme to include Light Rail.	Ongoing Implementation	Ongoing Implementation	CEC Scottish Government	M	Transport Scotland	Citywide	Behaviour Change
		Inclusive access	**6**	Establish independent Accessibility Commission to further develop understanding of accessibility challenges faced in accessing public streets and spaces. Implement recommendations subject to agreed programme and funding where required.	Implement recommendations subject to agreed programme and funding where required	Implement recommendations subject to agreed programme and funding where required	CEC Commission	Dependant on recommendations.	CEC Sustrans Transport Scotland	Citywide	Behaviour Change City Operations

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MOVEMENT Sustainable and Integrated Travel	**Public Transport**	**Enhance and expand bus/mass rapid transit network**	**7**	Supporting ALEO reform, review the city's bus network to improve integration with tram and active travel. Develop Strategic Objectives and Key Performance Indicators (KPIs) to inform the review, recognising commercial realities and legal requirements. Develop a comprehensive integrated public transport system in cooperation with operators, including stops, routes, and public transport interchanges in line with outcomes from Our Future Streets (Circulation Plan).	An evolved bus network will be in place.	Continued evolution of city's bus network	CEC Council's arm's length public transport organisations (ALEOs) Other Public Transport Operators	Dependant on outcome of review.	CEC Sustrans Transport Scotland	Citywide	Governance City Operations
			8	Work with regional partners and Transport Scotland to complete project level Strategic Business Case (SBC) in the context of regional mass transit as informed by the Strategic Transport Projects Review 2 (STPR2). Subject SBC approval, begin Outline Business Case for Tram - Granton to BioQuarter and Beyond.	Complete Outline Business Case (OBC) for Tram, Granton to BioQuarter and Beyond by end of 2028. Complete Financial Business Case (FBC) and gain approvals for Tram, Granton to BioQuarter and Beyond by end of 2030.	Subject to approval, Tram, Granton to BioQuarter and Beyond complete by end of 2035	CEC Transport Scotland Council's public transport ALEOs	XL	CEC, Scottish Government Developer contributions where applicable	Region	Tram
			9	New governance arrangements of Council-owned public transport operators agreed and in place. Agree Key Performance Indicators (KPIs) for the operator and the wider city.	Ongoing monitoring and performance evaluation.	Ongoing monitoring and performance evaluation.	CEC East, Mid and West Lothian Councils	S	CEC	Citywide	Governance
			10	Strengthen new Edinburgh Bus Alliance and coordination with neighbouring alliances and local authorities.	Implement initial Bus Service Improvement Plan (BSIP) proposals.	On-going monitoring and performance evaluation.	CEC East, Mid and West Lothian Councils	S	CEC East, Mid and West Lothian Councils	Region	Governance

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			11	Complete consultation with operators on opportunities for express and regional bus services (limited stops) particularly from Mid and West Lothian and investigate infrastructure requirements to aid delivery.	Deliver 1st phase of enhanced networks.	Deliver enhanced networks, supported by West Edinburgh Transport Improvements Programme (WETIP) and Bus Partnership Fund (BPF) interventions by end of 2035	CEC East, Mid and West Lothian Councils	S Note no BPF funding available in Financial Year 24/25	CEC East, Mid and West Lothian Councils Transport Scotland UK Government Operators	Region and main city bus corridors. Prioritised as per consultation and informed by Our Future Streets (Circulation Plan) / BPF	City Operations
			12	Improve perceived safety for all users through improved lighting at walking routes to bus and tram stops and rail stations by completing an audit of existing infrastructure. Consult with key stakeholders.	Prioritise improvement at key locations of concern and deliver, subject to funding.	Continue roll out across the city	CEC	M	CEC	Citywide, prioritisation informed by audit	Behaviour Change Street Transformation Corridors & Routes Liveable Neighbourhoods Minor Works Tram
			13	Work with stakeholders to identify and prioritise interventions to improve travel experience for disabled users including bus stop accessibility and bus occupancy (wheelchair space) information.	Highest priority interventions complete.	Implement remaining identified interventions. Review / monitor with an aim of continuous improvement	CEC	M	CEC	Citywide, prioritisation informed by stakeholder engagement	Behaviour Change City Operations
			14	Continue programme for bus shelter replacement. Work with JCDecaux to identify new sites. Develop protocol for replacement of any shelters that are removed.	Continue with ongoing options to enhance quality of shelters. Identify new site locations.	Continue with ongoing options to enhance quality of shelters. Identify new site locations.	CEC Bus operators JCDecaux	M	CEC	Citywide, prioritised as per programme	City Operations Street Transformation Corridors & Routes Tram
			15	Replace all existing on-street bustracker signs with multi operator information signs. Install new on-street screens at 100 new locations.	Review and implement at additional sites.	Continue with implementation of additional sites.	CEC Bus operators	M	CEC	Citywide. Prioritisation based on stop passenger demand and service frequency.	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
		Expand and enforce bus priority measures	**16**	Develop plan to extend bus lane operating hours and implement. Trial location(s) to be agreed with bus operators and stakeholders. Monitoring programme will review impact on bus jouney times and general traffic.	Monitor and review.	Monitor and review.	CEC Bus operators	S Note no BPF funding available in Financial Year 24/25	CEC	Citywide. Aligned to priority corridors identified in BPF, Our Future Streets (Circulation Plan) and West Edinburgh Transport Improvements Programme (WETIP). Informed by BPF targets to reduce bus journey times (by 25%) and improve reliability (by 50%) by 2029.	City Operations
			17	Deliver bus priority through the Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times on key corridors and hotspot locations. Implement trial locations with comprehensive monitoring of benefits and unintended impacts, such as impact to general traffic, loading and business access.	Implement additional UTC/AVL locations to cover key arterial and orbital routes. Ongoing monitoring and evaluation of benefits.	Roll out of UTC/AVL to cover all key locations. Ongoing monitoring and evaluation of benefits.	CEC Bus operators	M	Transport Scotland CEC	Corridors. Prioritised across whole bus network where delay hot-spots are identified and where the technology can be successfully implemented. Implementation consistent with the Our Future Streets (Circulation Plan)	City Operations Major Junctions & Crossings Street Transformation Corridors & Routes
			18	Identify initial corridors for bus stop realignment trial.	Monitor performance and examine roll out on other corridors.	Subject to review, roll out to remaining locations.	CEC Transport Scotland Bus operators	M Note no BPF funding available in Financial Year 24/25	Transport Scotland CEC	Corridors. Identified through BPF and Circulation Plan.Approach to be agreed/developed.	Corridors & Routes

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			19	Identify corridor journey time targets and action plans to achieve these for priority corridors, integrated with active travel and town centre proposals. Deliver Bus Partnership Fund (BPF) Quick Wins and Accelerated Schemes	Deliver WETIP and core BPF packages. Proposals will align with Our Future Streets (Circulation Plan) priorities.	Delivery of further interventions including the A8 corridor scheme helping delivery of West Edinburgh growth. Delivery of Niddrie Mains Road Delivery of additional integrated corridor action plans supporting the Our Future Streets (Circulation Plan).	CEC Bus operators	L Note no BPF funding available in Financial Year 24/25	Transport Scotland CEC	Citywide Aligned to priority corridors identified in BPF and Our Future Streets (Circulation Plan) where BPF investment is available. Informed by BPF targets to reduce bus journey times (by 25%) and improve reliability (by 50%) by 2029	Street Transformation Corridors & Routes
		Support Improvements to Rail	**20**	Support finalisation of Waverley Station Masterplan and engage with Network Rail to develop programme to deliver.	Support delivery of core masterplan, as per agreed programme	Support delivery of core masterplan, as per agreed programme	Network Rail Transport Scotland Rail operators CEC	Dependant on final Implementation Plan and phasing.	Transport Scotland Rail Operators CEC	City Centre	City Operations Governance
			21	Engage with Transport Scotland, Network Rail and rail operators to support agreement of options which optimise local, regional and national services to deliver enhanced regional connectivity	Review success of Levenmouth reopening. Support continued network improvements including Portobello Junction remodelling and extension of the Borders Railway.	Support delivery of key upgrades including East Coast Mainline capacity enhancements and Almond Chord. Support delivery of Borders Railway to Hawick (and beyond should a business case merit this by end of 2035.	Transport Scotland Network Rail Rail operators UK Government CEC	Dependant on business cases developed by main responsible bodies/funders.	Transport Scotland Network Rail Rail operators UK Government	Regional	Governance City Operations
			22	Support Network Rail's review of the role and potential future use of the South Suburban Rail Line.	Subject to outcome of the review.	Subject to outcome of the review.	Network Rail Rail operators CEC	Dependent on outcome of review.	Transport Scotland Network Rail	South, west and east of city	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
		Expand existing and create new regional interchanges	**23**	With regional partners, complete study to define regional Park & Ride/ Choose requirements for expansion of existing and creation of new sites as informed by Strategic Trasport Projects Review 2 (STPR2), SEStran Park & Ride Strategy, City Plan 2030 and the West Edinburgh Spatial Study.	Deliver Phase 1 of new strategy.	Further role out of new sites.	CEC Transport Scotland SEStran City region local authorities (as appropriate)	S (for initial study)	CEC Transport Scotland SEStran City region local authorities (as appropriate)	Region – priority sites as informed by study/ SEStran Park & Ride Strategy/STPR2	City Operations
			24	Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services and work with operators to identify preferred locations.	Develop detailed plans for implementation.	Deliver East and West End terminating facilities.	CEC Bus operators	M	CEC Transport Scotland	City centre	City Operations
			25	Review options to retain city centre bus station. Work will include consideration of the cost of alternative provision.	Dependant on outcome of review.	Dependant on outcome of review.	CEC Bus operators	S (for options review)	CEC Transport Scotland	City centre	City Operations
			26	Develop an Implementation Plan in conjunction with operators, regional partners and Transport Scotland to enhance interchange between rail, tram, bus and active travel, between radial and orbital bus services, and across the city centre.	Deliver enhanced orbital connectivity and new key interchange points outside the city centre.	Further role out of additional sites.	CEC Transport Scotland City Region Deal Bus Operators East Mid and West Lothian Councils SEStran	M	CEC Transport Scotland	Region, prioritisation as per Implementation Plan	City Operations
		Deliver integrated, flexible and smart ticketing across public transport network	**27**	Extend roll out of contactless 'Tap Tap Cap' and integrated ticketing scheme to Tram.	Roll out integrated ticketing to new City Bike Hire scheme subject to successful implementation.	Review emerging technologies and best practice.	CEC Transport Scotland Council's public transport ALEOs	M	Council's public transport ALEOs Transport Scotland	Citywide	Behaviour Change City Operations
			28	Work with public transport operators and Transport Scotland to scope options for integrated ticketing across tram, bus and rail (all operators not just Council-owned)	Deliver integrated ticketing in partnership with regional and national stakeholders	Review emerging technologies and best practice.	Transport Scotland CEC Transport Scotland All public transport operators	L	Transport Scotland	Region/National	Behaviour Change City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
		Cross-Forth ferry	**29**	Support any initiatives/partners considering a Cross-Forth Ferry	Continue to support as needed	Continue to support as needed	Transport Scotland SEStran Fife Council CEC		Transport Scotland SEStran Fife Council CEC Operator	Region	City Operations
	Active Travel	**Making streets useable for everyone**	**30**	Install dropped kerbs and accompanying tactiles in priority locations (and, where required, at the same time as undertaking pavement resurfacing work) with aim to double programme to deliver 400 dropped kerbs per year	Continue annual rollout, aiming to eventually replace all missing or damaged dropped kerbs	Continue annual rollout, aiming to eventually replace all missing or damaged dropped kerbs	CEC	S	CEC Sustrans Transport Scotland	Citywide, as per prioritisation programme	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram
			31	Prepare and implement revised procedures to deliver smooth, trip-free and level pavements as part of renewals and other projects. Review prioritisation to take account of pavement usability and accessibility including existing condition assessments and widths.	Ongoing implementation.	Ongoing implementation.	CEC	XL	CEC Sustrans Transport Scotland	Citywide, as per prioritisation programme	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram
			32	Prepare, cost and commence programme of pavement clutter rationalisation, focusing on pole and signage rationalisation.	Complete all town centres and shopping streets.	Review programme	CEC	S	CEC Sustrans Transport Scotland	City centre, town centres and other shopping streets.	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			33	Prepare, cost and commence programme of guardrail removal.	Complete removal of all appropriate guardrails.		CEC	S	CEC Sustrans Transport Scotland	City centre, town centres and other shopping streets.	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes City Operations (Renewals) Tram
			34	Continue enforcement of temporary on-street advertising boards (A-Boards) ban			CEC	S	CEC	Citywide	City Operations
			35	Prepare prioritised programme and commence implementation of rest spot/bench installation, delivering at least 50 per year from 2024.	Aim to deliver at least 350 rest spots/benches	Review programme	CEC	M	CEC Sustrans Transport Scotland	Citywide, as per prioritised programme focusing around bus stops and in city and town centres.	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works Tram
			36	Identify pinch points in areas of highest footfall and identify priority locations to commence design and delivery of pavement widening to resolve pinch points.	Aim to design and deliver widened footways at all priority locations to resolve pinch points.	consider additional priority locations	CEC	M	Transport Scotland Sustrans CEC	Citywide Identification of priority locations informed by footfall	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works Tram

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
		Improving connectivity of streets, spaces and neighbourhoods	**37**	Complete review of minor road junctions outwith the Capital Roads Renewals Programme to identify priorities for pedestrian crossing improvements by tightening up radii on side road bellmouths. Produce a prioritised programme. Produce criteria for when to tighten up radii as part of Capital Renewals projects.	Delivery as per programme	Delivery as per programme	CEC	S	Transport Scotland Sustrans CEC	Citywide Priorities identified as per review.	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram
			38	When works take place on junctions and crossings with central islands, review whether islands require more space or whether single stage crossings may be suitable. Create a delivery programme aligned with significant junction and crossing works.	Delivery as per programme	Delivery as per programme	CEC	M	CEC	Citywide Prioritisation aligned with significant junction and crossing works.	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram
			39	Produce proposed approach and review signalised junctions to improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle in priority locations. Create a delivery programme.	Delivery as per programme	Delivery as per programme	CEC	S	CEC	Citywide Prioritsation guided by review of priority junctions.	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works Tram
			40	Maintain the number/proportion of standalone signalled crossings that give a pedestrian green on demand. Embed approach within the Our Future Streets (Circulation Plan).	Ongoing	Ongoing	CEC	M	CEC	Citywide	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works

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			41	Undertake study to identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist and define a programme of land purchases to support delivery of those connections.	Progress with programme subject to committee consideration of study outcomes	Progress with programme subject to committee consideration of study outcomes	CEC	TBC	CEC	Citywide Prioritise informed by study/programme	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works
			42	Identify priorities and programme for delivery of active travel bridges and seek funding to progress design and construction as per agreed programme.	Delivery as per programme	Delivery as per programme	CEC	TBC	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme	Corridors & Routes Tram
			43	Subject to finalisation of the Open Space Strategy (OSS), create a programme to inform the delivery of crossing, pavement and path upgrade improvements (as identified in the OSS) and the Water of Leith Management Plan to improve access to Edinburgh's green and blue spaces.	Delivery as per programme	Delivery as per programme	CEC, Scottish Canals	TBC	CEC	Citywide Priorities determined by OSS.	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works
			44	Develop plans for delivering innovative solutions for active travel, starting with Continental-style zebra crossings. Investigate opportunities to trial low-cost zebra crossings.	Roll out wider application of Continental-style zebra crossings if trial successful. Identify other opportunities for innovative solutions and trial if appropriate.	Roll out wider application of Continental-style zebra crossings/other innovative solutions if trials successful.	CEC	S	CEC	Citywide, as per prioritisation programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings MInor Works
			45	Develop business case with prioritised programme and secure funding to deliver a core citywide network of routes to 'Active Travel Freeway' standard.	Delivery as per programme	Delivery as per programme	CEC	XL	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme	Street Transformation Corridors & Routes Tram

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			46	Create a programme for delivering active travel interventions from Local Development Plan Action Programme. Secure funding for delivery. Begin construction of projects in Burdiehouse, Queensferry, Leith and at Albion Road.	Aim to have all priorities delivered		CEC	M	Transport Scotland Sustrans CEC	Citywide Prioritise as per LDP Action Programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works
			47	Create a programme for delivering active travel interventions from City Plan 2030 Action Programme. Secure funding for delivery.	Deliver as per programme, in line with development sites in City Plan	Deliver as per programme, in line with development sites in City Plan	CEC	M	Transport Scotland Sustrans CEC	Informed by programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works
			48	Continue delivering the rolling Minor Improvements programme (encompassing works such as chicane removal, minor resurfacing of pavements, updated line markings, etc)	Aim to deliver at least £350,000 worth of improvements.	Continue rollout of Minor Improvements programme	CEC	S	Transport Scotland Sustrans CEC	Citywide	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works Tram

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				By end of 2025	**By end of 2030** (if known at this stage)	**Post 2030** (if known at this stage)					
			49	Prepare programme and submit business case for off-road path network upgrades.	Delivery as per programme and business case.	Delivery as per programme and business case	CEC	L	Transport Scotland Sustrans CEC	Citywide Prioritisation guided by existing and forecast cycle and pedestrian use relative to width, improvement priorities identified as part of Council's Women's safety in public places' consultations	Corridors & Routes Minor Works
			50	Conduct study and produce programme for upgrading historic modal filters in the city, ensuring they are designed appropriately to allow pedestrians and cyclists through. Commence delivery as per programme.	Delivery as per programme	Delivery as per programme	CEC	S	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme	Street Transformation Corridors & Routes Tram Minor Works
			51	Deliver currently committed Active Travel Investment Programme (ATINP) and other schemes currently being designed (refer to 'Delivering Actions for Active Travel - Supporting Information' paper).	Aim to complete ATINP by 2026, with additional schemes currently at design stage.		CEC	XL	Transport Scotland Sustrans CEC	Citywide Priorities defined in ATINP.	Street Transformation Corridors & Routes
		Enhancing and expanding the cycle network	**52**	Develop programme and commence delivery of highest priorities for new/expanded network of existing leisure cycle routes through installing route signage and new access points	Delivery as per programme	Delivery as per programme	CEC	M	CEC	Citywide Prioritise as per programme	Corridors & Routes
			53	Adopt new name 'Edinburgh Cycle network' (keeping existing numbering), including on communications materials.	New name adopted		CEC	S	CEC	Citywide	City Operations Street Transformation Corridors & Routes

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			54	Design/adopt road markings to provide directions on cycle network and implement.	Apply to all numbered cycle routes.		CEC	S	CEC Sustrans Transport Scotland	Citywide	City Operations Street Transformation Corridors & Routes
			55	Agree co-operative approach with Spokes and potentially other interested parties to monitor status of cycle network signage, with a reporting mechanism to enable maintenance.	Continue approach if successful.		CEC Spokes		CEC	Citywide Prioritise as needs are identified	Governance City Operations
			56	Create strategy for installing public cycle parking, including for non-standard bikes and deliver annual roll-out of 80-100 racks. Secure further funding for future delivery.	Delivery as per strategy.	Delivery as per strategy	CEC	S	Transport Scotland CEC	Citywide Prioritise as per strategy	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works Behaviour Change Tram
			57	Identify pilot locations and deliver trials for e-bike charging cycle parking at key destinations supported by programme.	Delivery as per programme if trials successful	Delivery as per programme if trials successful	CEC	Subject to pilot identification	Transport Scotland CEC	Citywide Prioritise as per identification of pilot locations/programme	City Operations Behaviour Change
			58	Develop a programme for continued rollout of secure cycle hangers and begin installation of next rollout of 200 hangars. Monitor uptake.	Delivery as per programme, dependent on funding availability	Delivery as per programme, dependent on funding availability	CEC	M	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme - increased emphasis on delivery in more deprived areas	Liveable Neighbourhoods Minor Works Behaviour Change
			59	Continue to keep options for implementation of new public cycle hire scheme under review and support implementation subject to agreement/funding.	Dependent on outcome of review of options		CEC		TBC	Citywide	City Operations Behaviour Change

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
	Shared Mobility	**Expand demand responsive transport (DRT) and develop Mobility as a Service system (MAAS)**	**60**	Review success of existing DRT services (e.g., Pingo in Scottish Borders) to inform enhancement of DRT solutions.	Implement DRT trial service within West Edinburgh and monitor initial performance.	Further role out of DRT where required.	CEC Transport Scotland SEStran DRT operators Public transport operators Local Authorities Universities	Dependant on outcome of review	CEC Transport Scotland City Deal	Citywide Prioritisation informed by review	City Operations
			61	Review success of SEStran's GoSEStran app pilot and support enhancements to regional/national MAAS technologies.	Support enhancements to regional/national MAAS technologies.	Monitor new technologies.	SEStran CEC Transport Scotland DRT operators Public transport operators Local Authorities	M	SEStran	Citywide	City Operations
		Expand shared mobility options and maximise integration with public transport	**62**	Undertake taxi rank review, locations and demand.	Implement results of taxi rank review.	Monitor and review.	CEC	M	CEC Transport Scotland	Citywide Prioritisation informed by review	City Operations
			63	Develop and implement a plan for delivery of Mobility Hub pilot projects and monitor usage (e.g. West Granton and BioQuarter).	Delivery of additional key sites informed by evaluation of operation of pilots and Our Future Streets (Circulation Plan).	Further roll out of mobility hubs across the city, informed by Our Future Streets (Circulation Plan).	CEC Developers SEStran	Dependant on pilot location/scale.	CEC Developers Transport Scotland	Citywide Prioritise pilot locations.	City Operations
			64	Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.	Review as necessary		CEC	S	CEC	Citywide	City Operations

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				By end of 2025	**By end of 2030** (if known at this stage)	**Post 2030** (if known at this stage)					
MOVEMENT Safe and Efficient Movement	**Road Safety & School Crossing Guide Service**	**Improve the safety of the most vulnerable people using our streets**	**65**	Develop and deliver an annual funded and prioritised Road Safety project programme that reflects the statutory duties required by the service that aligns with national transport strategy and casualty reduction targets.	Continue to deliver and implement the annual project programme to address appropriate road safety priorities.	Continue delivery of strategic road safety functions in line with appropriate legislation and national strategy	CEC	Informed by annual project programme	CEC Transport Scotland Scottish Government Sustrans	City Wide Approach Focus on collision and casualty reduction for our most vulnerable road users.	City Operations Corridors & Routes Street Transformation Liveable Neighbourhoods Minor Works
			66	Review all available School Travel Plans with our school communities and prepare a programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools. Prepare a short-term delivery plan for school travel plan infrastructure to support behavioural change and active travel options.	Develop and prioritise a longer-term plan for safer School Travel infrastructure for all our schools considering realistic and deliverable improvements.	Continue delivery of infrastructure and traffic environment controls around all our schools.	CEC	S	CEC Transport Scotland Scottish Government Sustrans	City Wide Approach Focus on collision and casualty reduction for our most vulnerable road users.	Behaviour Change Liveable Neighbourhoods Street Transformation Corridors & Routes
			67	Develop a transport service-wide Pedestrian Crossing Framework that considers the provision of safe pedestrian and cyclist crossing infrastructure across the City.	Roll out city wide Pedestrian Crossing Framework.	Assess, improve and continue to deliver safer road crossing infrastructure.	CEC	Informed by Framework	CEC Transport Scotland Scottish Government Sustrans	City Wide Approach Focus on collision and casualty reduction for our most vulnerable road users.	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works
			68	Develop and deliver a prioritised programme to reflect statutory duties in terms of collision and casualty reduction and strategic targets including: Accident Investigation and Prevention (AIP), Driver Behaviour assessment (Speed Surveys and analysis), Education and Engagement events for young and older road user groups.	Endeavour to meet or exceed annual causality reduction targets by 2030.	Continue to undertake statutory duties in line with current legislation and causality reduction targets and Vision Zero.	CEC	L Overall programme costs are unknown, however, longer term costs expected to be between £2m and £4m each year.	CEC Transport Scotland Scottish Government Sustrans	Informed by Investigation process.	City Operations Behaviour Change
			69	Develop and seek approval for a new road safety policy including predictive risk modelling. .	Include elements of predictive risk modelling in annual priority project programmes and budget management / funding bid process.	Review success of risk modelling in collision and causality reduction.	CEC	S Data source and costs associated with planned strategy changes TBA	CEC Transport Scotland Scottish Government Sustrans	Investment strategy may be informed by predictive risk modelling.	Governance City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			70	Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.	Subject to the required statutory process, deliver the 20mph speed limit extensions.		CEC	S	CEC Transport Scotland	Extent of coverage to reflect final Committee decisions.	City Operations Corridors & Routes Street Transformation Liveable Neighbourhoods
			71	Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.	Subject to the required statutory process, deliver the proposed rural speed limit reductions.		CEC	S	CEC Transport Scotland	Extent of coverage to reflect final Committee decisions.	City Operations
			72	Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach	To be confirmed if legislation changes		CEC	S Annual costs likely to be less than £1m as part of a future delivery programme.	CEC Transport Scotland	Specific residential or town centre environments where risk of harm is present due to vehicle speeds	City Operations
			73	Major Junctions Review (MJR): Develop individual project Packages for each element of the programme: Package 1 - Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello. Package 2 - Review requirement and delivery of 40 early interventions following approval of the Our Future Streets (Circulation Plan). Package 3 - Review MJR for the top 10 junctions following approval of the Our Future Streets (Circulation Plan).	Package 1 - Deliver Kings Road scheme. Package 2 - To be confirmed following approval. Package 3 - To be confirmed following approval.	Package 3 schemes are likely to take several years to scope, fund and deliver.	CEC	XL	CEC Transport Scotland	Prioritisation approach TBA	Major Junctions & Crossings Street Transformation Corridors & Routes

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			74	School Crossing Patrol team to undertake citywide review of the School Crossing service to consider scope of operation and resources required to deliver.	Define scope of school crossing service, review and adjust as required. Continued project delivery programme of infrastructure improvements around our		CEC	M	CEC Transport Scotland	City Wide Approach Focus on collision and casualty reduction for our most vulnerable road users.	Governance City Operations
	Freight and Servicing	**Reduce the impact of delivery and servicing vehicles**	**75**	Subject to approval, phased introduction of City Centre Operational Plan measures, aligned with the implementation of associated projects, as informed by baseline data collection and feasibility work, and subject to approval. Broaden feasibility work to commence extending measures to town/local centres.	Complete implementation of Plan for city centre and town/local centres.		CEC Transport Scotland SEStran Freight/Logistics Industry Businesses Universities (Data Driven Innovation) Sustrans	To be informed by feasibility stage.	CEC Transport Scotland SEStran Sustrans	City Centre first as informed by Our Future Streets (Circulation Plan)/City Centre Transformation, then town/local centres	City Operations
			76	Advertise and apply for external funding to support uptake of e-cargo bikes by individuals and businesses. Complete e-cargo bike 'give it a go' and training sessions, measuring uptake and awareness. Explore roll-out of further micro-consolidation hubs and use of cargo bikes.	Confirmed following Operational Management Plan		CEC		Transport Scotland	Citywide Prioritisation informed by City Centre Operational Plan	City Operations Behaviour Change
	Smart City	**Monitor and manage traffic and movement**	**77**	Continue to develop capacity of the City Operations Centre and other Smart City technologies to support network management and understanding of travel patterns.	To be determined.		CEC	M	CEC ERDF Scottish Cities Alliance	Citywide	City Operations
			78	Produce biennial Walking and Cycling Index to enable assessment of progress against CMP Key Performance Indicators (KPIs)	Ongoing	Ongoing	CEC Sustrans	S	Sustrans	Citywide	Behaviour Change City Operations
	Maintenance	**Maintain paths and streets to maximise safety and accessibility for all needs and abilities**	**79**	Deliver current Transport Asset Management Plan (TAMP) and update as required.	Deliver TAMP and update as required.	Deliver TAMP and update as required.	CEC	Informed by updated TAMP	CEC	Citywide Prioritisation as per TAMP.	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			80	Review current approach to safety inspection process to ensure maintenance requirements of the cycle network are addressed at appropriate times of year (e.g. cutting back vegetation, sweeping and gritting routes). Prepare proposals and action depending on budget.	Ongoing action	Ongoing	CEC	S	CEC	Citywide	City Operations
			81	Review maintenance regime for cycle lanes, advanced stop line markings and cycle signing. Implement amendments subject to funding.	Ongoing	Ongoing	CEC	Informed by amended regime	CEC	Citywide Prioritise as per amended regime	Governance City Operations
MOVEMENT **Clean Air and Energy**	**Cleaner Air and Energy**	**Implement Low Emission Zone**	**82**	Enforce the Low Emission Zone from 1 June 2024 and report annually on impacts.	Work with Transport Scotland and SEPA to look at opportunities to promote low/zero-carbon city centres within the existing LEZ governance structure		CEC Transport Scotland SEPA	M	CEC Transport Scotland	City Centre	City Operations
		Develop a public citywide electric vehicle charging network	**83**	Develop, in partnership with electric vehicle charging operators, a commercially sustainable model for delivering publicly available electric vehicle charging hubs at strategic locations in the city.			CEC	M	CEC Transport Scotland Public EV bodies Private Sector Partners	Citywide - prioritised as per identification of strategic locations	City Operations
		Support transition to zero emission buses	**84**	Review electric vehicle (EV) charging infrastructure and available technologies required (e.g., opportunity charging) to support multi-operator electric / hydrogen fleets and review potential to deliver demonstrator project.	Roll out charging infrastructure on identified corridors.	Aim to expand charging network to support fully net zero fleet by end of 2035	CEC Bus operators SPEN Appointed contractor	L	Lothian Buses Transport Scotland	Informed by review.	City Operations
			85	Review options for upgrade / new location(s) for state of the art electric / battery charging depot(s).	Central Depot electrification complete	2031 Longstone and Livingston Depots 2033 Marine and Musselburgh Depots	CEC Bus operators SPEN	L	Lothian Buses Transport Scotland	2029 Central Depot 2031 Longstone and Livingston Depots 2033 Marine and Musselburgh Depots	City Operations

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			86	Conclude optioneering for delivery of net zero carbon fleet and agree preferred technologies (electric, hydrogen or mix).	Roll out fleet on identified corridors.	Full fleet achieves Net Zero 2035	CEC Bus operators SPEN	XL	Lothian Buses Transport Scotland	Network Wide	City Operations
		Mitigating air quality impacts	87	Develop mitigations for potential negative impacts on air quality across relevant traffic management projects.	Ongoing	Ongoing	CEC Transport Scotland (depending on scheme)	Depends on scheme	CEC Transport Scotland (depending on scheme)	Citywide	City Operations
			88	Complete design work for improvements at St John's Road/Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme.	Deliver as per agreed programme.	Deliver as per agreed programme.	CEC	S	CEC, Scottish Government, Transport Scotland	A8 Corridor - St John's Road/Drumbrae South Junction within St Johns Road Air Quality	Major Junctions & Crossings
		Fleet Emissions	89	Continue the ECO Stars fleet recognition scheme	Continue the ECO Stars fleet recognition scheme	Continue the ECO Stars fleet recognition scheme	CEC	S	Scottish Government	Citywide	City Operations
			90	Continue to enforce against vehicle idling and expand awareness raising campaigns, including advising commercial fleet operators at Council's Events Planning and Oversight Group of engine idling laws.	Ongoing		CEC	S	CEC	Citywide	City Operations
MOVEMENT Managing Demand	**Parking**	**Controlling parking levels**	91	Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.			CEC	M	CEC	As per agreed Strategic Review of Parking phasing	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			92	Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.	Ongoing management of available space for short-stay parking.		CEC	S	CEC	Citywide Prioritisation informed by Our Future Streets (Circulation Plan), with focus on city/town/local centres	City Operations Street Transformation Corridors & Routes
			93	Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.	Ongoing	Ongoing	CEC	S	CEC	Citywide	City Operations
		Monitoring and Evaluation	94	Develop a Communication Plan to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.	Review where necessary and continue implementation	Review where necessary and continue implementation	CEC	S	CEC	Citywide	City Operations
		Residents Parking Permits	95	Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.	Ongoing	Ongoing	CEC	S	CEC	Citywide	City Operations
		Parking, Waiting and Loading Restrictions	96	Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring Controlled Parking Zones (CPZs) and improve sustainable mobility along such routes.	Ongoing monitoring and review		CEC	S	CEC	Citywide Prioritisation informed by Our Future Streets (Circulation Plan).	City Operations Street Transformation Corridors & Routes
			97	Review and renew the Decriminalised Parking Enforcement contract to enhance parking enforcement and service delivery methods, protocols and specifications.	Informed by review		CEC	M	CEC	Citywide	City Operations

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			98	Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this scheme	Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of the Workplace Parking Levy if it is agreed to impose this scheme.		CEC Businesses	S	CEC Businesses	Citywide: parking prohibitions. City centre: Low Emission Zone. Workplace Parking Levy: coverage dependent on terms of the levy.	City Operations
	Street Space Allocation	**Develop and deliver a strategic approach to allocating street space between different modes**	**99**	Our Future Streets (Circulation Plan) presented for approval. Subject to approval and funding commence delivery as per programme.	Deliver as per programme.	Deliver as per programme.	CEC Public transport operators Developers Freight/Servicing Operators	L	CEC Transport Scotland	As per agreed programme	City Operations Street Transformation Corridors & Routes Major Junctions & Crossings Liveable Neighbourhoods Tram
		Secure legislative change to deliver benefits faster	**100**	Work with and continue to push for Scottish Government regulation change to the Traffic Regulation Order and Redetermination Order process to support greater efficiency.	Achieve change to legislation/regulations as soon as possible		Scottish Government CEC	S	CEC Scottish Government	Citywide	Governance City Operations
	Road User Charging	**Explore a 'Pay as you Drive' scheme**	**101**	Once national 'Route Map to Achieve 20% Reduction in Car Kilometres' and associated demand management research is published, review next steps to exploring a local 'pay as you drive' scheme in partnership with Transport Scotland.	Informed by exploration process		Transport Scotland CEC		Transport Scotland CEC	Citywide / Region	City Operations

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				By end of 2025	**By end of 2030** (if known at this stage)	**Post 2030** (if known at this stage)					
PLACE	**Transformed City Centre**	**Create a people-focused city centre**	**102**	Review and present updated Edinburgh City Centre Transformation (ECCT) Delivery Plan for approval, as informed by the Our Future Streets (Circulation Plan), and deliver commitments as per Delivery Plan.	As per ECCT Delivery Plan and Our Future Streets (Circulation Plan)	As per ECCT Delivery Plan and Our Future Streets (Circulation Plan)	CEC	XL	CEC Transport Scotland Developers (as appropriate)	City Centre Prioritisation informed by updated ECCT Delivery Plan and Our Future Streets (Circulation Plan)	City Operations Street Transformation Corridors & Routes Major Junctions & Crossings Liveable Neighbourhoods Tram
			103	Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance in the city centre and engage with bus operators to identify options.	Delivery initial trials and roll out if successful.	Continue roll out and monitor.	CEC	M	CEC Bus Operators	City Centre Focus on busiest stops in city centre	City Operations Street Transformation Corridors & Routes
	20-Minute Neighbourhoods	**Support 20-miniute neighbourhood concept**	**104**	Continue to deliver the 20-Minute Neighbourhood Strategy by improving local access to community facilities and services. Develop detailed plans for improved town and local centres in Portobello, Dalry and Craigmillar with better active travel and public realm provision.	Continue to deliver the 20-Minute Neighbourhood Strategy. Deliver key town and local centre improvement projects.	Continue to deliver the 20-Minute Neighbourhood Strategy.	CEC Developers	L	Transport Scotland Sustrans CEC Place-Based Investment Programme	Priority areas for focus for the Council's 20-Minute Neighbourhood Strategy include town centres, areas of deprivation and more rural areas. Initial priorities for projects linked to the CMP to be based around community services and facilities, and town and key local centres in Dalry, Portobello and Craigmillar.	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works
	Streets for People	**Liveable Places**	**105**	Complete citywide analysis and programme for delivery of liveable neighbourhoods. Design and consult on initial priority neighbourhood(s) and commence implementation as informed by Our Future Streets (Circulation Plan).	As per programme	As per programme	CEC	L	Transport Scotland Sustrans CEC	Neighbourhoods prioritised as per analysis and programme	Liveable Neighbourhoods

Cost Thresholds
XL cost over £100M
L cost over £10M and up to £100M
M cost between £1M and up to £10M
S cost less than £1M

Funding Status	
	Ongoing maintenance and renewal work funded by available Council budgets
	Fully funded
	Funded annually
	Funding secured to enable significant progress
	Project/Initiative approved and cost identified, funding requires to be secured
	Further work required to explore options/cost/level of funding required
	Not under City of Edinburgh Council control

Plan Section	Theme	Summary of Relevant CMP Objective(s) / Policy Measure(s)	Action Ref. No.	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or if known at this stage)	Main/Potential Funding Sources	Geographic Coverage/ Approach to Prioritisation	Project Type
				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			106	Call on the Scottish Government to make legislative changes that enable innovation, including widening the legislative scope for Automatic Number Plate Recognition (ANPR) to aid delivery of interventions like liveable neighbourhoods and school streets	Continue to seek legislative change as needed		SCOTS COSLA Scottish Government CEC	S	CEC Scottish Government	Citywide	Governance City Operations
	Servicing new development	**Create dense mixed-use developments which support public transport and reduce need for longer distance journeys**	**107**	Review public transport requirements / obligations for new development sites and support delivery of public transport service extensions and enhancements.	Ongoing as per new development proposals	Ongoing as per new development proposals	CEC Public transport operators Developers		Developers CEC	Citywide Prioritised as required in connection with new development proposals	City Operations
	Street Design/Public Realm	**Enhancement of public realm**	**108**	Delivery of public realm schemes as set out in updated Edinburgh City Centre Transformation (ECCT) Delivery Plan, Our Future Streets (Circulation Plan) programme and Active Travel Investment Programme, subject to approvals as required.	Deliver as per agreed Delivery Plan/programme	Deliver as per agreed Delivery Plan/programme	CEC Sustrans	L	CEC Transport Scotland Developers (as appropriate)	City wide Prioritisation as per agreed Delivery Plan/ programme	Street Transformation Corridors & Routes Liveable Neighbourhoods
			109	Review prioritisation of Capital Road Renewals programme considering walking, wheeling, cycling, public transport and other factors in time for 2025-28 renewals programme report.	Review prioritisation in future renewals programme reports	Review prioritisation in future renewals programme reports	CEC	S	CEC	Citywide Review to identify priorities.	
		Guidance	**110**	Update Edinburgh Design Guidance to further support the delivery of City Mobility Plan objectives, including a review of the parking standards which will also incorporate greater provision of electric Vehicles (EV) infrastructure in new developments where parking is provided.	Reviewed as required.	Reviewed as required.	CEC	S	CEC	Citywide	City Operations
			111	Complete remaining Edinburgh Street Design Guidance Factsheets (ESDG) and undertake biennial reviews to align with emerging best practice/reflect lessons learned from use	Biennial reviews	Biennial reviews	CEC	S	CEC	Citywide	City Operations

Cost Thresholds
XL cost over £100M
L cost over £10M and up to £100M
M cost between £1M and up to £10M
S cost less than £1M

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Plan Section	Theme	Summary of Relevant CMP Objective(s) / Policy Measure(s)	Action Ref. No.	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or if known at this stage)	Main/Potential Funding Sources	Geographic Coverage/ Approach to Prioritisation	Project Type
				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			112	Provide staff training on Edinburgh Street Design Guidance Factsheets and raise awareness across key external stakeholders	Annual training sessions and awareness raising delivered	Annual training sessions and awareness raising delivered	CEC	S	CEC Transport Scotland	Citywide	City Operations Behaviour Change

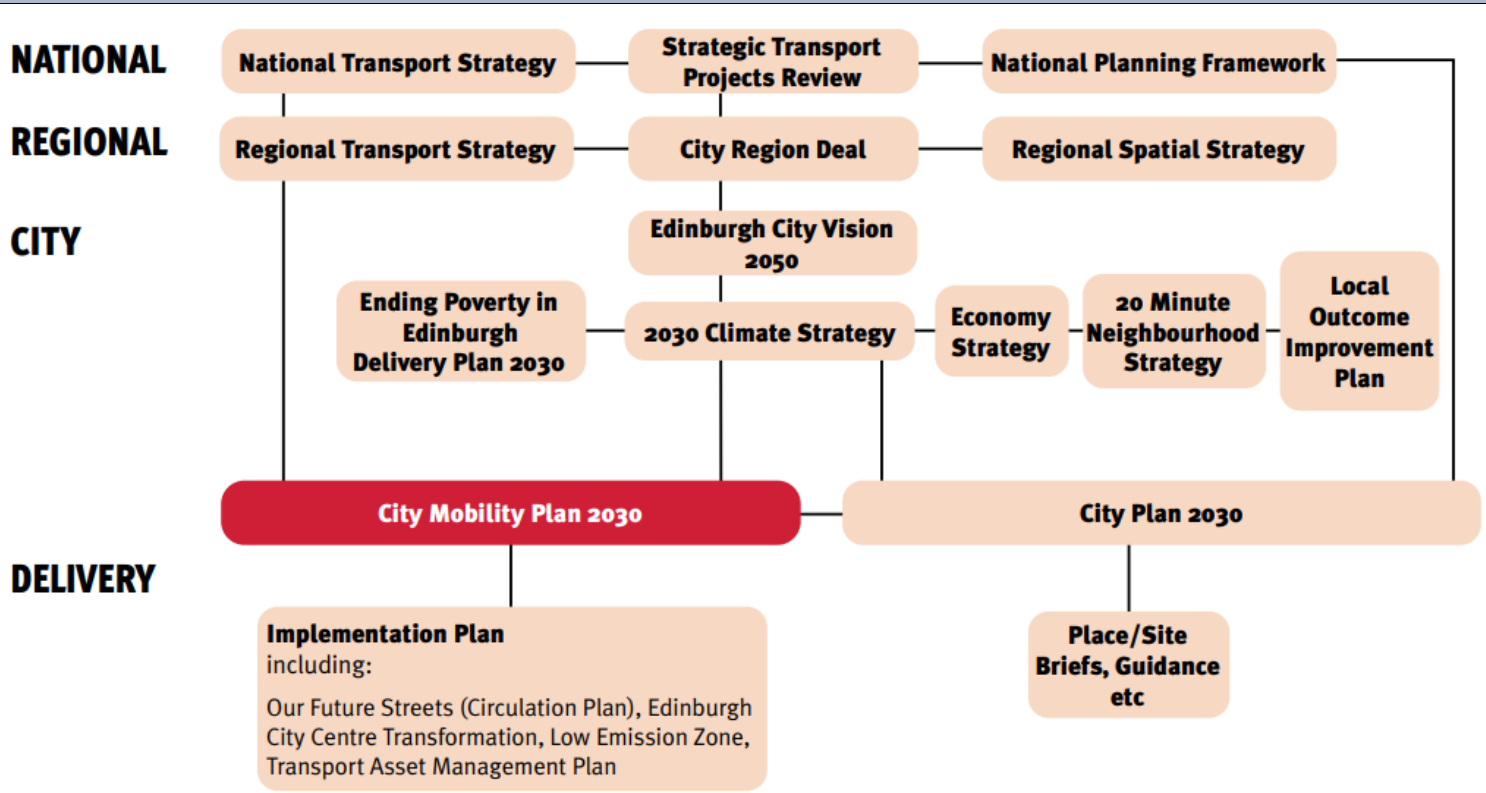
Appendix 5

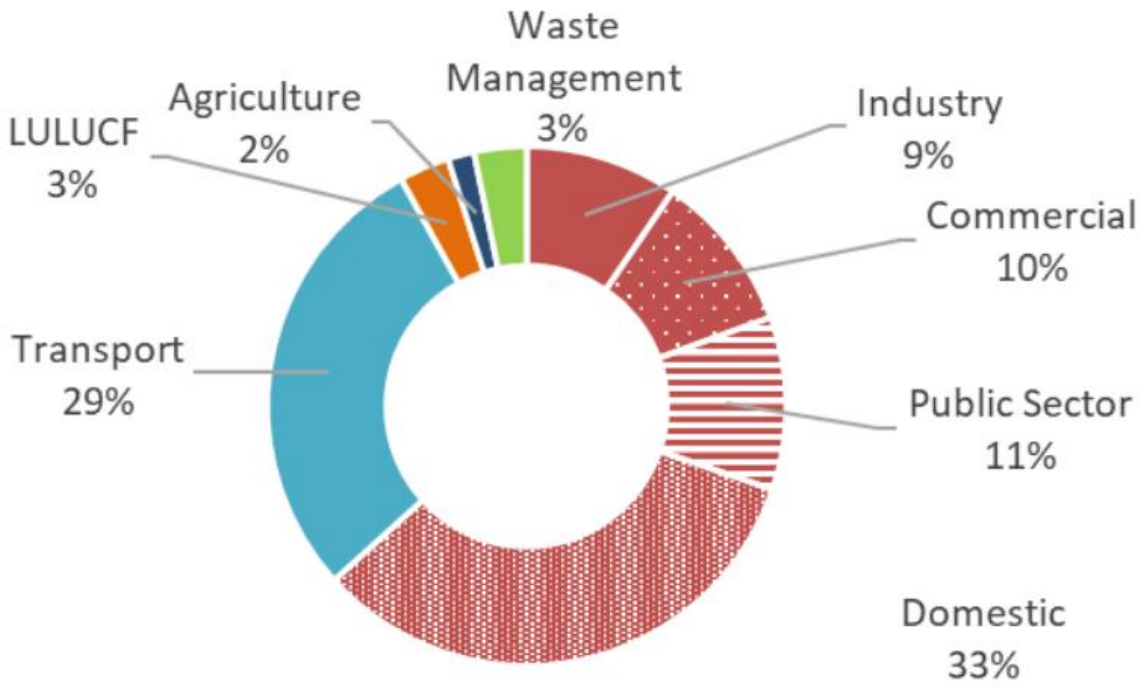
Updates to City Mobility Plan Strategy to 2030

Chapter	Section	Page No.	Proposed Updates
N/A	Front Cover	N/A	City Mobility Plan 2021-2030 – add 'Approved February 2021, Updated February 2024'.
All	All	As needed	Change 'net zero carbon' to 'net zero city' to reflect the Climate 2030 Strategy throughout.
N/A	Foreword	2	Replace current foreword: Edinburgh is a congested city, and this impacts on our economy and wellbeing. We must deal with this, and also ensure we have a transport system that is ready for the tens of thousands of homes which will be built in and around Edinburgh in the coming decade, Transport is the single biggest contributor to greenhouse gas emissions in Scotland, and the second largest contributor in Edinburgh with energy use in buildings at the top. If we are to be a net zero city by 2030, we need to prioritise the most impactful actions and deliver them at pace in partnership with residents and businesses. I'm proud of the work we're already doing under the direction of this Plan, but we have much still to do. Key to getting this right is continuing to listen to what matters most to Edinburgh's citizens, businesses, and visitors, so we have spent time engaging on the big priorities and difficult decisions needed to continue making progress. We have cross-party support for reducing non-essential car usage and for us all to travel more sustainably. To make this ambition more tangible, we've set a target to reduce car kilometres by 30% by 2030. This target, which is higher than the national target of 20%, reflects Edinburgh's compact-city context.

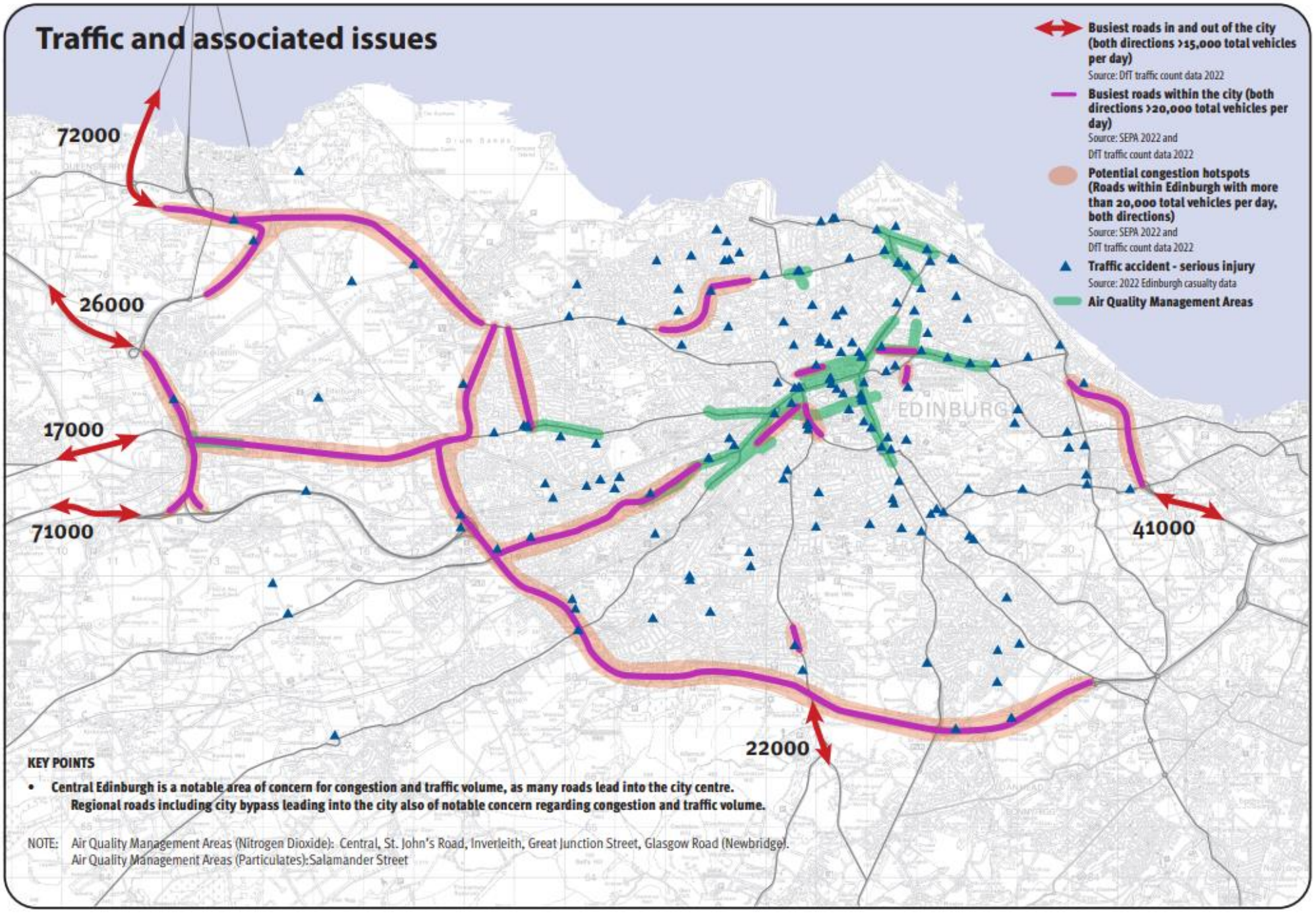
Chapter	Section	Page No.	Proposed Updates
			Edinburgh already has one of the best public transport systems in the UK, and my aim is to make it bigger, better and more accessible. What is good for public transport is good for Edinburgh. Investing in mass-rapid transit in the shape of tram network expansion and bus priority will support this growth, and act as a catalyst for regional regeneration. Making it easier and more pleasant to travel actively for local trips is an essential component of delivering this Plan and the Council's 20 Minute Neighbourhood Strategy. We have adopted the Edinburgh Accessible Streets Initiative (EASI) which focuses on making pavements and street crossing points useable for everyone no matter what your age or ability. Over the last few years the number of people killed or seriously injured in road collisions in Edinburgh has been on a downward trend, but more needs to be done to make the city's streets safer for all road users. We aim to significantly reduce the number of collisions resulting in personal injury, with a particular focus on vulnerable groups by continuing to have Vision Zero at the core. Our aim is to reduce road deaths to zero by 2030 and cut serious injuries by at least 50%. We should not see road deaths as inevitable, or a price worth paying for modern living. I want our city to be healthy and welcoming, where wellbeing is enhanced by the way we travel and experience this beautiful city. We know that transport-related air pollution has a significantly determinantal effect on people's health. We will therefore continue to work with partners including SEPA and NHS Lothian to implement measures that aim to reduce air pollution over and above national air quality objectives. Edinburgh is a city of differing needs, ages and abilities. We have committed to ensuring our streets are accessible as possible and this will be supported by Edinburgh's independent Accessibility Commission. Maintaining affordable public transport fares and delivering a range of simplified, flexible ticketing options are also key to maximising inclusivity. We also understand that every car journey starts and ends with a parking space and accept that managing that provision is key to cutting unnecessary vehicle use. At the same time, I am determined to work with businesses to use effective parking management as a tool to support the economy of the city centre, town and local centres, while also protecting residents' ability to park close to their homes, especially those with mobility impairments.

Chapter	Section	Page No.	Proposed Updates
			This plan is ambitious. The context is transport, but its aims are people focussed - improving wellbeing, boosting the economy and improving accessibility. It will have failed if does not deliver these aims. This is why we have consulted heavily on this plan, and why working with stakeholders including residents and businesses will be at the core of its implementation. **Councillor Scott Arthur** **Transport and Environment Convener**
1	Purpose and Status	4	Replace 1st paragraph of opening headline with: Transport is the single biggest contributor to greenhouse gas emissions in Scotland* and one of the largest contributors in Edinburgh. It is central to the damage we are doing to our planet. This Plan puts the climate emergency at the centre of its actions. *Source: Chart B1 here.
1	Purpose and Status	4	Replace current flow chart with:

Chapter	Section	Page No.	Proposed Updates
			
1	Climate Emergency	7	Replace current text and associated diagram with: **Climate Emergency** - Transport, the way we move people, goods and services around places, is the second biggest generator of carbon emissions in Edinburgh. In 2021, 29% of carbon emissions are accounted for by transport. Data shows that there has been a 12% 'rebound' in carbon emissions in Edinburgh from 2020 to 2021, following a 15% drop in 2020 due to the COVID-19 pandemic. 2021 data shows that emissions increased predominantly from the transport sector as COVID-19 pandemic restrictions were lifted from between 2020-2021. According to the Department for Transport, around 80% of vehicle mileage in Edinburgh comes from cars and taxis, and the latest figures show that mileage for cars (including taxis) is at 93% of pre-pandemic levels, and for all motor vehicles, at 96%.

Chapter	Section	Page No.	Proposed Updates
			 Source: Council's Citywide Emissions Reporting (February 2024), showing breakdown of emissions in Edinburgh in 2021 (LULUCF stands for Land Use, Land Use Change and Forestry).
1	Congestion	8	Replace current text with: Parts of the city's transport network are highly congested and, according to data from Tom Tom, Edinburgh was the fifth most congested city in the UK in 2023. In 2023 drivers spent an additional £94 on fuel and an additional 74 hours driving due to congestion, with 17% of the total carbon emitted during driving being due to congestion. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making

Chapter	Section	Page No.	Proposed Updates
			them more polluted, more dangerous and less pleasant places to be. We will tackle this by managing demand on our roads and enhancing the efficiency of our public transport system. *Source Tom Tom here
1	Traffic and associated issues	9,10	Replace current map with new map below (most recent available data used):


Traffic and associated issues
72000
26000
17000
71000
41000
22000
EDINBURGH
Busiest roads in and out of the city (both directions >15,000 total vehicles per day)
Source: DfT traffic count data 2022
Busiest roads within the city (both directions >20,000 total vehicles per day)
Source: SEPA 2022 and DfT traffic count data 2022
Potential congestion hotspots (Roads within Edinburgh with more than 20,000 total vehicles per day, both directions)
Source: SEPA 2022 and DfT traffic count data 2022
Traffic accident - serious injury
Source: 2022 Edinburgh casualty data
Air Quality Management Areas
KEY POINTS
• Central Edinburgh is a notable area of concern for congestion and traffic volume, as many roads lead into the city centre. Regional roads including city bypass leading into the city also of notable concern regarding congestion and traffic volume.
NOTE: Air Quality Management Areas (Nitrogen Dioxide): Central, St. John's Road, Inverleith, Great Junction Street, Glasgow Road (Newbridge).
Air Quality Management Areas (Particulates):Salamander Street

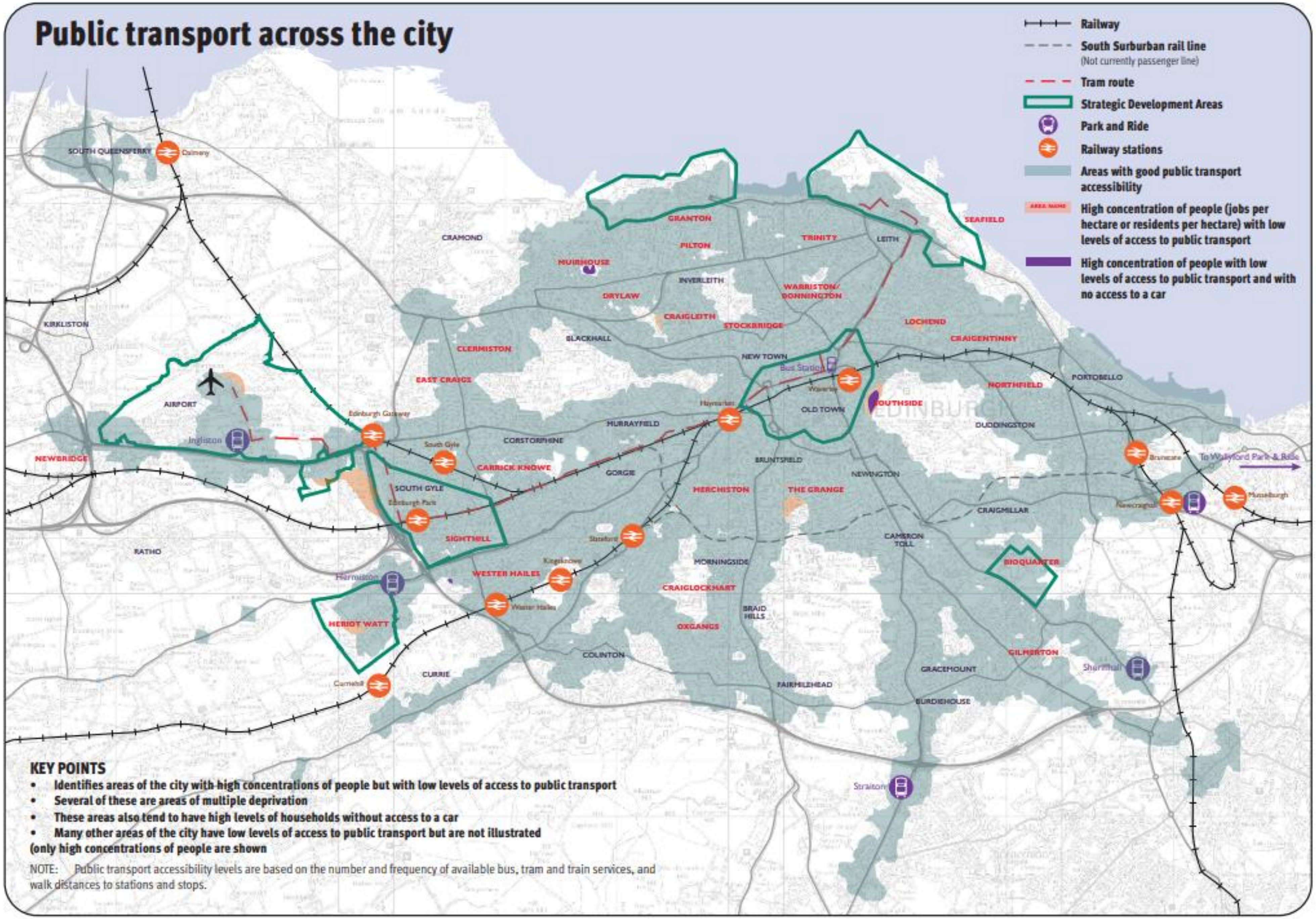
Chapter	Section	Page No.	Proposed Updates
1	Covid-19 Impacts and Recovery	12	Replace current text/diagram with: Covid-19 has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving. At the time of this Plan's first publication in February 2021 there remained a high level of uncertainty particularly around medium and longer term impacts. Travel restrictions imposed during 2021/22 resulted in increases to walking, wheeling and cycling. However, public transport suffered a significant downturn in patronage. Between 2019-2021 the number of passenger journeys made on Lothian Buses decreased by 52% from 124 million journeys to 60 million journeys. Transport Scotland's national COVID-19 Public Attitudes Survey undertaken in 2022 found that a third of respondents were still avoiding public transport and travelling by car more than before the pandemic after travel restrictions were lifted (source here). Bus and tram patronage is recovering but continues to be lower than pre-pandemic levels. Overall passenger rail has returned to around 80% of pre-pandemic levels. Traffic data on various major arterial roads in Edinburgh shows that between 2019 and 2021 there was a 24% reduction in the number of vehicles on the city's roads. However, by end of 2022 the number of vehicles had increased to 89% of pre pandemic levels. One of the most notable factors following the initial lifting of restrictions had been the flattening of demand throughout the day. A large contributing factor was the shift to home and/or hybrid (home and office), and in many organisations this has been sustained. However, Edinburgh remains dominant as a regional employment centre taking around 45% of all commuting trips, with 81% of trips to outwith the city centre and 37% to the city centre undertaken by private car. Traditional travel peak periods can now be seen returning with resultant congestion challenges (SEStran Regional Transport Strategy source here, and Tom Tom data, source here). Projected future population growth means Edinburgh requires the construction of just over 44,000 new homes by 2032. This will continue to place significant additional pressure on transport infrastructure.

Chapter	Section	Page No.	Proposed Updates
			Online retailing, which was already increasing before the pandemic, remains high with home deliveries adding to the vehicles on the city's roads. Edinburgh's city and town centres continue to adapt by supporting the 'visitor experience', including food and drink, entertainment, and local independent retail provision. The city centre remains a huge draw for tourists. We need to continue to embed the beneficial outcomes of lower traffic levels seen during the height of the pandemic - cleaner air, travelling more actively, local trip-making, and creation of more space for sustainable travel and placemaking, including greening and biodiversity. **Looking to the future** **Challenges..** **Expectations for the future (% of eligible population who agree):** I'd prefer my children to avoid public transport for the foreseeable future — 67% I'd prefer to avoid public transport for the foreseeable future — 63% **Opportunities...** **Expectations for the future (% of eligible population who agree):** I would like to use local shops and businesses more often — 62% Longer term I would like to make fewer non-essential journeys — 54% Longer term I would like to work from home more often — 49% **Activities would like to do MORE often than before Covid-19** Walking, wheeling or cycling for leisure — 31% Visiting friends and relatives — 24% Eating and drinking out — 23% Going places for sport/ entertainment — 21% **Activities would like to do LESS often than before Covid-19** Going to pick up/drop off parcels — 28% Visiting shops — 28% Going to education — 30% Commuting to work — 39%

Chapter	Section	Page No.	Proposed Updates
			Source - Extract from Regional Transport Strategy (SEStran, 2023) Travel Attitudes Survey (reported March 2021)
1	Our City's Progress	13, 14	Update diagram as follows: Remove 1990s line. Add following: - 2021 – City Mobility Plan and 20-Minute Neighbourhood Strategy approved - 2022 – City centre Low Emission Zone (LEZ) implemented (enforced from June 2024); Lothian Buses achieve full compliance with LEZ, City Operations Centre goes 'live' - 2023 – Tram extension to Newhaven operational, integration of Edinburgh Trams and Lothian Buses approved (ALEO reform), Leith Connections and Corstorphine Connections launched, 'Feminist City' approach to support women's safety declared, City Centre West East Link (CCWEL) largely complete, new Controlled Parking Zones introduced in Leith and Gorgie, since 2021 81 publicly available electric vehicle chargers delivered serving 141 electric vehicle charging places.
2	Equal Access to the City – Poverty	17	Replace current sentence with: After housing, transport costs are the single biggest household expenditure in the UK with an average weekly spend of £61.60 or 14% of the household average total weekly expenditure*. *Source – 2021 Census.
2	People with mobility difficulties and our ageing population	18	**People with mobility difficulties and our ageing population** Replace 2nd paragraph: It is recognised that there are a wide range of personal challenges that impact on mobility, including neurodiversity, which need to be considered and targeted solutions are required. In 2024 the Council facilitated the establishment of an independent Accessibility Commission with the core aim of ensuring public streets and spaces in the city are as accessible as possible. The Commission will examine and engage on the challenges and opportunities in many our streets as accessible as possible, focussing on design, engagement and communication.

Chapter	Section	Page No.	Proposed Updates
			Replace 1st two sentences of 3rd paragraph: Scotland's population, for example, is ageing. The number of people aged 65 and over is projected to grow by nearly a third by mid-2045*. The number of people aged 65 and over is estimated to grow by 30% from 2022 to 2045 (1.06 million people to 1.37 million people). Update diagram to show 30% increase of people aged 65 and over by 2045. *Source - National Records of Scotland
2	Public Transport across the City	19,20	Replace current map with new map below (methodology for assessing public transport accessibility has been updated since CMP 2021):

Public transport across the city



Railway
South Surburban rail line
(Not currently passenger line)
Tram route
Strategic Development Areas
Park and Ride
Railway stations
Areas with good public transport accessibility
High concentration of people (jobs per hectare or residents per hectare) with low levels of access to public transport
High concentration of people with low levels of access to public transport and with no access to a car
SOUTH QUEENSFERRY
Dalmeny
CRAMOND
KIRKLISTON
AIRPORT
Ingliston
NEWBRIDGE
RATHO
GRANTON
PILTON
MUIRHOUSE
DRYLAW
INVERLEITH
CRAIGLEITH
STOCKBRIDGE
TRINITY
LEITH
SEAFIELD
WARRISTON/ BONNINGTON
LOCHEND
CRAIGENTINNY
CLERMISTON
BLACKHALL
EAST CRAIGS
NEW TOWN
Bus Station
Waverley
OLD TOWN
SOUTHSIDE
EDINBURGH
NORTHFIELD
PORTOBELLO
DUDDINGSTON
Edinburgh Gateway
South Gyle
CORSTORPHINE
MURRAYFIELD
Haymarket
CARRICK KNOWE
GORGIE
BRUNTSFIELD
NEWINGTON
Brunstane
Musselburgh
Newcraighall
SOUTH GYLE
Edinburgh Park
SIGHTHILL
MERCHISTON
THE GRANGE
CRAIGMILLAR
Slateford
CAMERON TOLL
MORNINGSIDE
Kingsknowe
WESTER HAILES
Hermiston
CRAIGLOCKHART
BIOQUARTER
BRAID HILLS
HERIOT WATT
Wester Hailes
OXGANGS
COLINTON
GILMERTON
CURRIE
Curriehill
GRACEMOUNT
Sheriffhall
FAIRMILEHEAD
BURDIEHOUSE
Straiton

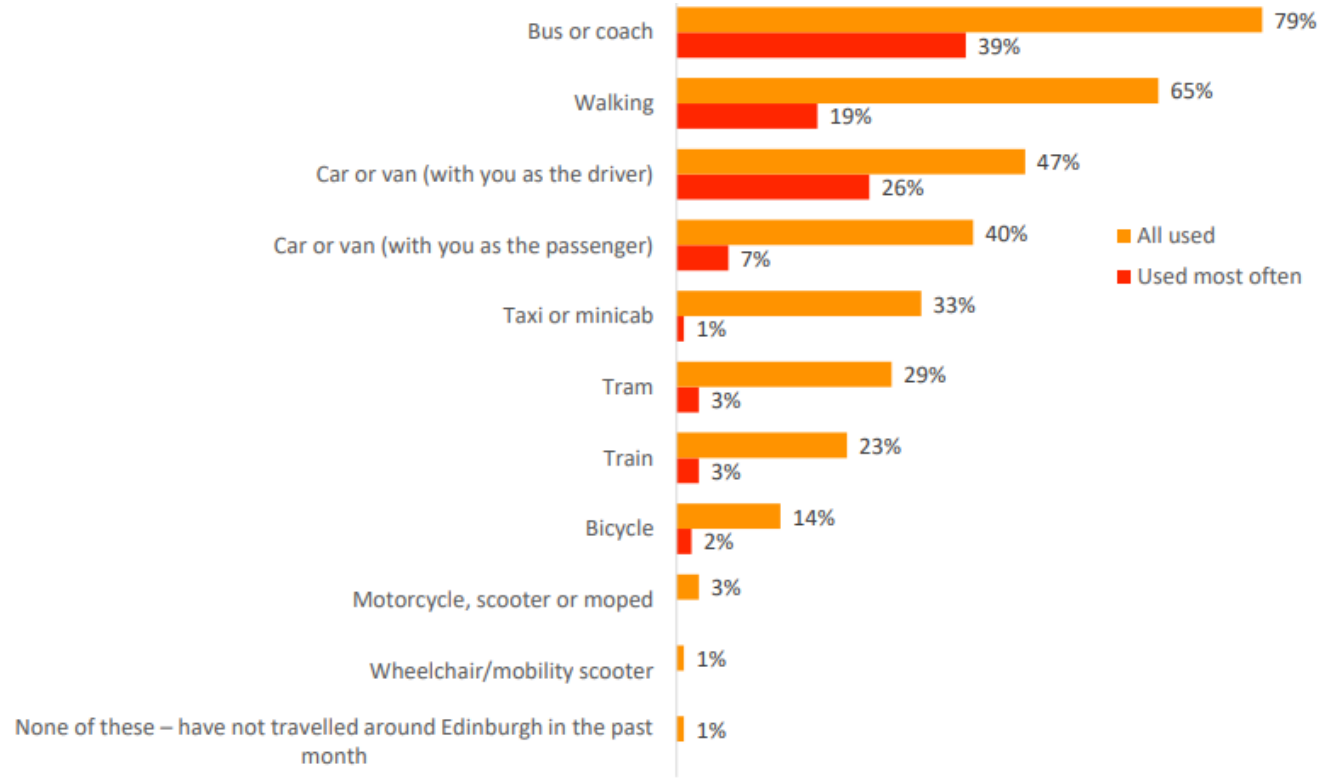
KEY POINTS

- Identifies areas of the city with high concentrations of people but with low levels of access to public transport
- Several of these are areas of multiple deprivation
- These areas also tend to have high levels of households without access to a car
- Many other areas of the city have low levels of access to public transport but are not illustrated

(only high concentrations of people are shown)

NOTE: Public transport accessibility levels are based on the number and frequency of available bus, tram and train services, and walk distances to stations and stops.

Chapter	Section	Page No.	Proposed Updates
2	Public Health and Wellbeing	21	**Benefits of Active Travel** Replace data on minimum levels of physical activity: 35% of adults do not achieve minimum levels of physical activity* *At least 150 minutes of moderately intense physical activity or 75 minutes of vigorous activity is recommended per week or an equivalent combination of both. Source: The Scottish Health Survey 2022
	Public Health and Wellbeing	21	**Air Quality** Replace both paragraphs: Transport accounts for one third of the air pollution caused by nitrogen oxides and one sixth caused by fine particles. Most of these emissions are caused by road transport. Air pollution is in part attributable to cutting short over 2,700 lives a year in Scotland and costs the Scottish economy £1.1bn per year in days lost at work and costs to the NHS. Air pollution is causing more people to develop lung conditions like asthma and lung cancer and worsening existing ones, with 51% of people in Scotland reporting that air pollution triggers their lung condition. Air pollution can also lead to heart attacks, strokes, and high blood pressure. Long-term exposure can increase the risk of heart disease and impair mental health conditions such as dementia, depression, and anxiety. Chapter 3 sets out policy measures to reduce transport related air pollution. Source: Low Emission Zones Scotland webpage, article linked to multiple sources
2	Mode Share Targets	22	Replace ‘Mode Share Targets’ title and text with: **Mode Share**

Chapter	Section	Page No.	Proposed Updates
			The Council undertook an extensive citywide consultation in spring/summer 2023 to further understand the city's biggest priorities and difficult decisions needed to deliver this Plan's objectives. Market research was undertaken as part of this exercise to gain views from a representative sample of residents across the city. As part of this consultation respondents were asked to set out what modes of transport they had used during the last month, and how often. These results, along with other sources of mode share data including the Scottish Household Survey, Edinburgh Walking and Cycling Index, and census information, help provide a more comprehensive picture of how people travel in the city. The market research results are set out below: 

Chapter	Section	Page No.	Proposed Updates
			Figure shows transport use in the last month and transport used most often in the last month (Source - Council-led Market Research, 2023) **Reducing Car Kilometres** The Council has set a citywide target to reduce the car kilometres driven on Edinburgh's roads by 30% by 2030. This target is higher than the Scottish Government's target of 20% reduction, reflective of Edinburgh's already well-connected and compact nature. Delivering the measures in this plan are critical to meeting this target.* *Add new graphic showing target.
3	Mass Rapid Transit	25	**Mass Rapid Transit** Replace 2nd paragraph: Our existing tram line is an example of a mass rapid transit system which materially enhances public transport connectivity between the east of the city, the city centre and to the west connecting to the airport. It has a capacity of 250 people per tram, equivalent to three double decker buses. The tram's extension to Newhaven became operational in 2023.
3	Governance Reform of Council-Owned Public Transport Companies	27	**Governance Reform of Council Owned Public Transport Companies** Replace 2nd paragraph: Notwithstanding current impacts on patronage from the COVID-19 pandemic, we have a record for the highest bus use in Scotland - almost 30% of adults use buses every day - with high passenger satisfaction and low fares. Replace 3rd paragraph:

Chapter	Section	Page No.	Proposed Updates
			Tram patronage continues to recover from COVID-19 with the completion of the line to Newhaven now serving communities in Leith and Newhaven, providing better access to employment, the Airport, the rail network and supporting the regeneration of Leith and the wider waterfront.
3	Active Travel	30	**Active Travel** Add new paragraph after 1st paragraph (this will replace 1st paragraph in the 'Cycling' section on page 32 because we now have combined statistics on walking and cycling from the Walking and Cycling Index 2021): Edinburgh's Walking and Cycling Index 2021 states that every year, walking and cycling in Edinburgh prevents 1,252 serious long-term health conditions, creates £186.2 million in economic benefit for individuals and the region, and saves 38,000 tonnes of greenhouse gas emissions. Source – Edinburgh Walking and Cycling Index 2021
3	Active Travel	30	**Active Travel** Amend third paragraph (reflects discussions during establishment of Edinburgh's new Accessibility Commission): When we design and maintain paths and routes for walkers, wheelers and cyclists, they should be *as accessible as possible** ~~fully accessible~~ for all needs and abilities, safe, and minimise conflict between modes. This is critical if we are to strengthen people's ability, confidence and desire to walk, wheel and cycle more.
3	Active Travel	31	**Delivering Benefits Faster** Relocate sub-heading/content to page 38 after **Policy Measure MOVEMENT 25 - Strategic Approach to Road Space Allocation.** This change ensures public transport is also included, rather than just active travel as referenced at the moment, reflective of the holistic approach taken by the Our Future Streets (Circulation Plan) work. Amend text as follows:

Chapter	Section	Page No.	Proposed Updates
			The delivery of active travel *and public transport* infrastructure where road space needs to be reallocated must usually go through a legal process called a traffic order. Currently this is a lengthy process and often hinders progress in delivering improvements in a timely way. ~~The Transport (Scotland) Act 201920 opened the door for exploring ways to streamline traffic order processes.~~ We are committed to working with the Scottish Government to capture ~~these~~ opportunities *to make the traffic order process more efficient to deliver benefits faster.* In addition to working with the Scottish Government on the traffic orders process, we will explore different ways to design active travel infrastructure that delivers benefits faster and makes the best use of resources. If we are to meet the ambitions of this Plan we need to significantly accelerate project delivery.
3	Active Travel	31	**Walking and Wheeling** Amend 6th paragraph: A citywide travel survey undertaken in 2019 identified that the most useful actions that would encourage more people to walk/wheel are improved conditions of pavements and paths, more direct paths, and better street lighting. *A citywide consultation in 2023 revealed the biggest priorities were ensuring safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations.* Replace 7th and 8th paragraphs: Progress has already been made on de-cluttering streets, enhancing accessibility and giving pedestrians priority. The Council's actions to further enhance and expand the city's walking and wheeling networks are set out in this Plan's associated Implementation Plan.
3	Active Travel	32	**Cycling** Remove 1st paragraph and relocate updated paragraph to page 30. Replace 1st paragraph:

Chapter	Section	Page No.	Proposed Updates
			Given the right conditions, cycling is very well placed to provide an effective alternative to the car in a city the size of Edinburgh. Cycling, like driving and walking/wheeling, doesn't rely on timetables, meaning it can be a very effective way of joining up suburban areas with disparate travel patterns. The growing availability of reliable electric bikes means that Edinburgh's hills are less of a fundamental barrier. Amend 2nd, 3rd and 4th paragraphs: Our 2019 citywide survey confirmed that the most effective way to encourage more people to cycle is to provide more and better cycle lanes/paths and improved condition of cycle lanes/paths. ~~With 10% of our transport budget dedicated to cycling,~~ We are already supporting more people to cycle by delivering on-street cycleways as part of the *Edinburgh Cycle Network.* '~~QuietRoutes' network~~. ~~QuietRoutes~~ *The Edinburgh Cycle Network* use*s* traffic-free paths, quiet roads or cycle paths separated from traffic. *A citywide consultation in 2023 revealed overall support for expanding the cycle network to ensure every household is within 250 to 400 metres of a high-quality cycle route.* *This plan's associated Implementation Plan* ~~The ATAP, as with walking and wheeling,~~ sets out a package of measures to support cycling, including storage and cycle parking facilities. Our aim is to continue to enhance and expand the cycling network, with a focus on increasing provision of segregated routes on some main roads and creating a joined-up network. Involvement of communities and local businesses will be key to this process. This will support people who are willing and able to cycle, especially if they currently lack the confidence to try it.
3	Shared Mobility	33	**Shared Mobility** Replace 3rd paragraph to reflect that a bike hire scheme is not currently running, however the Implementation Plan includes an action to support its reintroduction subject to agreement/funding: Edinburgh has a variety of shared transport options and is committed to supporting the reintroduction of a public cycle hire scheme subject to agreement and funding. Shared transport options include taxis ('black cabs'), which are considered part of the wider public transport system, private hire cars and Car Club. Remove 2nd paragraph:

Chapter	Section	Page No.	Proposed Updates
			~~Transport for Edinburgh has introduced almost 100 bike hire locations across the city to provide a quick, easy, low-cost way to get around. Electric bikes form part of the available mix.~~
3	Shared Mobility	35	**Mobility Hubs** Amend section as follows: A mobility hub is a local and accessible place which brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel. Key elements of mobility hubs can include: • Co-location of public transport, *active travel* and shared transport (at least one or more public transport mode; and one or more shared transport mode such as car club, bike and mobility scooter hire); • Provision of travel information, which is clear and visible; • Safe and secure bike storage and parking; • Electric vehicle charging; • High-quality public realm and a sense of place, including good lighting, visibility, accessibility and safety By including shared mobility options for people with mobility difficulties, hubs can play an important role in providing transport options for people of all abilities. Inclusion of delivery lockers and click and collect facilities can help reduce the number of delivery vehicle kilometres travelled on the city's roads. Mobility hubs, alongside shared mobility and MaaS, can play a substantial role in reducing private car use as well as reducing or removing the need for car parking in new developments. They should be developed at a scale appropriate to meet local needs with flexibility for future expansion where needed. They are ideally suited to large mixed use developments. *City Plan 2030 lists a range of potential mixed use development sites across the city that would be ideal locations for mobility hubs.*

Chapter	Section	Page No.	Proposed Updates
			In line with national and local planning policies mobility hubs can also play an important role in provision of blue and green infrastructure that will help Edinburgh's resilience to the effects of climate change. This can include greening of the public realm associated with mobility hubs and inclusion of green roofs. Responsibility for the operation, management and maintenance of mobility hubs needs to be agreed at the outset to ensure their success.
3	Safe and Efficient Movement	38	**Freight and Servicing** Movement of freight and goods is vital to the economy of Edinburgh but, as with other types of vehicles in the city, the number of goods vehicles overall continues to rise – although there was a slight decrease in the number of HGVs registered in Edinburgh between 2011 and 2021 the number of light goods vehicles registered in Edinburgh in the same period increased by 30% from 11,500 to nearly 15,000. Source: Scottish Transport Statistics
3	Safe and Efficient Movement	39	**Smart City and Innovation** Amend paragraph 10 to reflect current picture: A pilot project trialling an autonomous bus service between Fife and Edinburgh Park began in 2020. *The service became operational in 2023 and has the capacity for up to 10,000 passenger journeys per week.* ~~it is anticipated that when the service becomes fully operational in late 2021 the 30- mile route will be served by five autonomous buses and could carry 10,000 passengers per week.~~
3	Safe and Efficient Movement	39	**Monitoring and Managing Traffic** Amend 1st paragraph to reflect current picture: A city operations centre *became operational in 2022,* ~~is being considered for Edinburgh to proactively monitor and manage~~ *enabling proactive monitoring and management of roads* and public spaces to minimise disruption and ensure public safety.

Chapter	Section	Page No.	Proposed Updates
			Amend 3rd paragraph: We will proactively monitor and evaluate traffic and travel behaviour through regular and consistent data gathering. This will contribute to our evaluation of the success of the Plan, in particular how the city is performing against *its key performance indicators*. ~~meeting mode share targets.~~
3	Clean Air and Energy	41	**Air Quality and Greenhouse Gas Emissions** Replace 5th paragraph: Edinburgh has five Air Quality Management Areas (AQMAs) declared for breaches of the nitrogen dioxide (NO2) objectives – Central, St John's Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith. Revocation of the Inverleith Row AQMA and amendment of the St John's Row AQMA are in-process. There is one additional AQMA declared for fine particles (PM10) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions.
3	Clean Air and Energy	41	**Low Emission Zone** Replace 3rd paragraph: Our LEZ scheme was implemented in May 2022 and will be enforced from 1 June 2024 following a two year grace period. National exemptions are in place and local exemptions will be explored in exceptional circumstances.
3	Clean Air and Energy	41	**Electric vehicles and low/zero Emission fuels** Amend 5th paragraph: A large number of bus services run through Edinburgh every day and contribute to ~~poor levels of~~ air quality ~~in certain parts of the city.~~ It is important the city's bus fleet is as clean as possible. *Lothian Buses became fully compliant with the Low Emission Zone in 2022.* ~~By 2021 80% of Lothian Buses fleet is expected to be Euro VI standard.27~~

Chapter	Section	Page No.	Proposed Updates
3	Managing Demand	42	**Parking** Amend 1st paragraph: There are currently 25 Controlled Parking Zones (CPZs) and 9 Priority Parking Areas in Edinburgh helping to reduce commuter parking while providing improved parking opportunities for local residents. In addition, the controls help to improve the safety and efficiency of streets and generate revenues that help to fund mobility improvements.
3	Managing Demand	43	**Parking** Add new paragraph after 8th paragraph: *Provision of bike parking, including provision for electric bike charging and space for bike hire provision will make it easier for residents, visitors and commuters to choose cycling as their first choice.* Amend: **Policy Measure MOVEMENT 36 - 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, *bike parking, electric bike charging provision,* car club and bike hire space.
4	20-Minute Neighbour-hoods	47-48	~~20-minute neighbourhoods are places where people can access services which meet daily needs within a 20-minute walk from home~~ *The 20-minute neighbourhood concept is about supporting people to live well locally. It aims for people to be able to access services and facilities to meet most daily needs within a 20-minute walk or wheel.* The ~~development~~ 20-minute neighbourhood~~s~~ *concept* has become a key area of focus for governments, organisations and communities across the world.

Chapter	Section	Page No.	Proposed Updates
			In Scotland this is *now* enshrined in *National Planning Framework 4 which supports local living and the 20 minute neighbourhood concept.* The 2020 Programme for Government ~~which~~ pledged to work with local authorities to implement the concept across the country. The shift to more home working and re-orientation to local geographies, catalysed by the COVID-19 pandemic, has sparked a renewed interest in the role of local centres. *In Edinburgh, the Council's 20-Minute Neighbourhood Strategy demonstrates that* ~~T~~the concept has the potential to underpin sustainable infrastructure design and implementation as well poverty prevention and wellbeing. It also has the potential to aid the restructuring of the Council's estate supporting the consolidation of services in the most optimal locations. Our city's compact nature means a high proportion of households are already within a 20-minute walk/wheel of services that can meet their daily needs - equivalent to a 40-minute roundtrip. The services used to inform the mapping below and on page 48 comprise a local centre, food shop, GP, primary school, local open space and a play area. We have chosen to be ambitious in our interpretation of the 20-minute neighbourhood *concept*. Our aim is to create places where people's daily needs can be met within a 10-minute walk/ wheel of their house, equivalent to a 20-minute round trip. Accessing local services safely and efficiently by bicycle is also critical if we are to support more active, local trips. This level of ambition is needed if we are to achieve a significant shift away from longer journeys to active travel and meet our net zero carbon target. The list of services included in the mapping here is not exhaustive, and the concept and its deliverability will continue to be refined. It is acknowledged that not all needs will be capable of being met within a 20-minute round trip, particularly those which are required on a less frequent basis. Use of community engagement tools such as the Place Standard are already well established in Edinburgh. The Place Standard allows communities to shape the way new developments are designed and how they interact with existing communities.

Chapter	Section	Page No.	Proposed Updates
			This Plan already sets out several policy measures aimed at creating sustainable places through further investment in sustainable travel modes and the creation of pedestrian-friendly public spaces which support the 20-minute neighbourhood concept. We will continue to explore and develop the ~~creation of~~ 20-minute neighbourhood *concept* in Edinburgh. New developments have a key role to play in supporting the 20-minute neighbourhood concept. Dense mixed-use developments are the most sustainable ways to plan for our future and combat climate change.
4	Streets for People	49	**Liveable Places** Amend 2nd and 3rd paragraphs to reflect Liveable Neighbourhoods concept: Each of Edinburgh's towns and villages need a plan to reduce car dependency, promote active travel, and increase the quality of public space. *Working with communities, we will continue to explore* ~~Exploring~~ the creation of *Liveable Neighbourhoods to deliver this.* ~~low traffic neighbourhoods (LTNs) will be a key element of this.~~ A~~n~~ *Liveable Neighbourhood* ~~LTN~~ is where through traffic or 'rat running' is *reduced or removed* ~~removed~~ from a group of residential streets to create a safer environment for all. This is usually done by reducing the ability of vehicles to travel through certain streets, whilst maintaining local access for residents and deliveries, *using tools like modal filters*. *Liveable Neighbourhoods* ~~LTNs will support the creation of 20-minute neighbourhoods~~ *will make it easier to access local services and facilities using active travel, supporting the 20 minute neighbourhood concept.*
		49	**Liveable Places** Amend 'Policy Measure PLACE 4 – Liveable Places' to better reflect the supporting narrative which refers to increasing the quality of public space as well as managing motorised vehicle access and traffic: **Policy Measure PLACE 4 - Liveable Places** Create more liveable places by *increasing the quality of public space and* managing motorised vehicle access and traffic in the city centre, town centres and residential areas.

Chapter	Section	Page No.	Proposed Updates
4	Street Design	50	**Street Design** Amend to reflect important role of the Edinburgh Street Design Guidance as part of the Edinburgh Design Guidance: The Edinburgh Design Guidance *and associated Edinburgh Street Design* Guidance sets out our requirements for good street design. The Transport Asset Management Plan sets out our commitment to maintaining our streets. **Policy Measure PLACE 7 - Street Design** Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance *and associated Edinburgh Street Design Guidance,* and the Transport Asset Management Plan.
5	Spatial Vision and the Path to 2030	52	**2023 – Delivering Now, Planning for the Future** Replace title and text to 'look back' on what has been achieved between when CMP was approved in 2021 and the end of 2023: **Looking Back – Some Key Achievements since 2021** The new tram route to Newhaven is now fully operational and experiencing high patronage. Public transport in general is recovering well following the significant impacts from the COVID-19 pandemic. Edinburgh's Council-owned public transport companies continue to provide an award-winning, efficient and affordable service to access the city's neighbourhoods, services, employment and culture. The integration of Edinburgh Trams and Lothian Buses was approved as part of the ALEO reform process. Air quality continues to improve across the city, with the revocation of Inverleith Air Quality Management Areas and amendment of St John's Road Air Quality Management Area in progress. 81 publicly available electric vehicle chargers are now in operation serving 141 electric vehicle charging places to support cleaner vehicle movements across the city.

Chapter	Section	Page No.	Proposed Updates
			Our city centre Low Emission Zone (LEZ) is in place and will be enforced from June 2024 to maintain positive progress in lowering air pollution. Lothian Buses became fully compliant with LEZ in 2022. Key active travel infrastructure projects are well underway including City Centre East West Link (CCWEL), which is largely complete, and Roseburn to Union Canal. The initial programme to deliver 180 units secure on-street cycle parking units (1,080 spaces) is complete. The City Operations Centre went live in 2022 as part of the 'Smart City' programme, enabling proactive monitoring and managing of roads and public spaces to minimise disruption and ensure public safety. The Council approved its 20-Minute Neighbourhood Strategy in 2021 and is working with communities in Craigmillar and Niddrie, Dalry, and Portobello to create healthier, greener, thriving, more inclusive and people friendly environments as part of the first stage of this programme. Significant progress on delivering Edinburgh's City Centre Transformation has been made including engagement and progression of detailed design proposals for George Street and First New Town and Meadows to George Street schemes. Edinburgh became fully integrated into the regional GoSEStran Mobility as a Service (MaaS) app, supporting people to plan journeys and encouraging more sustainable travel. Identification of pilot mobility hubs sites at Granton Waterfront, Portobello and Wester Hailes has been completed, with work now progressing to support their delivery. Leith Connections and Corstorphine Connections were launched in 2023 to support safer, more comfortable and attractive pedestrian environments in these neighbourhoods. Impacts continue to be evaluated as these schemes progress. New Controlled Parking Zones (CPZs) in Leith and Gorgie have been introduced to support more sustainable travel and help manage parking demand. A new Transport Asset Management Plan is in place, setting out priorities for the future maintenance and management of the road network.

Chapter	Section	Page No.	Proposed Updates
5	Spatial Vision and the Path to 2030	52	**2025 – Delivering Now, Planning for the Future** Replace text to reflect updated Implementation Plan: By the end of 2025, a strategic programme to relocate street space on key corridors, the city centre and neighbourhoods will be in place and delivery of priorities will be in progress. Detailed plans will be in place enabling enhancements to public transport and active travel on the A8 corridor and to reduce intrusive through-traffic in the city centre to support more 'people-focussed' streets. Key active travel infrastructure schemes will be complete including CCWEL and Roseburn to Union Canal. Meadows to George Street will be largely complete. Our commitment to ensure every household is within 250-400m of a high quality cycle route will progressing across the city. Edinburgh's Accessibility Commission will have completed its initial two-year period of activity, engaging on and recommending actions to ensure the city's public streets and spaces are as accessible as possible. Further delivery of the Equal Pavements Pledge will be well underway as part of the programme of improvements to support walking and wheeling. Conditions for pedestrians will be much improved, thanks to enhancements to key routes in line with the Edinburgh Street Design Guidance and a rigorous approach to enforcement, including pavement parking. Our 20-Minute Neighbourhoods Strategy will be delivering improvements meaning fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces. Significant progress will have been made on delivering our City Centre Transformation programme, including George Street and First New Town, Lothian Road Boulevard Charlotte Square, St Andrew Square, and Princes Street and Waverley Valley. Working regional partners and Transport Scotland, the Strategic Business Case (SBC) will be complete and supporting the next stages of mass rapid transit expansion. Subject to approval and informed by consultation, the Outline Business Case for 'Tram - Granton to BioQuarter and Beyond' will be in progress.

Chapter	Section	Page No.	Proposed Updates
			New governance arrangements of Council-owned public transport operators will be in place, supporting integration across all activities including integrated ticketing. Consultation with operators on opportunities for express and regional bus services (limited stops) particularly from Mid and West Lothian and investigate infrastructure requirements to aid delivery will be complete. Trials to better understand impacts of extending bus lane operating hours and bus stop placement will be complete and informing next steps. Replacement of existing on-street bus tracker signs will be complete. Options to retain the city centre bus station and alternative provision will be progressed. North Bridge refurbishment will be complete including new lighting, bus shelters, and carriageway resurfacing, restoring this historic and vital link for current and future generations. A new Masterplan for Waverley Station will be finalised subject to Network Rail programme.
5	Spatial Vision and the Path to 2030	53-54	**2030 - A CITY TRANSFORMED** Replace text to reflect updated Implementation Plan: By the end of 2030, an evolved bus and active travel network will be in place fully integrated with tram and interchange opportunities at enhanced Park and Ride sites and local mobility hubs, in line with Our Future Streets (Circulation Plan). Public transport ticketing will be fully integrated. Pedestrian enhancements including footway clutter rationalisation, smooth and widened pavements where needed, and dropped kerbs will be complete across priority areas in line with the Equal Pavements Pledge. At least 350 rest spots/benches will be in place. The Outline Business Case (OBC) and Financial Business Case (FBC) will be complete and presented for approval for Tram 'Granton to BioQuarter and Beyond'. The city centre will be largely car free and supporting a high quality pedestrian experience and ease of interchange with public transport. Edinburgh City Centre Transformation schemes including George Street and First New Town, Charlottle Square, Lothian Road, Princes Street and Waverley Valley and Meadows to George Street will be largely complete.

Chapter	Section	Page No.	Proposed Updates
			Seamless pricing, ticketing and accessibility will allow passengers to move between different forms of transport, from their cars to trams and local buses at these interchanges, without having to pay at different access points. A comprehensive city centre freight and servicing operations system will be in place. Neighbourhood delivery hubs will be located close to public transport interchanges and public transport and active travel access points, allowing people to collect goods that cannot be delivered direct to their door. The implementation of the Waverley Station Masterplan will be underway.
6	Implement-ation Plan Approach	56	**Implementation Plan Approach** Amend 2nd paragraph, add new text to reflect updated Implementation Plan approach: The following information is set out in the Implementation Plan under the key aspects of ~~the~~ *this Plan's objectives and* policy measures: • Key actions by ~~2023,~~ 2025, ~~and~~ 2030 *and post 2030* • Main responsible body(s) • Overall scale of cost (likely or as known at this stage) • Current funding status • Main/potential funding sources • *Geographic Coverage/Approach to Prioritisation* • *Project Type* *Project Types comprise Street Transformation, Corridors and Routes, Liveable Neighbourhoods, Major Junctions and Crossings, Minor Work, Tram, Governance, and City Operations. Each action in the Implementation Plan is categorised under one or more of these project types, reinforcing the Council's commitment to delivering related actions collectively as part of a place-based approach.* ***Supporting Information***

Chapter	Section	Page No.	Proposed Updates
			The Implementation Plan should be read in conjunction with the Air Quality Action Plan, and 'Supporting Information' papers which provide further detail on actions relating to active travel, public transport, road safety and parking.
6	Project and Risk Manage-ment	56	**Project and Risk Management** Amend 1st paragraph: The Implementation Plan brings together a wide range of actions ~~plans,~~ projects, teams, delivery mechanisms and partnerships at different stages in their development and with diverse requirements.
6	Investment and Funding	56	**Investment and Funding** Amend 2nd paragraph: Where information is currently known regarding costs and funding it has been set out in the Implementation Plan. On certain actions only limited information is available post ~~2023~~ *2025* therefore further details will be added at each review point. Amend 3rd paragraph: ~~When there is greater clarity on the emerging findings from the broader range of national, regional and city strategies and plans that will have a bearing on mobility, the~~ *This Plan and its associated* Implementation Plan will be updated to encompass *changes across the broad range of national, regional and city strategies and plans as appropriate* ~~such findings~~ at each review point.
7	Measuring Success	58	Update Key Performance Indicators table following Committee decision on updates proposed.
8	Appendix 1	60-68	**Policy Measures Index** Minor updates to policy measures:

Chapter	Section	Page No.	Proposed Updates
			Policy Measure MOVEMENT 36 - 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, *bike parking, electric bike charging provision,* car club and bike hire space. **Policy Measure PLACE 7 - Street Design** Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance *and associated Edinburgh Street Design Guidance*, and the Transport Asset Management Plan.
	References	76	Update references as set out in table above, where more up to date data has been confirmed.

CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Active Travel

Supporting Information

February 2024

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

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Purpose

This paper augments and supports the delivery of the Council's City Mobility Plan (CMP). It provides further details on the actions required to deliver enhancements to and expansion of the city's active travel network to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Enhancing conditions to support safe and inclusive active travel is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

The actions set out in this paper generally support the following CMP objectives and policy measures:

Supported Objectives	**Supported Policy Measures**
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 – Supporting Behaviour Change
	PEOPLE 2 – Travel Plans
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 9 – Regional Interchanges
	MOVEMENT 14 – walking and wheeling
	MOVEMENT 15 - Cycling
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 19 – Mobility hubs
	MOVEMENT 21 – Speed limit reductions
	MOVEMENT 23 – Mitigate Conflict in Shared Spaces
Improve the safety for all travelling within our city.	MOVEMENT 24 – Safe and accessible paths and streets
Reduce the need to travel and distances travelled.	MOVEMENT 25 – Strategic approach to road space allocation
	PLACE 1 – Edinburgh City Centre Transformation
Reduce vehicular dominance and improve the quality of our streets	PLACE 2 – 20 minute neighbourhoods
	PLACE 4 – Liveable Places
	PLACE 7 – Street Design

Improving walking and wheeling in Edinburgh

We want to work towards a transformational change in walking and wheeling in Edinburgh. Our vision is a fully accessible city, where people of all ages and abilities can get around safely, conveniently and comfortably.

Making Edinburgh a fully accessible city, with walking or wheeling the natural first choice for local journeys, will require many changes to our streets. Different changes are needed to address different needs and issues. However, there are common themes. We have grouped the changes required into two categories:

- **Making pavements and street crossing points useable by everyone** – focusing on changes that will particularly make movement easier for people who are in wheelchairs or pushing buggies, visually impaired or may be less firm on their feet
- **Improving how well connected our streets and neighbourhoods are for walking** – these actions concentrate on improving the experience of crossing the street, so that walking is a quicker, safer, and a more pleasant experience for everyone

Two other key themes for improving walking and wheeling are also important for cycling. These themes are

- Addressing concerns about personal safety and safety from motor traffic
- Making our streets enjoyable places to be

Because these themes are important for all three forms of active travel, we've covered the relevant actions in the section titled, 'Joint Actions – A safer and better city for Active Travel'.

Making pavements and street crossing points useable by everyone – Edinburgh Accessible Streets Initiative (EASI)

Edinburgh's streets must be inclusive places, so that they can support everyone to live healthy, active lives. Although Edinburgh has over 3400 km (over 2100 miles) of pavements, we know there are still barriers that prevent many people from using these.

Over the lifespan of this plan, we will deliver a programme of work to make our streets useable for everyone walking and wheeling. This programme will be made up of the following elements:

Install dropped kerbs and accompanying tactile paving

Dropped kerbs

When people in wheelchairs or pushing buggies want to cross the road, it's important that the kerb is level with the road. In Edinburgh, we have approximately 17,000 crossing points where the kerb doesn't do this. Addressing this is perhaps the single most important step in creating a fully accessible city.

Tactile Paving

Tactile paving is the textured part of the pavement that helps visually impaired people safely move about our streets. It is

especially important for indicating where to cross side roads. In Edinburgh we ultimately want to make sure every crossing has the correct tactile paving installed.

- ***Action:*** *Install dropped kerbs and accompanying tactiles in priority locations and, where required, at the same time as undertaking pavement resurfacing work.*

Reducing road widths and kerb radii at side-road junctions, and raising pedestrian crossing points

In some of our streets, installing dropped kerbs alone isn't enough to make the crossing of the street easy. In the past many side street junctions were designed with little thought for how easy or safe they were for pedestrians to cross. At nearly all side streets, pedestrians must descend to road level to cross. At most side streets the curve of the kerbs (kerb radii) at the junction mouth is designed primarily to make vehicle manoeuvring easy. However, this increases the crossing distance for people walking and wheeling.

At some junctions, the side street carriageway widens to a 'bellmouth' where it meets the larger road. This layout goes beyond the normal curved kerbs and can sometimes mean the side street is two or more times as wide where it joints the main street, right at the point where people who are walking and wheeling along the larger road need to cross it.

Photograph showing a typical side street junction in Edinburgh

Under the refreshed Highway Code, people walking and wheeling have right of way when crossing side streets. People driving must give way to people walking or wheeling who want to cross. However, historic layouts often don't encourage people to follow the Highway Code. In particular, the bellmouth layout means that motor vehicles don't have to slow down nearly as much when turning in or out of the

side-road. This can make crossing a side street feel very unsafe for someone walking or wheeling.

Over the lifespan of this plan, we will change the layout of junctions at side streets to make them better for people walking and wheeling. To do this we will employ several design solutions from our Street Design Guidance.

In locations with the most pedestrians, the greatest need to slow turning traffic, and with low vehicle flows on the side street, our preference will be to install ‘continuous footways’. At this type of junction, the pavement is visually continued across the side road.

In other locations with relatively high pedestrian flows, or where we feel there is a particular need to slow down turning traffic, we will raise the side road crossing to pavement level. Finally, we will work to widen pavements at junctions to minimise the width of road that pedestrians have to cross at all side streets. We will initially prioritise eliminating Bellmouth junctions, and other side roads with the widest mouths.

Photos showing a 'bellmouth' junction in Edinburgh and the extent of carriageway someone walking or wheeling along this street has to cross

Photos showing a 'raised table' and a 'continuous footway', both of which improve the visual priority for people walking and wheeling across the side street junction

Where appropriate to do so, we will incorporate landscaping into the reclaimed carriageway, with street greening that enhances biodiversity and helps to manage storm water (Sustainable Urban Drainage features).

- ***Action:*** *Complete review of minor road junctions outwith the Capital Roads Renewals Programme to identify priorities for pedestrian crossing improvements by tightening up radii on side road bellmouths*

Implementing and enforcing the pavement parking ban and protecting crossing locations

In many streets, people park their cars or vehicles partially on the pavement. This is often done to avoid the parked vehicle getting in the way of people driving along the street. However, vehicles parked on the pavement can make the pavement too narrow and therefore unusable by people walking and wheeling, forcing them into the road.

For some people it is very difficult, if not impossible, to cross the street at locations without dropped kerbs. This means we need to make sure these crossing points are always available for those who need them. **The 'Delivering Actions for Parking – Supporting Information' paper provides further information on the action we will take to address this issue.**

Improving our pavement surfaces

Repairing damaged pavements

Some of our pavement surfaces are damaged and uneven. This can make it challenging for a variety of people to safely

use them. People using wheelchairs, walking frames, sticks or pushing buggies, or anyone who is less steady on their feet, can all have difficulties. In Edinburgh, we already spend 30% of our maintenance budget every year making our pavements better. Over the next decade we will continue to invest in improving our pavement surfaces so that they are useable by everyone.

Making pavements more level

Many of our pavements have too much of a slope from one edge to the other. This frequently occurs where pavements pass in front of driveways. The pavement often slopes evenly towards the road to act as a ramp for the motor vehicle. This evenly sloping surface can make the pavement unusable for someone in a wheelchair, on a mobility scooter or who has difficulty walking.

When building new pavements or upgrading pavements in Edinburgh, a gradual slope over the whole pavement width should never be used. Instead, The Edinburgh Street Design Guidance requires the use of designs that deliver a flatter pavement, with a steep slope at the carriageway edge where vehicles need to cross (For more detail on Edinburgh Street Design Guidance, see 'Planning and Designing Streets for active travel' section). Installing this design when we upgrade an existing pavement, as well as in newly built streets will, over time, deliver pavements that work for people who are walking or wheeling. Where driveways are also present, vehicles can still safely go in and out at low speed.

Photos showing a footway where the full pavement slopes down to meet the carriageway (top photo) and where a steep slope at the carriageway edge has been used to deliver a flatter pavement (bottom photo)

- ***Action:*** *Prepare and implement revised prioritisation programme and procedures to deliver smooth, trip-free and level pavements following review of pavement renewals programme and approach to pavement reconstruction.*

De-cluttering our pavements

Removing poles, bollards and unnecessary street furniture

Pavements across the city have a variety of street furniture on them. Much is vital and/or can't be placed anywhere else, for example, bins, bus shelters and streetlights. There are also lots of poles for signs, sometimes bollards, as well as temporary signage for traffic management. These all reduce the amount of space on the pavement for people to walk along. In some instances, they can make the pavement too narrow for someone in a wheelchair or with a buggy to use.

During the lifespan of this plan, we will look to reduce the number of items on our pavements, to make more space for people walking and wheeling. This might involve removing unused poles or using a single pole for more than one sign. We will look to prioritise our town centres for pavement decluttering.

Removing guardrail

Some locations in Edinburgh have 'guardrail' to separate the pavement from the road. Guardrail was, and sometimes still is introduced to reduce risk caused by pedestrians stepping into the road. However, guardrail makes pavements narrower, encourages faster driving, and often prevents people crossing the street where they would like to.

Our approach to street design now seeks to absolutely minimise the use of guardrail, instead employing lower speed limits and an approach to street design that prioritises pedestrian comfort, safety and convenience.

Over the next decade, we will review all remaining guardrail around the city. In line with our Street Design Guidance, we will only keep it where there is no practical alternative means of delivering safety for people on foot.

Enforcing the A-board ban

In 2018, the Council introduced a ban on A-boards on pavements, to make more space for people walking and wheeling. Importantly, removing A-boards from our streets means one less object on the street that someone with a

visual impairment might collide with. We will continue our commitment to this ban, helping to keep our pavements free for people to move about safely.

- ***Action:*** *Prepare, cost and commence programme of pavement clutter rationalisation, focusing on pole and signage rationalisation.*
- ***Action:*** *Prepare, cost and commence programme of guardrail removal.*
- ***Action:*** *Continue enforcement of temporary on-street advertising boards (A-Boards) ban*

Providing places to rest

We want to make walking for local journeys an option for more of our citizens. Yet for some people, especially older citizens, even a short walk can be a challenge without somewhere to stop and rest. To address this, over the next decade we will introduce more rest places and benches into our streets. We will aim to do this in a thoughtful way that doesn't create narrower pavements, with more obstacles for visually impaired people, people in wheelchairs or pushing prams.

- ***Action:*** *Prepare prioritised programme and commence implementation of rest spot/bench installation*

The EASI programme will ensure that:

1. our eight town centres and all retail high streets will be easily accessible in a wheelchair or with a pram
2. our neighbourhoods will increasingly become accessible to walk around, with a focus on access to bus stops, local shops and other local facilities.

We will set out milestones for the EASI programme as part of the development of the business case and detailed delivery plan for this paper.

CASE STUDY: Installing dropped kerbs, tactile paving and reducing the width of a side-road at the junction of Merchiston Ave and Yeaman Place

Where Merchiston Avenue and Yeaman Place meet, we have changed the layout of the junction to make it easier and safer to use for everyone walking and wheeling. The pavements have been widened. Someone walking or wheeling along Yeaman Place now needs to spend less time on the road when crossing Merchiston Avenue. Vehicles need to go slowly when turning in or out of the junction, making it safer for the most vulnerable street users – people walking and wheeling. The wider pavement means there's enough space for people walking along the street and those going in and out of the corner shop. The tactile paving and dropped kerbs mean that people with visual impairments and people wheeling can cross the street more easily. Over the next decade we will improve many more streets in this way.

Photo of Merchiston Avenue and Yeaman Place junction before changes were made

Photo of the junction after the width has been reduced and tactiles and dropped kerbs have been installed

Improving how well connected our streets and neighbourhoods are for walking – Action for Better Crossings (ABC)

Making local journeys by walking or wheeling should be a convenient and reasonably quick option. However, a number of factors can make getting around this way less appealing. For most journeys on foot, the biggest delay and inconvenience is caused by crossing streets. The most obvious issue is simply waiting for a gap in traffic, or for a ‘green man’. However other factors, such as narrow pavements at junctions, forcing people to wait in small areas close to heavy traffic, can also be important.

Over the lifespan of this plan, we want to make local travel by walking and wheeling quicker and more pleasant. We will look to do this in the following ways.

Making crossing the street more comfortable or quicker

Aiming to provide more waiting space on central islands or, where appropriate, replacing two-stage crossings with single-stage crossings.

Some streets in the city are very large, with multiple lanes of traffic. Especially at junctions, people on foot and wheeling often have to cross these streets in two stages, using two sets of pedestrian crossings and waiting at an island in the middle. This can mean people have to wait longer to get fully across the road.

However, crossing in two stages can reduce overall pedestrian waiting time, especially on the widest and busiest roads. This is because a long ‘single stage’ crossing needs motor traffic to stop for much longer than a split crossing. This is to allow enough time for people to cross the road. In turn, this often means it’s necessary to impose a much longer wait on pedestrians. This is to ensure the crossing doesn’t spend too much of its time on red to motorised traffic, causing excessive delays to buses.

In some places, even where a two-stage crossing might be quicker, the space for waiting in the middle of the road is narrow. These narrow islands can be difficult for people in wheelchairs or with pushchairs to use and very intimidating due to the proximity or large amounts of motor traffic. The lack of space also means fewer people can comfortably cross the road at the same time.

In future when works take place near existing crossing islands, we will consider whether providing more waiting space in central islands may be beneficial, noting this preference to single-stage crossings by more vulnerable

pedestrians. Where adequate time can be given to cross, with a regular frequency of ‘green man’ opportunities, we will look to install single-stage crossings.

- ***Action:*** *When works take place on junctions and crossings with central islands, review whether islands require more space or whether single stage crossings may be suitable.*

Increasing opportunities for people to cross the street

Installing new street crossings for people walking and wheeling

Sometimes, the biggest barrier to crossing the street is the difficulty, and perceived or actual danger, of crossing a busy road. We receive many requests every year for new pedestrian crossings around Edinburgh.

There are several different types of pedestrian crossings:

- signalised crossings
- zebras
- refuge islands – with this type of crossing, there can be a risk of conflict with providing safe cycling routes. The refuge island creates a narrower carriageway, which often leads to motor vehicles close-passing people cycling. In many instances there is insufficient space for the refuge island and segregated cycle lanes. We will therefore consider carefully where to use this type of crossing to minimise this type of conflict.

At the moment, where a new pedestrian crossing is installed and what type of crossing depends on a variety of factors, including but not limited to:

- If the need for a crossing has been identified based on historic safety issues on the street
- Providing a crossing will make walking and wheeling for trips to local facilities, such as the shops
- If the street is part of a key route to a school.

Photo of an example of a refuge island crossing

Over the lifespan of this plan we will update our criteria further, to ensure they are in line with aims and objectives of the CMP. One new criterion we will look to incorporate is assessing how much a new crossing could reduce delays for people crossing the street. Based on the updated criteria, we will identify and deliver new pedestrian crossings in suitable places around Edinburgh.

Adapting traffic signal timings to provide more 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)

In some places in the city, there are relatively short but predictable peaks in numbers of people needing to cross the road. One of the main examples of this is where children have to cross a road on their way to and from school. The ‘green man’ at all crossings is an invitation to cross; it is only designed to get people walking to start crossing. The traffic lights for motor traffic will be held on red long enough that anyone that starts crossing at the end of a ‘green man’ will have time to get the full way across the street before the traffic moves. To get large numbers of people across the road in these locations at the relevant times, we will look to increase the frequency of crossing opportunities.

Reducing the amount of waiting time for the ‘green man’ to appear at traffic light junctions

At many junctions in the city, people on foot and wheeling must wait for the traffic from all the different roads that make up the junction to have had a green light, before the ‘green man’ for pedestrians appears. This delays journeys for people walking and wheeling. Where possible, we want to make journeys for people walking and wheeling quicker by reducing the time people must wait at junctions between ‘green man’ crossing opportunities.

However, to do this means giving less ‘green time’ to other traffic, including buses. In line with Our Future Streets (Circulation Plan), we need to balance reducing delays for walking and wheeling with the same objective for public transport. This will mean that reducing the waiting time for the green man will only be possible in locations and at times of day where impacts on bus journey times can be minimised or avoided.

Maintain the number of ‘standalone’ pedestrian crossings that respond immediately to pushing the button for a ‘green man’

The sole purpose of some sets of traffic lights is to stop traffic so that people walking can have a ‘green man’ and

safely cross the street. They aren't part of a junction, where traffic is turning from one street to another. These are 'standalone' pedestrian crossings.

Photo of an example of a 'standalone' signalised pedestrian crossing

Almost all of Edinburgh's 'standalone' pedestrian crossings will respond instantly to somebody pressing the button for the green man, as long as the traffic lights have already been on green for traffic for at least 20 seconds.

As part of prioritising people walking and wheeling in our streets in line with the Sustainable Transport Hierarchy, except in the circumstances set out below we will **always** operate our crossings in this way. The only exceptions will be when required because the speed limit is 40mph or more, or where crossings are less than 50 metres from a road junction with traffic lights. Then, the timing of the 'green man' for crossing the street will depend on the lights at the nearby junction. This is for safety reasons, to avoid drivers seeing red and green traffic lights in close succession. It is also to avoid interactions between crossings and nearby junctions that are excessively inefficient for motorised traffic.

Photo of an example of a signalised pedestrian crossing as part of a junction, where traffic lights also control when vehicles can move between streets

- ***Action**: Produce proposed approach/review signalled junctions to improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle in priority locations.*
- ***Action**: Maintain the number/proportion of standalone signalled crossings that give a pedestrian green on demand.*

Joining up street networks for walking and wheeling

In some places, the street pattern itself can impose unnecessarily long and inconvenient journeys on people walking and wheeling. The worst examples are often at the edges of new housing estates, where streets and/or paths have not been connected into surrounding streets or path networks. We talk about addressing this issue in Chapter 5.

Where neighbourhoods span our boundaries

As walking is popular way to travel for shorter journeys, the majority of walking journeys in Edinburgh will be within the city, rather than between Edinburgh and a neighbouring local authority. The majority of our investment in walking will therefore be focused within Edinburgh. However, there a small number of junctions or roads that are notable barriers for large or growing communities on either side of our local authority boundary. Where relevant, we will work with neighbouring Councils to address these. The most important of these is at Straiton junction, to allow growing communities in Burdiehouse to access the nearby shops at Straiton more easily. This is also an important cross-boundary connection for cycling.

Joining up journeys with our public transport network

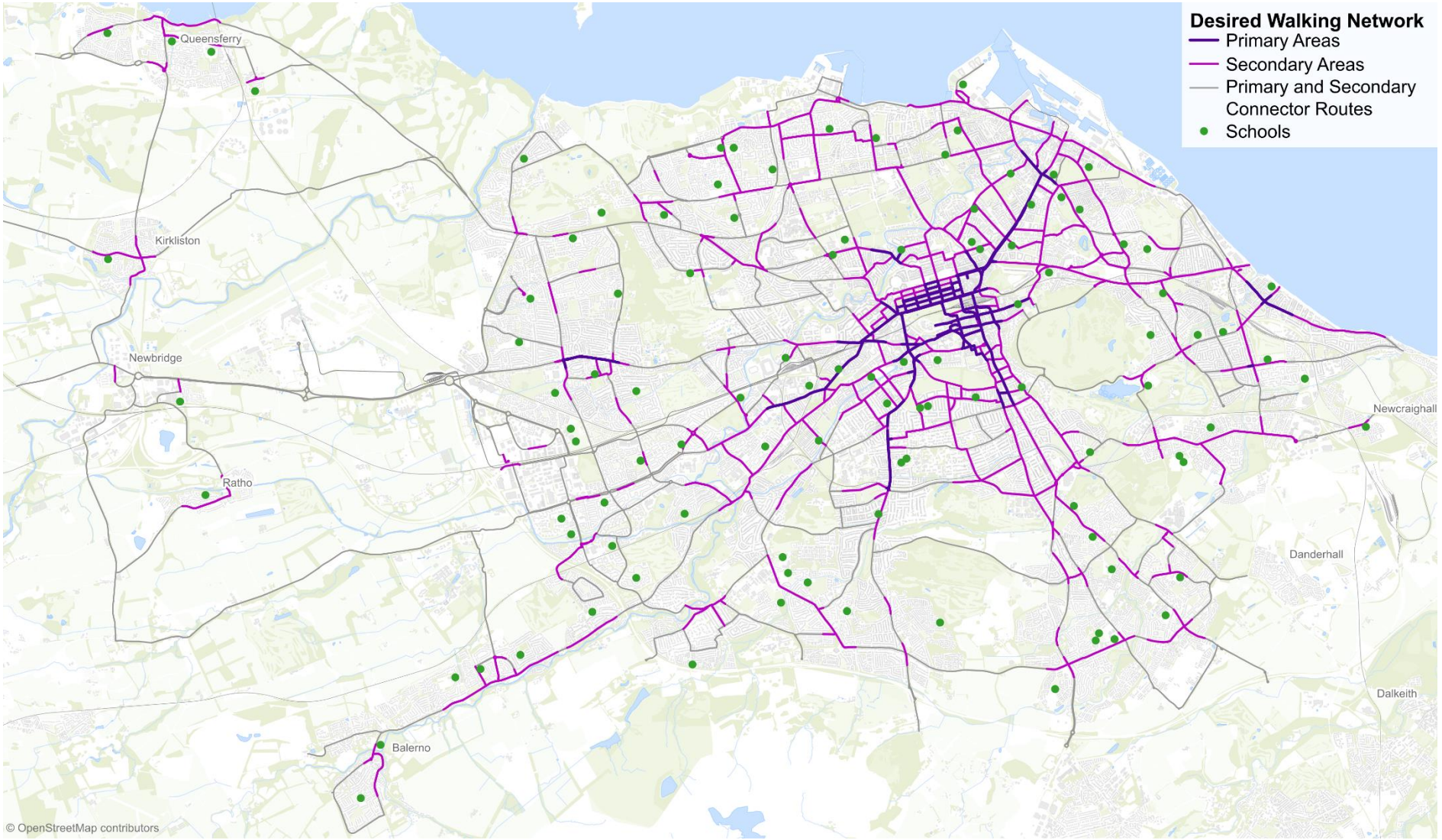
We know that sometimes walking or wheeling is only part of your journey. Every public transport journey involves some degree of walking or wheeling to get to and from the bus/tram stop or train station. Expanding Edinburgh's public transport network over the next 10 years will increase the number of journeys walked and wheeled.

Supporting people to access public transport stops more easily is key to encouraging people to choose to travel sustainably for longer journeys around and outside the city. This is why, as part of EASI, we will, over time, make sure all streets that are part of a bus route have dropped kerbs and tightened up kerb radii at side road junctions.

Active Freeways

As referenced in the section below on improving cycling, Transport Scotland's second Strategic Transport Projects Review (STPR2) introduces the concept of "Active Freeways", delivering high quality, direct and segregated routes for people walking, wheeling and cycling. In Edinburgh it's envisaged that these routes will largely follow the primary cycle and walking networks.

Figure 1 Our Future Streets (Circulation Plan) Walking network



Delivering the current Active Travel Investment Programme

The existing active travel programme contains many schemes which deliver on elements of the actions set out above to benefit people walking and wheeling. See Appendix 2.

- ***Action:*** *Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 2)*

Future Plans - increasing investment in walking

Under this plan it is proposed to increase the emphasis on investing in walking. Key themes for this increased investment will be:

- The proposals for the city centre as part of the Our Future Streets (Circulation Plan) initiative, a core focus of which is making the centre a better place to walk and spend time
- Town centre upgrade projects, including Craigmillar, Dalry (with potential for extension to Gorgie), Gorgie and Portobello
- Liveable Neighbourhood projects – focusing on delivering the EASI and ABC programmes on an area-wide basis (see also joint actions)

More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

Improving cycling in Edinburgh

Given the right conditions, cycling is very well placed to provide an effective alternative to the car in a city the size of Edinburgh. Because parking at destinations is less problematic than when driving, cycling is often the fastest way of making journeys of up to about 3 miles (5km – a 15 to 20 min bike trip), and it can be very competitive for trips of up to 5 miles (8km). Cycling, like driving and walking, doesn't rely on timetables, meaning it can be a very effective way of joining up suburban areas with disparate travel patterns. The growing availability of reliable electric bikes means that Edinburgh's hills are less of a fundamental barrier than formerly. All this means that there is huge growth potential for this, by far the most energy efficient, low impact, health-enhancing form of wheeled transport.

This section sets out what we plan to do to overcome barriers to cycling or cycling regularly and deliver on our vision for cycling in Edinburgh.

Developing and enhancing Edinburgh's Cycle network

Safety concerns, particularly from motor traffic are one of the major barriers to people choosing to cycle in Edinburgh. To overcome this, we are looking to expand our cycle network.

Edinburgh's existing cycle network

Our current cycle network relies heavily on traffic-free routes along green path networks, particularly the former railway lines of the North Edinburgh Path Network. These generally have easy gradients and are often very pleasant to use during the day, though there are sometimes issues of conflict between users walking and those cycling. But these paths are not overlooked by houses and can feel quite unsafe for many users, especially women, at night or at less busy times of day.

The 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 will need to make much greater use of segregated cycle tracks on main roads, as well as unsegregated on-street routes that have low volumes of motor traffic. Some use of the off-road path network will however remain unavoidable, as identified in the Our Future Streets (Circulation Plan).

Principles of Edinburgh's updated cycle network plan

In ATAP 2010 we set out our first version of the long-term vision for Edinburgh's cycle network. However, in order to deliver the aims of the CMP, we now need to revise and update our network plan.

Our aim is to deliver a day-to-day cycle network that:

- ensures 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. This network density is based on network design best practice, such as that set out in Cycling by Design. Edinburgh's topography means that these numbers are not always rigidly applicable.
- provides routes that, whilst being as direct as possible, avoid the steepest hills
- enables everyone to feel safe cycling, whatever the time of day.
- is continuous, so entire journeys can be made in a safe environment for cycling (noting that this is a very challenging aim given limited roadspace).
- builds on the parts of the network we have already built, or have in the pipeline
- integrates with our plans for improving conditions for walking and for public transport, following the principles of the Our Future Streets (Circulation Plan).

Our proposed cycle network is made up of three different types of routes:

- the primary network. This mostly follows main roads, which are usually the most direct, flattest and most socially safe routes.
- the secondary network. This is an evolution of our developing QuietRoutes network. It is largely composed of quiet streets and off-road paths. It provides connections between the primary network and local destinations. In some places it provides an alternative to the primary network, for example, using green spaces that are pleasant to pass through during the day.
- the local network. This comprises all other local streets in the city, as well as paths on which it is legal to cycle.

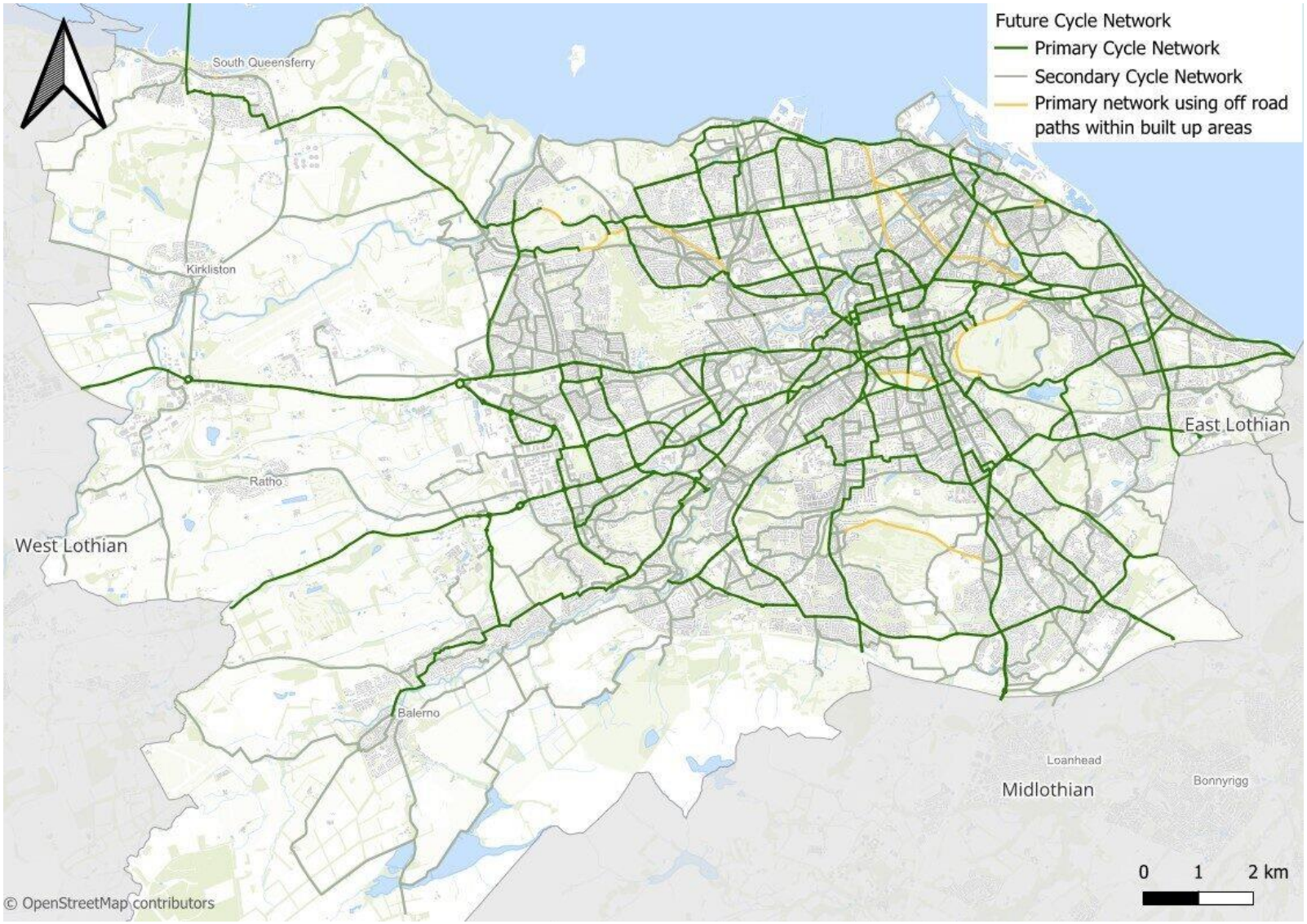
Transport Scotland's second Strategic Transport Projects Review (STPR2) introduces the concept of "Active Freeways", delivering high quality, direct and segregated routes for people walking, wheeling and cycling. In Edinburgh it's envisaged that these routes will largely follow the primary cycle and walking networks.

Delivering the primary network will represent a significant challenge, given the limited roadspace available and our aims to also improve conditions for walking and make our public transport system even better. Our Future Streets (Circulation Plan) will help inform the necessary prioritisation of use of road space.

We also recognise that cycling is an enjoyable leisure activity and a great way to reach or experience some of Edinburgh's beautiful green and open spaces, for example the Water of Leith, Holyrood Park and the coast. We set out our vision for the recreational cycle network in the section titled 'Accessing our green spaces and going for leisure cycles.'

Photo of an example of a segregated cycle lane

Figure 2: Map of Edinburgh's future day to day cycle network



More detail on Edinburgh's proposed cycle network including classification of Primary and Secondary networks can be found in 'Our Future Streets - a Circulation Plan for Edinburgh'

Making junctions safe and providing safe crossing points for people cycling

Accident data shows that junctions are typically the most dangerous parts of the journey for people cycling. As we build new routes, we'll look to make the junctions involved safer. And as we grow the cycle network, we will make sure that routes link safely together, with dedicated cycle crossings provided where needed.

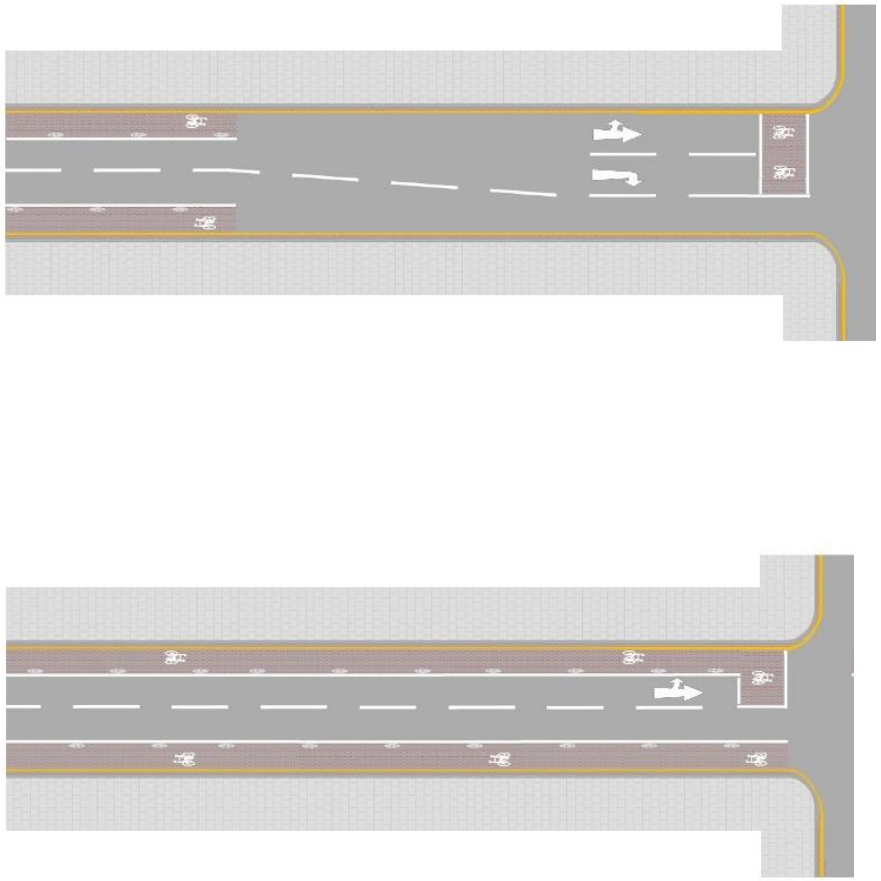
Unfortunately, junctions are often also the most challenging places to separate people cycling from motorised traffic. This is because we are usually trying to provide easy and convenient crossings for pedestrians, keep buses or trams moving with minimum delay, and also avoid excessive congestion for other traffic.

To deliver a joined-up cycle network, in these locations we will consider options such as:

- managing traffic movements at the junction, such as banning turns. This would allow the space used for turning lanes to be repurposed to provide segregation through the junction.
- reducing traffic levels and
- providing segregation up to the junction and an early release green light at the traffic signals for people cycling. This would give cyclists a head-start through the junction ahead of motor traffic

However, sometimes it won't be possible to keep people cycling separate from motorised traffic without unacceptable impacts on delays to public transport. In these circumstances, and as a last resort, we seek to provide an alternative safe cycle route whilst still taking measures to maximise safety for people cycling on the main road.

Diagrams illustrating how the removal of a turning lane can create space to provide segregation up to a junction



CASE STUDY: Extending Edinburgh's cycle network

The City Centre West to East Cycle Link and Street Improvements project aims to establish a step-change in cycling provision by providing segregated cycling infrastructure connecting the city's existing off-road cycle network to and through the City Centre. The future network will build on and expand in line with this step-change.

Photo showing a segregated cycle track that is separate and at a different height to the pavement and carriageway on either side of it.

The project introduces a bi-directional segregated cycleway along the A8, one of the main roads into Edinburgh, from Roseburn to Haymarket, providing a connection to Edinburgh's comprehensive off-road path network at

Roseburn, and the key public transport interchange at Haymarket Station. From Haymarket, the project route follows quiet roads and segregated cycleways to Charlotte Square via Melville Street. This provides a safe and direct alternative to Shandwick Place, helping to minimise conflict between people cycling and the tram network.

Photo of a segregated cycle track running along a street past a parade of shops. The cycle lane is at a different height to the pavement and the road

As of 2015, the introduction of the CCWEL project is forecast to produce an increase in the number of cycle journeys along the affected corridor by 88%, from 1,675 to 3,142, with projected benefits at the time worth in excess of £20m in terms of health and economic benefits.

The development of the CCWEL project has involved working in close partnership with affected communities and stakeholders, considerable consultation and engagement, leading to various improvements to the designs. The works include placemaking improvements at key locations in Roseburn, Haymarket and the West End, including wider pavements, new pedestrian areas, street trees, wildflower planting, and places to sit and spend time, providing people with more reasons to visit some of Edinburgh's outside spaces.

Growing the Cycle network from now to 2030

Our proposals for Edinburgh's day-to-day cycle network are ambitious, there is a lot of work to do.

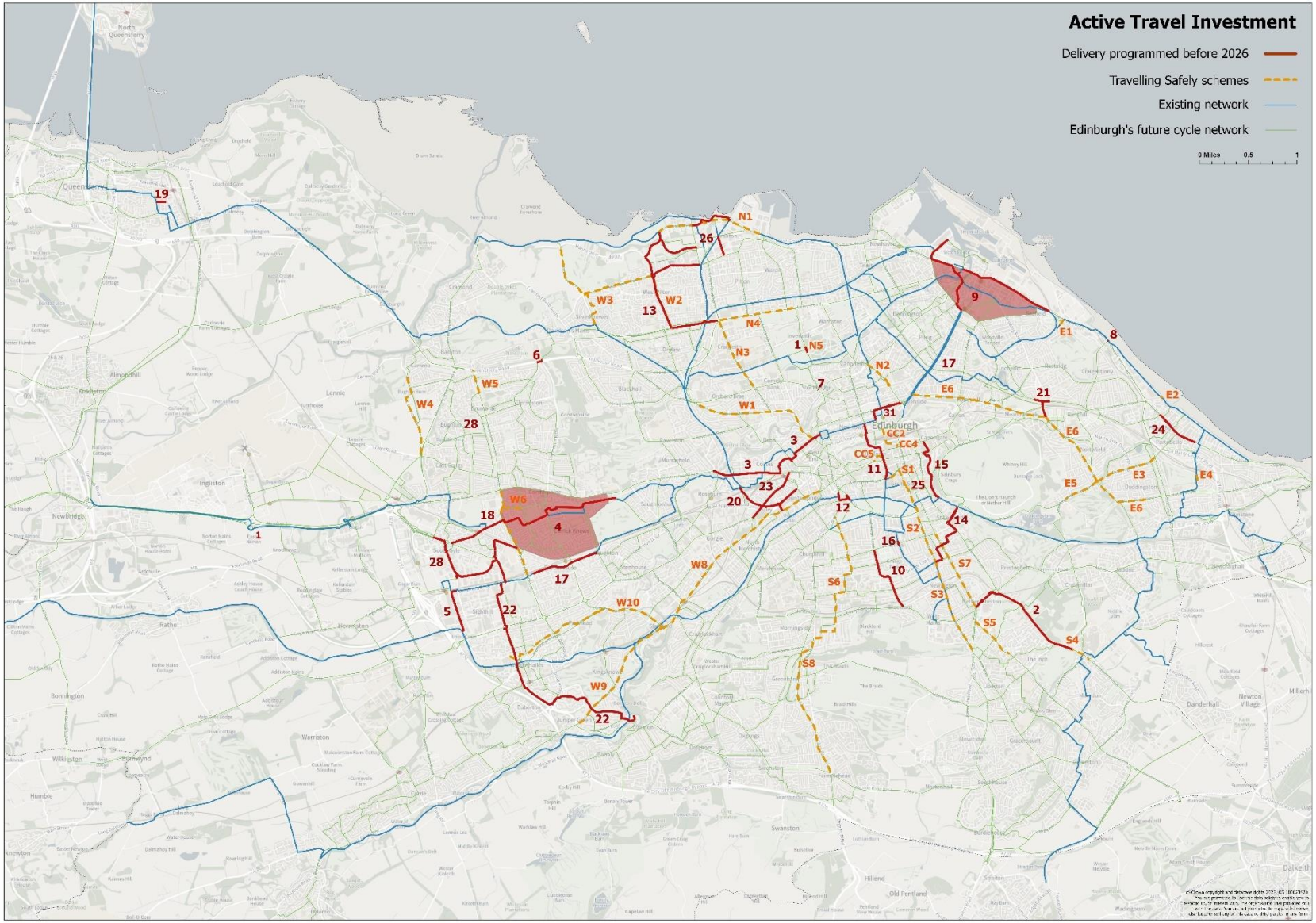
The availability of funding is critical to how much of the network we can deliver. We say more on the funding and the scale of investment required in the section titled 'How we will deliver this plan'. Our aspiration though, is to have a core citywide network in place and functioning by 2030. Our approach to growing the network will be to:

a) deliver our current programme to 2026
b) Seek to put in place a foundation of high-quality cycle routes on main roads by 2030, including an integrated project on the A8 and other projects to be brought forward as part of an updated Active Travel Investment Progarmme
c) continue complementary investment in routes using quiet streets and off-road paths.

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some of the key connections proposed in the new plan. Work is already well underway on much of the ATInP with community input already sought and design work well progressed. Some key projects, for example the City Centre West-East Link (CCWEL) and the Roseburn to Union Canal connection, are under construction. The full list of schemes that we intend to deliver between now and 2026 can be found in Appendix 2. The map in figure 3 shows the location of the projects.

Figure 3: Current Investment Programme – see Appendix 2 for scheme numbering



Continuing investment in cycling – priorities and plans

Bearing in mind the scale of expansion that we envisage, and the significant cost of the necessary investment, we need to carefully prioritise our investment in improved routes for cycling. We are doing this by considering projects against the aims for the network set out at the start of this section, whilst taking account of work that is already underway or committed, such as:

- Investment planned as part of City Centre Transformation,
- infrastructure currently being trialled through the Travelling Safely programme,
- work underway on major street renewals projects
- Routes needed to enable people moving into newly built homes and neighbourhoods in the city to travel sustainably.

Finally, we want to make sure we keep working on projects to improve our existing cycle network.

With the above in mind, we are proposing the projects set out below as initial major priorities. More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

Table 1: Initial schemes identified to be delivered 2026-2030

Project name	Project type	Notes
Charlotte Square	Completion of missing link in CCWEL cycle route plus public realm work	
St Andrew's Square	Completion of missing link in CCWEL cycle route and walking improvements	
Upgrading Travelling Safely segregated cycling projects	Segregated cycling	Subject to the current experimental process, replacing infrastructure with more durable/ permanent materials and progressing improvements to junction infrastructure.
A8 Roseburn to Gogar	Segregated cycling/ quiet connections	Integrated with bus priority
Newcraighall to Cameron Toll via Craigmillar Town Centre	Segregated cycling, bus priority and town centre environment/ walking upgrade.	Integrated with bus priority
West Edinburgh Transport Infrastructure Programme (WETIP)	Traffic-free path parallel to road/ segregation through new developments	
Development -related projects: Queensferry, Newhaven to Portobello, Maybury/Barnton, Burdiehouse	See joint actions section on 'Connecting new neighbourhoods through Active Travel'	

Many other projects will be necessary to deliver a network of the standard and coverage that we envisage. We will continue work to appraise and prioritise the multiple connections that we need to create.

‘Travelling Safely’ measures

The 22 miles of temporary segregated cycle lanes installed during the CoVID-19 pandemic to help people move around the city safely could form a valuable part of Edinburgh’s future sustainable transport network. Subject to the outcome of the current trial of the measures, we will work to make them permanent. In doing so we will look to

1) replace the temporary infrastructure with suitable permanent measures, (including reviewing the measures to reduce barriers for people with disabilities)
2) improve facilities at junctions,
3) Integrate improvements with other projects

Growing the regional cycle network

We recognise that Edinburgh is a key destination from surrounding Local Authorities for both work and leisure. Reducing our car kms travelled in the city by 30% therefore means we also need good connections for people travelling from our neighbouring local authorities. Whilst those travelling from furthest away (such as from Fife or West Lothian) may be more likely to hop on a bus, there are several routes that cross our boundary that the distance (3-5km) would be suitable for many to cycle, if the journey were to feel safe and pleasant enough.

Some of the key cross-boundary routes that we will look to work with our neighbouring Local Authorities to improve over the next decade are:

- Straiton junction, providing improved active travel connections between Midlothian and Edinburgh
- Investigating opportunities in partnership with Midlothian Council and Transport Scotland to look at Lothianburn junction, in order to provide a connection from Edinburgh to the A702 and the Roslin campus
- Connecting Portobello to Musselburgh in East Lothian via a high-quality cycle route
- Improvements from Broxburn to West Edinburgh (see section titled ‘Planning and designing streets for active travel’ more information on the West Edinburgh Travel Investment Programme)

- ***Action:*** *Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 2)*
- ***Action:*** *Develop business case with prioritised programme and secure funding to deliver a core citywide network of routes to 'Active Travel Freeway' standard.*

Joining up journeys with our public transport network

We know that sometimes your cycle is only part of your journey. Cycling has particular potential when combined with rail travel.

As part of our vision for the long-term day-to-day cycle network we’ve made sure it provides a safe cycle connection to all the train stations in the city. The two largest train stations, Haymarket and Waverley will, respectively, be accessible through safe segregated cycle routes from the west of the city and through the construction of the Meadows to George St scheme within the next few years.

Cycle parking at train stations is provided by Network Rail or Scotrail. Over the lifespan of the next plan, we will encourage and work with these two organisations to expand these facilities, including as part of the Waverley station masterplan.

Upgrading existing modal filters

Around the city, there are streets which are already closed to motor traffic, but still open to people walking, wheeling or cycling. These streets or short links often have bollards installed to prevent vehicles using them whilst allowing people to walk, wheel or cycle through (hence the name modal filter, as they only let certain modes of transport through). However, in many of these locations, there is no dropped kerb between the end of the carriageway and the cut-through.

Photo of a street that is filtered to prevent people driving through, but also with no dropped kerb or double yellow lines

The lack of a dropped kerb makes these local links in the network more difficult for someone on a bike to use. As part of our commitment to make cycling a more direct and

convenient option for local and medium length journeys, we will look to make sure all existing modal filters have dropped kerbs. Where necessary, we will also look to protect these links in the network with double yellow lines, so that the connection isn't blocked by a parked vehicle.

- ***Action:*** *Conduct study and produce programme for upgrading historic modal filters in the city, ensuring they are designed appropriately to allow cyclists and pedestrians through.*

Re-naming and improving how we sign the Cycle Network

The name: The Edinburgh Cycle Network

Going forward, more and more of Edinburgh's cycle routes are going to include segregated cycle lanes placed on the city's main road network. To reflect the changing nature of the cycle network, we're also going to update how we refer to it. Instead of Edinburgh's 'QuietRoutes' network, the network will simply become the 'Edinburgh Cycle Network'. For consistency, we will keep and add to our current route numbering system.

Signing the network

As well as re-naming the network, we want to make it easier and clearer to follow our cycle routes. Based on best practice elsewhere, we will use road markings to make routes easier to see and follow.

Photo of example of London cycle network wayfinding. Photo credit: Transport for London

These road markings will enhance and support our current approach of using mounted blue signposts. In line with our Street Design Guidance, when mounting new signposts, we will use existing poles or street furniture where possible. This will avoid creating more street furniture that might obstruct people who are wheeling or walking.

As well as improving how we sign the network, we want to make sure our existing signs are doing their job correctly. Sometimes signs can take a knock due to extreme weather or vandalism, which means they don't point in the right direction. The best people to notice if something changes are those who use the network every day. That's why going forward, we will work co-operatively with Spokes to identify where our signs need fixing. We will then work to deal with issues accordingly.

- **Action:** Adopt new name ‘Edinburgh Cycle network’ (keeping existing numbering), including on communications materials.
- ***Action:*** *Design/adopt road markings to provide directions on cycle network and implement.*
- ***Action:*** *Agree co-operative approach with Spokes and potentially other interested parties to monitor status of cycle network signage.*

Maintaining the cycle network

Once we’ve built the cycle network it’s important that we maintain it, so that the network continues to function for years to come.

As well as maintaining our traffic-free path network and segregated cycle lanes, making sure any painted lanes and lines to support cycling on the wider street network need to be refreshed periodically. This includes advanced stop lines, which provide people cycling somewhere safe to wait at traffic lights. Going forward, we will undertake regular maintenance of this type of cycle infrastructure.

- ***Action:*** *Review maintenance regime for cycle lanes, advanced stop line markings and cycle signing. Implement amendments subject to funding.*

Public and residential cycle parking

Public cycle parking

Fear of having your bike stolen can prevent people buying or using a bike in the first place. One of the best ways to prevent bike theft is to have somewhere safe to lock your bike. Over the lifespan of the plan we will continue our roll out of cycle parking racks. We will look to provide racks:

- In places we know lots of people travel to, like local town centres, the city centre, sports facilities, and major greenspaces
- Where people ask for them

In some popular destinations, like retail spaces, introducing cycle parking is not within the Council’s powers. We do have an ambition to support more cycle parking in such spaces however and may be able to provide advice or design support, where resource allows.

In particular, we will look to:

a. Coordinate installing new cycle parking racks with our new cycle routes
b. Ensure some of the new racks are specifically for non-standard cycles. These might be used by people riding cargo bikes, trikes or other adapted bikes for example
c. Install new cycle parking in line with the Edinburgh Street Design guidance, which means increasingly taking carriageway rather than pavement space to install new racks where possible

Sufficient public and secure residential cycle parking must also be part of new developments in the city.

Secure, covered on-street cycle parking for residents

Lack of a safe place to store a bike at home is a significant barrier to more people cycling in Edinburgh, particularly those who live in tenements and other flats. To overcome this, we will continue our installation programme of secure cycle hangars. Going forward, our programme will focus on providing safe storage in places where there is the greatest need, as well as demand. This means:

- focusing on neighbourhoods with high density housing, such as flats
- focusing on communities within areas that score highly on the Scottish Index of Multiple Deprivation
- Continuing to respond to requests from members of the public.

E-bike parking, with built-in charging facilities

More people are expected to start using e-bikes over the next decade. E-bikes make cycling up hills or going further by bike quicker and easier. This makes them a good option to make cycling accessible to a wider range of people. However, e-bikes have batteries that need to be charged. Most e-bike batteries are designed to be removable, meaning they can be taken inside and charged from the mains supply. However, if you're out and about and need to charge your e-bike battery, charging from a building mains supply might not be possible. Many public buildings or places of study or employment may also not agree to batteries being charged from their mains supply for safety or insurance reasons. For this reason, we will explore the potential of e-bike charging infrastructure that is built in to cycle parking and can be used by any e-bike.

We will look to pilot this infrastructure, focusing initial on key city destinations where people are likely to travel from across the city. If successful and there is sufficient demand, we will look to expand this type of cycle parking.

- ***Action:*** *Create strategy for installing public cycle parking, including for non-standard bikes and deliver annual roll-out*
- ***Action:*** *Identify pilot locations and deliver trials for e-bike charging cycle parking at key destinations supported by programme.*
- ***Action:*** *Develop a programme for continued rollout of secure cycle hangers and begin installation of next rollout*

Cycle Hire

We know that cycling is sometimes just one part of a longer journey. You might not always want (or be able to) take your bike with you for the second part of the journey. Following the closure of the Edinburgh Cycle Hire Scheme in September 2021, we have been exploring what the future of a cycle hire scheme in Edinburgh might look like. At the time of writing, we're still in the process of working through the details of the future offer. However, over the lifespan of the CMP, subject to funding, we will look to support and/or re-introduce cycle hire opportunities in Edinburgh. This may not look or work exactly like the previous scheme did. We will, however, strive to introduce a scheme that best balances the following objectives. Any future scheme will seek to:

- Be inclusive

- Integrate with our public transport system – where for example, cycle hire fares would be part of the future integrated ticket offer for public transport
- Be financially sustainable
- Be secure - accounting for the risk posed by vandalism

In the short-term, we will continue to review options for bicycle hire scheme delivery models and work with partners to support local initiatives that take forward some of the objectives of a cycle hire scheme.

Supporting cargo bikes for business use and last mile delivery

Electric cargo bikes play an increasingly important role in dense urban centres in Europe and are beginning to emerge across UK cities. They help to reduce vehicular dominance, harmful emissions and take up significantly less street space, compared with cars and vans, providing advantages for parking, loading/servicing and improving a sense of place.

E-cargo bikes help to significantly reduce negative impacts associated with individuals' use of private cars when considering private logistics (shopping/leisure transport). They also help to significantly reduce impacts associated with businesses' use of commercial vehicles (especially LGVs and vans), including those used by couriers whose customers include individuals and businesses.

Last mile delivery strategies for Edinburgh must consider consolidation and micro-consolidation centres and look to increasingly use e-cargo bikes to support deliveries, particularly in the city centre. The Our Future Streets (Circulation Plan) highlights streets where we know space is at a premium for both business loading operations and other street features that make it a nice place to spend time, like seating, greenery etc. E-cargo bikes and last mile delivery consolidation hubs are likely to form part of the solution for some of these constrained situations. Going forward, we will look to further develop and learn lessons from the 'Trams to Newhaven model' to assist with the future development of consolidation/micro-consolidation centres, incorporating e-cargo bikes wherever feasible.

In total, between 20 to 50% of all motorised trips associated with transport of goods could be shifted to e-cargo bike in Edinburgh

- ***Action:*** *Continue to keep options for implementation of new public cycle hire scheme under review and support implementation subject to agreement/funding.*
- ***Action****: Advertise and apply for external funding to support uptake of e-cargo bikes by individuals and businesses.*

E-scooters: where they might fit in to Edinburgh's active travel networks in the future

E-scooters are currently not legal for use in Scotland. However, this may change in the future, depending on the outcome of the trials that the Department of Transport are currently holding in several English Local Authority areas.

If e-scooters are legalised for use in Scotland, we will consider how best to manage their use. Assuming that appropriate limits on speed are in place, we anticipate allowing use of cycling infrastructure and shared-use paths. Similarly, given that we would wish riders to park responsibly, probably using cycle racks, we will consider whether the racks need to be adapted.

Joint Actions - A safer and better city for active travel

This section summarises actions that will benefit everyone travelling actively in Edinburgh, whether walking, wheeling or cycling. See the CMP Implementation Plan for more detail on each action.

Making our streets safer and more enjoyable places to be

City Centre Transformation

Our City Centre Transformation Programme (CCT) sets out the Council's vision for a people-focused city centre, that is much better for people to walk, wheel and cycle around. Over the next decade, we aim to deliver large parts of this vision. Design work is well advanced on our Meadows to George St project, with its widened pavements and segregated cycling facilities; also on the transformative George Street First New Town project, covering George Street, Charlotte Square and St Andrew's Square. This project will deliver a much-improved place for people to visit and to walk and cycle through, with wider pavements, places to sit and either segregated cycle lanes or largely traffic free streets.

The Our Future Streets (Circulation Plan) initiative proposes further extension of CCT involving significantly reducing traffic levels in the core of the city centre including on the Bridges corridor and Cowgate.

We've now started work on the redesign of Lothian Road, which aims to significantly improve this street as a destination, for walking, and for cycling whilst functioning efficiently for public transport and enabling other traffic to transit effectively. The project will redesign three major junctions, with Princes St, with the West Approach Road and at Tollcross.

In the Old Town, we'll be working towards delivering a network of connected, high quality, largely car-free streets around the Royal Mile.

Together with improved public transport, these proposals will help our Old and New Towns of Edinburgh World Heritage Site adapt from being traffic dominated to a city centre focussed on people, which supports liveability and our local economy.

An updated City Centre Transformation Delivery Plan and Operations Plan will provide more details of this work.

Improving our town and local centres

Town and local centres are often at the heart of densely occupied areas and provide many of the essential facilities and services that people need easy access to in their local 20-minute neighbourhood. However, they can be dominated by motorised traffic, which makes it difficult for people to move around by walking, wheeling or cycling. This combination of high levels of activity and often difficult conditions is why we propose that town and local centres will be a key focus for our investment in active travel, especially walking and wheeling, over the next decade. The EASI and ABC programmes discussed in the section titled 'Improving walking and wheeling in Edinburgh' will be at the core of our approach to town centres. Any designs on our

town and local centres will be set in the context of the Our Future Streets (Circulation Plan) work, which sets out balance on the use of space in these streets that are key to all functions of the city.

An important element of our work in town centres will be to make the most of opportunities where major work to renew carriageways and/or pavements is already planned. The first two town centres where we propose to take this approach are Dalry and Portobello. These schemes will seek to enhance the centres, aiming to provide integrated public realm, walking, cycling and bus priority. We plan to deliver these improvements by 2026.

- ***Action**: Continue to deliver the 20-Minute Neighbourhood Strategy by improving local access to community facilities and services.*
- ***Action**: Identify pinch points in areas of highest footfall and identify priority locations to commence design and delivery of pavement widening to resolve pinch points.*

Placemaking and public realm improvements

One of the joys of walking, wheeling or cycling is being able to connect with what's around us. We're also more likely to travel actively if we find the environment interesting. So, as well as making our streets easy places to walk, wheel and cycle through, we want them to be interesting and enjoyable places.

Photo of a side street junction, where the mouth of the junction has been made smaller

With this in mind, we will endeavour to use any street space not just functionally, but to make our streets nicer, better places. Where suitable, we'll look to use this space to support our commitments within Edinburgh's Biodiversity Action Plan and our Water Vision. This means that, where Edinburgh's Blue-Green Network has identified the need to manage our flood risk in a neighbourhood, we will aim to incorporate Sustainable Drainage (SuDS) features, where appropriate and maintainable. These features are likely to

be trees that have special space for water storage around their roots underground.

Lower speed limits

When vehicles travel faster, crashes are more likely to result in more serious injuries or in death. Furthermore, fear of the danger from motor traffic is a major deterrent for people choosing to travel actively, especially to cycle[1]. So an important way to reduce risk, and to help people feel more confident to walk, wheel or cycle, is through lower speed limits.

Extending the number of 20mph streets

The introduction of 20mph speed limits in Edinburgh has resulted in a 30% reduction in casualties in the city. Following this success, we are proposing to extend the network of 20mph streets. Further streets that might benefit from a 20mph speed limit have been identified based on a set of criteria approved by the Transport and Environment Committee in April 2021.

Amongst the criteria used for assessing a street's suitability for a 20mph limit, are whether streets have higher density housing such as flats or terraced properties, if there are groups of shops and whether there are likely to be higher numbers of people walking or cycling. The streets to be added to the 20mph network will be decided following public and stakeholder consultation and input.

40mph+ speed limit reductions

The Council are currently in the process of reducing the speed limit on 40mph roads fronted by houses to 30mph. To support this, we carried out a consultation on reducing speed limits on roads outside Edinburgh's main built-up area that have speed limits of 40mph and over. Most of the roads affected are in rural west Edinburgh.

Exploring sub-20mph speed limits

Many streets in Edinburgh where there are lots of people walking and wheeling also tend to play a major role in the movement of general motorised traffic. In most cases, this is very difficult to change. This poses a major challenge to improving the street environment and in making it safe for all users.

In order to deliver safer and more pleasant conditions for everyone some European countries have adopted speed limits lower than 20 mph (for example 20kph) in certain streets. Considering sub-20mph limits in Edinburgh would require amendments to national regulations and signage. With this in mind, we propose to explore the potential for pilots with the Scottish Government.

- ***Action:*** *Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.*
- ***Action:*** *Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.*

[1] Edinburgh Bike Life 2019

- ***Action:*** *Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach*

Providing safe routes to Schools

There are over 65,000 school age children in Edinburgh who need to make their way to and from school 5 days of the week, 38 weeks of the year. It's important that children can make these daily trips safely.

Walking, wheeling or cycling to school can support the positive development of children's mental and physical health. Active school journeys not only help reduce congestion (and associated air pollution) at the school gate, they also help children develop into healthy, more independent and active young people. To encourage and enable more young people to walk, wheel or cycle to school we will change our streets to make it safer and easily for children to travel to school safely in an active way.

Undertaking school travel plan reviews

By 2024, all school travel plans within The City of Edinburgh Council boundary are due to have been reviewed. Based on the barriers that parents, children and staff tell us they face on their journey to school, we will implement changes on a school-by-school basis. This is likely to include introducing School Street Zones, which help to keep motor vehicle traffic away from outside of the school gate at pick-up and drop-off times.

- ***Action:*** *Review all available School Travel Plans with our school communities and prepare a programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools.*

Re-designing our major junctions to work better for people walking, wheeling and cycling

In Edinburgh, as elsewhere in the UK, for many years major road junctions were mainly designed to maximise vehicle flows. This can make them intimidating and unpleasant for people on foot, wheeling or cycling. Pedestrian crossings can involve several stages and long waits, sometimes on small, intimidating islands. And for people cycling, mixing with motor vehicles in large, multi-lane layouts provides a hostile environment. These issues can make the junctions concerned a major barrier to active travel, disconnecting local communities from one another, as well as from local services.

We are reviewing the 40 most challenging junctions in Edinburgh. These have been identified by a process that has included input from stakeholders. The review is developing a priority shortlist for re-design to make walking, wheeling and cycling through them safer and easier. In the next few years, where possible, we will deliver early intervention improvements to the 40 junctions, whilst working on longer-term, major changes to these locations. How many junctions we can deliver major change at will depend on the level of funding available. Retaining efficient public transport flows through the junctions, in line with the Streetspace allocation Framework will also form an important consideration in any changes.

- ***Action:*** *Major Junctions Review (MJR):*
- *Develop individual project Packages for each element of the programme.*
- ***Package 1 -*** *Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello.*
- ***Package 2 -*** *Review requirement and delivery of 40 early interventions following approval of the Our Future Streets (Circulation Plan).*
- ***Package 3 -*** *Review MJR for the top 10 junctions following approval of the Our Future Streets (Circulation Plan).*

Creating pleasant, people-focused Liveable neighbourhoods

As well as developing new connections *between* neighbourhoods for people of foot, wheeling or cycling, we want to improve conditions for walking, wheeling and cycling locally within neighbourhoods.

A key theme of the Council's 20-minute neighbourhood strategy is 'improving sustainable and active travel access to services and facilities'. Examples relating to walking/wheeling include dropped kerbs (or sometimes raised crossings/continuous footways), 'tighter' junctions – reducing crossing distances on side roads and crossings of busier roads.

Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. Issues of intrusive through traffic would also be addressed where there is local support, as would measures such as crossings to help deliver cycling quiet routes. The main aim would be to deliver streets, pavements and places that allow everyone to get around easily locally, improving peoples' health and wellbeing.

An assessment of suitable areas has been undertaken, relevant factors (including the proportion of local populations who are elderly, disabled, whether areas suffer from multiple deprivation, and car ownership) have been considered, along with the potential for integration with initiatives that are already in progress. This has resulted in the selection of priority areas, for example, in Pennywell/Muirhouse and Niddrie/Craigmillar.

The Liveable neighbourhood programme will learn from the experience in the Corstorphine and Leith projects that have recently been implemented. .

- ***Action:*** *Complete citywide analysis and programme for delivery of liveable neighbourhoods.*

Case study

Leith Connections

Leith Connections will create a safer and more attractive street environment for residents and visitors walking, wheeling, cycling and spending time in the local streets and outdoor spaces of Leith. Alongside the creation of segregated cycle tracks the project also removes through

traffic in an area of Leith which has a significant history of issues with traffic volume, speed and associated noise. Improving conditions for walking, wheeling and cycling in the area will improve accessibility to tram stops and bus stops in the area and support more people to choose to travel by public transport. Liveable Neighbourhoods feature in Edinburgh's City Mobility Plan as a key element, to "reduce car dependency, promote active travel, and increase the quality of public space".

Visualisation showing people walking and cycling on an upgraded Sandport Bridge

Measures include the removal of pavement clutter, installation of dropped kerbs and tactiles, re-allocation of carriageway space at junctions and new informal and signalised crossing points for pedestrians. Sustainable drainage features such as raingardens as well as new permanent and trial landscaping areas. These new landscaped areas will include planting, seating, cycle parking and also community led artwork.

Given pre-existing issues and community feedback, the above measures have been reinforced with interventions to reduce through traffic (some on an experimental basis).

Improving the connectivity of our neighbourhoods

Creating new connections for walking, wheeling and cycling between neighbourhoods

In some of our neighbourhoods, a lack of connections for walking, wheeling and cycling means that many local journeys are far longer than they need to be. This is sometimes due to a street layout that involves lots of cul-de-sacs. In other places it can be due to redevelopment of land that formerly had a different use, for example industry, and previously had no need to be connected into local street layouts.

Over the lifetime of this plan we want to start to address this issue. Initially, we will look at the most extreme cases, involving the greatest inconvenience to the largest numbers of people, for example a very indirect walking route to a local school. We will then seek to create new connections to reduce this inconvenience. We will create these new connections, which are likely to require the purchase of land, in close consultation with relevant local communities.

- ***Action**: Undertake study to identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist and define a programme of land purchases to support delivery of those connections.*

Improving existing traffic-free connections within and between neighbourhoods

Widening and lighting our day-to-day path network

Lighting

Photo of solar stud lighting along the canal towpath

Improving how well-lit our path network is one way we can make our paths safer for everyone to use at different times of day. Where possible, we will look to improve lighting across our path network. In some locations, it may not be possible to install additional or brighter street light columns due to impact the light would have on the local biodiversity. We will look to balance these differing needs and make use of environmentally sensitive options, such as low-level solar studs, where required. Where lighting is improved, we will also take into consideration increased energy consumption and the Council's carbon footprint. In general, we won't light paths with a purely recreational function.

Path widening

City Mobility Policy 'Movement 23- Mitigate conflict in shared spaces' seeks to reduce conflict across our network between people walking, wheeling and cycling. One place that conflict can occur is on our off-road, traffic-free path network. On our most heavily used paths, or ones where we expect usage to grow significantly, we will look to widen the path and at the same time will consider separating cyclists from pedestrians. In prioritising paths for widening, we will take account of whether we propose to deliver a parallel segregated on-road cycle route, giving more priority to paths with no parallel proposals.

Any path widening of our traffic-free routes will also need to be balanced with maintaining and enhancing the greenspace that often runs alongside these off-road paths, in line with the Council's Biodiversity Action Plan. Any path widening must minimise impact on protected sites for nature and priority habitats, bearing in mind the importance of off-road routes for biodiversity and habitat growth . We know these routes are popular partially because they give people the opportunity to connect with nature and greenspace. Where possible, we will look to enhance the biodiversity of our off-road path network. In particular, we

will look to focus on areas identified within the Edinburgh Biodiversity Action Plan and Nature Network as opportunities.

Improve the connections between neighbourhoods and the path network

We want our path network to be accessible to everyone whether they're walking, wheeling or cycling. However, much of our off-road path network runs along former railway lines, which were built up on embankments or cuttings with steep, sloping sides. There are parts of the path network where the diversion to reach a ramped access instead of steps is over 500m. We will look to improve access to the path network by replacing steps where possible with accessible ramps. Many of these sites will be protected for nature or contain priority habitats. New access routes will be designed to avoid or minimise impact on biodiversity and important areas for carbon sequestration.

Building Bridges

In some parts of the city, topography, railway lines or waterways form a major barrier, preventing people easily getting where they want to go by walking, wheeling or cycling. In these locations, a new bridge or similar structure can transform active travel opportunities.

In considering the future active travel network for Edinburgh, there are several locations where a significant new bridge could make a big difference to active travel connections, as follows:

1. **Roseburn Bridge.** Connecting from the North Edinburgh Path Network over the tram and main Edinburgh-Glasgow railway line to the new Roseburn to Union Canal route. This bridge would provide an accessible connection between the two routes, avoiding the need to descend and then reascend about 8m via long ramps. Furthermore, the ramp connecting to the southern end of the Roseburn path currently has a challenging gradient for those wheeling or using adapted cycles.
2. **Gyle Bridge:** Connecting communities across the railway line as part of West Edinburgh Link – the Fife railway line forms a barrier between local communities in west Edinburgh, with a lengthy diversion to get across the railway for people walking, wheeling and cycling
3. **Brunstane Bridge**: The existing bridge at Brunstane Station over the Border railway line is part of National Cycle Route 1 and is a key connection for communities wishing to cycle from Brunstane and Joppa towards the city centre. However, the bridge is currently stepped and is inaccessible for anyone wheeling or using adapted bikes, whilst those cycling must dismount
4. **Waverley Valley bridge**– City Centre Transformation agreed the principle of a new bridge for people to walk, wheel and cycle across the Waverley Valley to the east of Waverley Station, further connecting the Old and New Towns between Jeffrey Street and Calton Road. Routing options were explored as part of the emerging Waverley Station Masterplan, which embeds a link at the lower level between East Market Street and Calton Road. This bridge would need to be delivered in conjunction with major redevelopment work at Waverley Station.
5. **Inglis Green Road bridge** – A new development of around 100 flats is planned on the site of a former

warehouse off Inglis Green Road. The site lies close to the Water of Leith. Providing a bridge from the new development over the Water of Leith will not only improve accessibility for the new development, but will provide an alternative to busy sections of Slateford Road for pedestrians and cyclists. The bridge is designated part of the Primary Cycle Network recognising this important role.

There are two locations on our leisure and greenspace routes where bridges or similar structures have been identified as necessary to making routes accessible to all. In these instances, the proposed structure is not to cross the waterway, but to provide an accessible alternative to steps or a narrow, cobbled historic structure.

a) **Alternative to Salveson Steps:** The route along the river Almond is currently inaccessible due the 'Salveson Steps' which negotiate a steep outcrop in the river valley. The community have worked closely with the Parks and Greenspaces team to identify an accessible alternative to allow everyone to access the beautiful greenspace along the river Almond
b) **Slateford Aqueduct** – the Union Canal is a very popular place for people to walk and cycle, both on day-to-day trips and for leisure. However, the path across the historic Slateford aqueduct is very narrow and cobbled. Those cycling must dismount, and it is too narrow for many wheelchairs. Studies have proposed various possible solutions including a parallel walking and cycling deck attached to the current aqueduct, or a completely new structure that would allow everyone to use this popular route comfortably and safely.

Bridges are very expensive to build. We do not expect to be able to deliver all these bridges over the lifespan of the CMP. However, we will look to move designs forward and secure funding where possible, taking into account where the need is greatest, and which bridge(s) align best with the proposed development of the wider network in the plan and with funding opportunities.

- ***Action:*** *Prepare programme and submit business case for off-road path network upgrades.*
- ***Action****: Identify priorities and programme for delivery of active travel bridges and seek funding to progress design and construction as per agreed programme.*

Walking, wheeling and cycling as part of longer, multi-modal journeys

Mobility Hubs

A mobility hub is a new type of transport facility being considered for Edinburgh which brings together public and shared transport modes (for example City Car Club, bike hire) alongside associated facilities, services and information to encourage more sustainable travel. Future hubs are expected to be easily accessible to the local community by walking, wheeling and cycling, providing convenient facilities to support onward travel, as well as enhanced public realm.

Potential locations for mobility hubs in Edinburgh have already been identified in City Plan 2030. Some hubs are already being designed as part of new, private sector-led housing development projects. Other locations where there

is potential to deliver a hub by 2025 are progressing as part of a coordinated pilot approach. We are currently looking at the feasibility of delivering pilot projects in the following locations:

a) Granton
b) Wester Hailes
c) Portobello

These feasibility studies will identify the most appropriate hub location that ties in with key active travel routes, as well as investigating operational and maintenance approaches to ensure the long-term viability of the mobility hub.

Maintaining our walking, wheeling and cycle routes

To allow paths and routes to be used all year round, they need to be cleared of wet leaves in the autumn and gritted in winter. Overgrowing vegetation also needs to be timed back in the spring and summer. To make travelling actively an easy choice throughout the year, we will have a regular, prioritised maintenance programme for our path networks and segregated cycle routes, as well as for key locations and features on quiet road routes (for example modal filters and signs).

- **Action: Review current approach to safety inspection process to ensure maintenance requirements of the cycle network are addressed at appropriate times of year (e.g. cutting back vegetation, sweeping and gritting routes). Prepare proposals and action depending on budget.**

Using our renewals programme to support walking, wheeling and cycling

We already spend a significant proportion of our investment budget on carriageway and pavement renewals to make improvements that support active travel. Going forward, we want to maximise the impact of our investment and coordinate opportunities where carriageway renewal can be combined with active travel improvements. The Dalry and Portobello schemes mentioned at the start of this section are examples of this. We want to continue to prioritise our renewals investment so that it supports the Council's commitments to sustainable transport.

- **Action:** Review prioritisation of Capital Road Renewals programme considering walking, wheeling, cycling, public transport and other factors in time for 2025-28 renewals programme report.

Minor improvements programme

Sometimes, even small changes can make a big difference to how easy or safe it is to walk, wheel or cycle. The rolling minor improvements programme aims to improve walking, wheeling and cycling throughout the city by making such small improvements. Most of these improvements are based on issues that residents have directly identified as a barrier to their local journey. The programme addresses issues and/or locations that won't be tackled by other schemes. These small improvements can include removing barriers which are too narrow for a wheelchair or an adapted cycle to pass through. Other improvements include

installing dropped kerbs and installing signage to help people find their way to local destinations.

- ***Action:*** *Continue delivering the rolling Minor Improvements programme*

Photos showing path before and after chicane barriers were removed

Planning & designing streets for Active Travel

Making walking, wheeling and cycling a natural choice for journeys in Edinburgh requires us to design our streets to encourage this choice. This means changing the design of existing streets when we maintain them or undertake new projects. It also means that, as Edinburgh grows, with new streets and neighbourhoods being built, it's essential that we design these new streets to put people, place and travelling sustainably first.

Edinburgh Street Design Guidance

We need to design and manage our streets so that we make them:

- Places that are safe and easy to walk, wheel and cycle
- Pleasant places to spend time in and pass through on foot, wheeling or by bike

To help ensure we're creating high-quality streets that reflect these roles, the Council adopted the Edinburgh Street Design Guidance (ESDG) in 2015. Since then, we've been producing a series of detailed ESDG 'factsheets'. These provide anyone working on or designing streets in Edinburgh technical guidance on how to create people-focused streets. The factsheets build on and, in some instances, go beyond national guidance such as 'Designing for Streets' and 'Cycling by Design' to provide holistic and Edinburgh-specific street design details.

The Edinburgh Sustainable Drainage Systems (SuDS) factsheets sit alongside the ESDG factsheets and should be used in tandem.

So far we have produced 32 factsheets covering topics ranging from segregated cycle tracks, to crossings, to the use of 'anti-skid' surfacing. However, more are needed to complete the suite. Factsheets will also evolve over time to take on board best practice and lessons learned from their application. We will review the ESDG and factsheets biennially.

For our guidance to be effective, everyone responsible for designing or redesigning streets in Edinburgh needs to be familiar with it. To achieve this, we will deliver training on our guidance. This will be with key Council staff and external parties, such as developers.

- ***Action:*** *Complete remaining Edinburgh Street Design Guidance Factsheets (ESDG) and undertake biennial reviews to align with emerging best practice/reflect lessons learned from use*
- ***Action:*** *Provide staff training on Edinburgh Street Design Guidance Factsheets and key external stakeholders*

Connecting new neighbourhoods through Active Travel

Edinburgh's Local Development Plan (LDP 2016) and the proposed City Plan 2030 that will replace it once adopted (expected 2023/24) indicate how and where the city can develop and grow over the next ten years. New community infrastructure is often needed to accompany development:

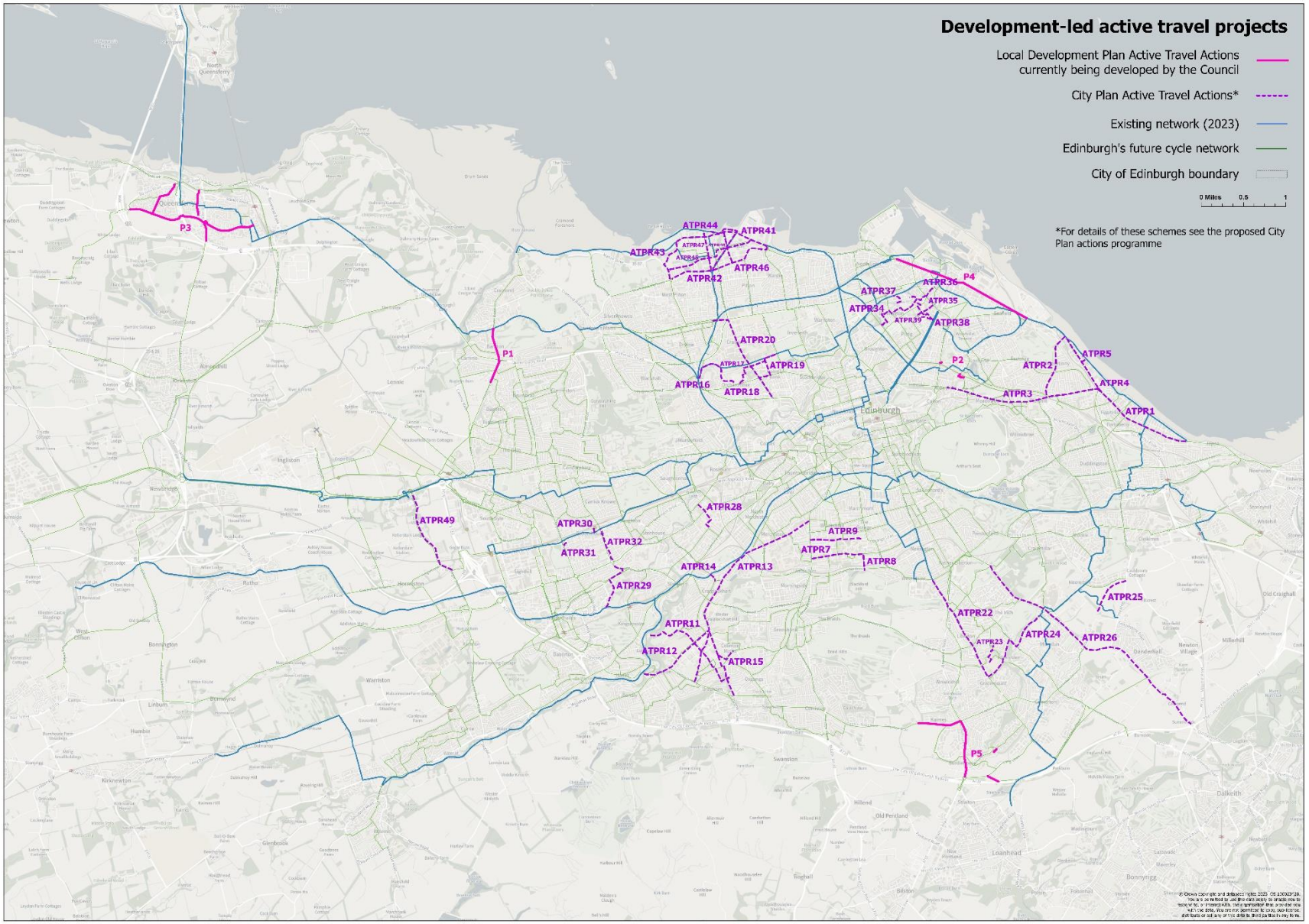
this includes active travel infrastructure to help people make sustainable travel choices.

The required infrastructure investments to deliver City Plan, and to meet its aim of a ‘city where you don’t need a car to move around’, are set out as ‘actions’ in the accompanying LDP and City Plan Action Programmes. The active travel actions range from crossings and connections to local services, to strategic infrastructure. The strategic infrastructure will help to connect new neighbourhoods to town centres, or to the city centre via the city-wide cycling network. The cycle network shown in the section titled ‘Improving cycling in Edinburgh’ has been designed to ensure that cycle links connect new neighbourhoods into the wider cycle network.

Many of the active travel links associated with development proposals will be delivered as an integral part of the neighbourhood street layout when new homes and businesses are built. Some additional improvements will be on public roads or on land in different ownership. In some cases, developers will be expected to deliver these links, with planning conditions or a legal agreement used where required. In other cases, developers will be required to contribute towards the cost of delivery. The LDP links that the Council are currently progressing are shown on the map below. More details on these links can be found in table 1 in Appendix 2. For a full list of all the proposed active travel links that are required to support development in the LDP (2016), see the LDP Action Programme[2]. For the full list of proposed active travel links in the new City Plan, see the proposed CPAP. The map on the next page shows how the new cycle network aligns with all the proposed City Plan links. For mapping of **all** City Plan and LDP active travel links, see the council atlas.

[2] The current Local Development Plan Action Programme (LDPAP) is currently being refreshed and therefore these actions and the map will be updated in due course.

Figure 4: Map showing City Plan Active Travel connections to the existing and proposed day to day cycle network



In west Edinburgh, the city will expand quite significantly over the next decade. To support development in this area, the Council is investing in major transport infrastructure. This is the West Edinburgh Transport Improvement Programme (WETIP). The WETIP transport links will also provide important connections between Edinburgh's neighbouring communities and the city. As part of this wider package of transport improvements, a high-quality walking and cycling link will be provided from Broxburn, connecting eastwards along the A8. High quality cycling infrastructure will then be built as part of new neighbourhood(s) to the south and east of the airport. This infrastructure will connect to the A8 route and enable residents of the new neighbourhoods to safely travel east into neighbouring parts of Edinburgh. To make the A8 safer for people walking and wheeling, and ensure public transport stops are easily accessible, there will also be new pedestrian crossings of the A8. Importantly, these will be at street-level, rather than using bridges of underpasses. This means the crossings will be easily accessible to everyone.

As Edinburgh grows, we need to build these important active travel connections. Edinburgh is expected to grow a lot over the next decade, so this is a large programme of work. As much as possible, we will try to develop the links to the network so that they are in place and ready for people to use as they move into their new homes. Once City Plan is formally adopted, a delivery programme of works will be developed. This will align work with when we expect homes to be built and people to move into new homes. The delivery programme will also set out what we expect developers to financially contribute for each identified link. For infrastructure with significant benefits beyond those of serving the new development, the Council will invest too.

Masterplans

We expect all new development proposals to embed / apply the ESDG and factsheets. Likewise, any development frameworks or masterplans prepared to inform development proposals must ensure the principles in the ESDG are embedded from the outset.

- ***Action:*** *Create a programme for delivering active travel interventions from Local Development Plan Action Programme.*
- ***Action:*** *Create a programme for delivering active travel interventions from City Plan 2030 Action Programme. Secure funding for delivery.*

Accessing our green spaces and going for leisure cycles

In Edinburgh, 40% of the trips that people walk now are purely for enjoyment or fitness, whilst nearly a quarter of cycle rides are for leisure. People often have a choice to take a local walk or cycle, or alternatively drive to somewhere where they then take exercise. Providing good opportunities for local recreational walking and cycling therefore has a part to play in efforts to reduce traffic.

In this work, we are proposing more 'light touch' improvements for purely recreational routes, with less emphasis on lighting, high quality surfaces and widths. This is for two reasons:

- As these trips are for leisure, feeling like you've escaped from the city is often part of what's enjoyable about the trip
- These journeys are most likely to be made during the day and, because we want to protect our greenspaces as biodiversity rich spaces, we need to limit light pollution

This means sometimes we will be aiming to improve these routes to a different standard compared to our paths and routes that are helping people to get around for day-to-day journeys.

Walking and wheeling to Edinburgh's parks, green spaces and waterfront

Edinburgh's Open Space Strategy (the OSS) will shortly be refreshed. The OSS will look at where we need to make it easier for people to get to our parks, woodlands and traffic-free path network, as well as to Edinburgh's coast and beaches. Changes that are needed in streets close to, or next to, greenspaces will become part of this paper's delivery programme. This means they will be prioritised in relation to and delivered alongside other projects in this paper. Improvements that are needed wholly within the city's greenspaces, such as parks, will be delivered as part of Edinburgh's Thriving Greenspaces Programme.

Examples of the types of schemes this workstream will involve are:

- New crossings within or between areas of greenspace, for example:
    - between Wester and Easter Craiglockhart hills or
    - at the roundabouts within Holyrood Park (subject to agreement with HES)
- Creating new ramps along the North Edinburgh Path Network, so that those wheeling (and cycling) can easily join and leave this greenspace corridor
- New bridges, such as across the Water of Leith
- Access, placemaking and signage improvements along the Water of Leith, as identified in the Water of Leith Management Plan 2020-2030. (Many of the actions in the Water of Leith management plan will also benefit people cycling).

Cycling

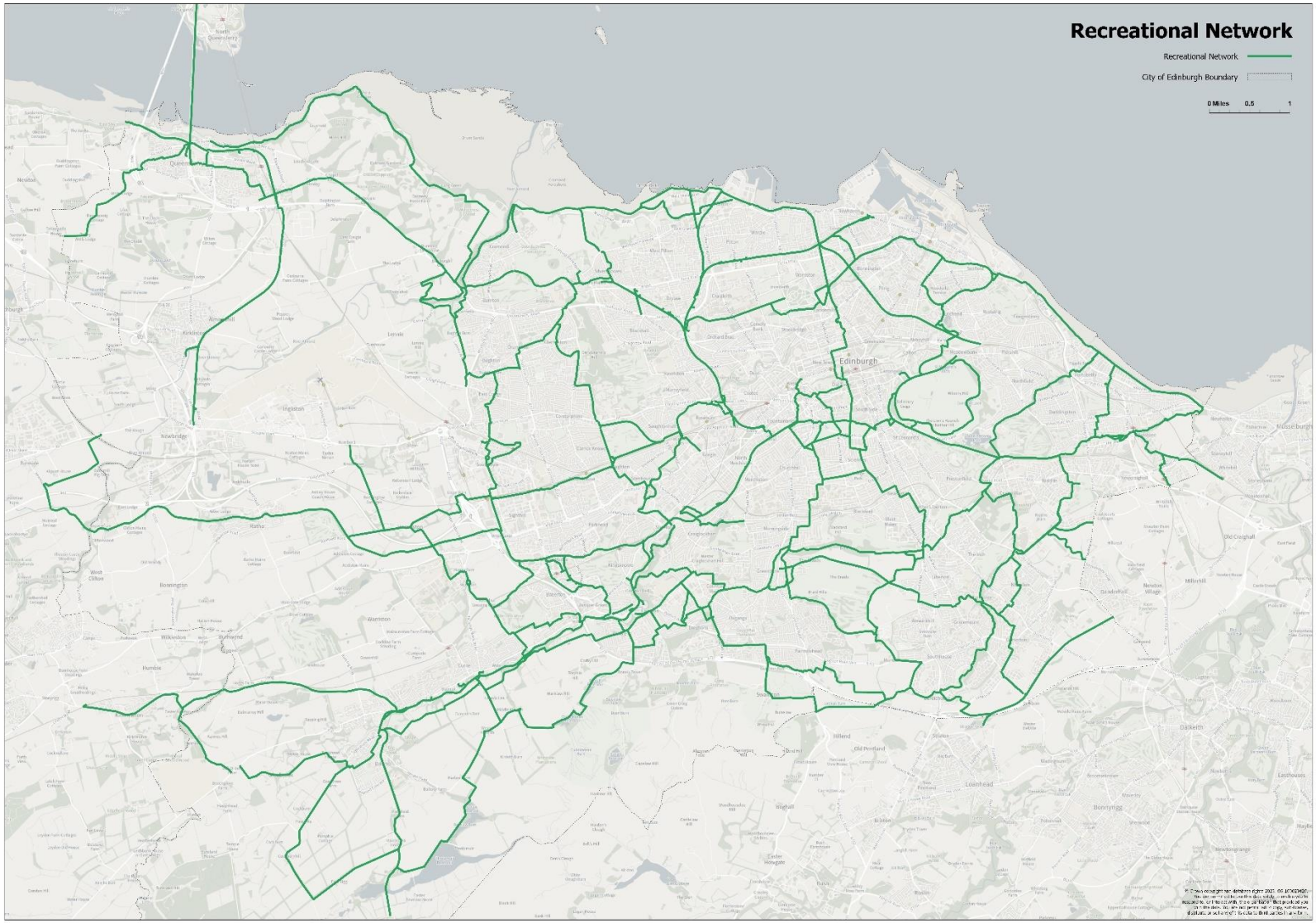
We are proposing the following cycle network in Edinburgh for people to enjoy for leisure rides. This network is designed to take people to or through Edinburgh's parks,

greenspaces, coast and hills. In general, we are not planning to make changes to much of this network. Instead, we will look to sign and promote routes that make up the network.

Where these routes overlap with the day-to-day network, we will design the route to meet the standards set out in the section titled ‘Improving cycling in Edinburgh’.

Where the routes are for leisure purposes only, we will focus on improving access to the network, and on providing safe crossings where the network crosses a busy road. This is so more people can access the network closer to their homes and so the network provides as much separation from busy traffic as possible. In a small number of locations, we will look to make limited upgrades to the surface or drainage, mainly to ensure a path is useable after wet weather.

Figure 5: Edinburgh's proposed recreational cycle network



This means parts of leisure routes may:

- be unlit
- have unbound surfaces
- be narrower than the minimum width set out in the ESDG for day-to-day cycle routes (We may widen paths in some locations. However, this should not come at the cost of losing key habitats and important opportunities to boost biodiversity.)

This is to make sure we maintain the rural character of Edinburgh's green and blue spaces and keep them as havens for wildlife.

We recognise that limited improvements to the recreational network will mean sections remain inaccessible for some people. We have an aspiration to have this network audited and mapped, illustrating accessibility for different uses. To progress this work, we will require additional resources.

The day-to-day cycle network will provide routes that are safe for everyone to use at all times of day (for example, Slateford road instead of the canal, and Lanark Road instead of the Water of Leith).

- ***Action:*** *Subject to finalisation of the Open Space Strategy (OSS), create a programme to inform the delivery of crossing, pavement and path upgrade improvements (as identified in the OSS) and the Water of Leith Management Plan to improve access to Edinburgh's green and blue spaces.*
- ***Action:*** *Develop programme and commence delivery of highest priorities for new/expanded network of existing leisure cycle routes through installing route signage and new access points*

A note on funding this work

Where actions ensure new homes have good quality access to green and open space, there may be some developer funding available. However, at present actions in this section that purely serve recreational movements are not eligible for Scottish Government funding through the Places for Everyone programme. The programme of work covered by this section is therefore likely to be significantly smaller than other programmes in this plan.

Supporting and encouraging people to walk, cycle and wheel

Why do we need behaviour change measures?

Most of this paper deals with changing Edinburgh's infrastructure to make it easier and safer to walk, cycle and wheel. Change towards active travel can be achieved more quickly when infrastructure investment is combined with what are often referred to as 'behaviour change' measures[3].

Over the lifespan of the CMP, we will build on our work to date (see CMP Implementation Plan) and use more recently developed behaviour change models to refine our approaches.

Setting the foundation – Capability – Opportunity - Motivation

To inform and structure our approach to behaviour change we have used the 'COM-B' behaviour change model[3]. The COM-B model says there are three key factors that influence people's behaviour: Capability, Opportunity and Motivation.

1. **Capability** is an individual's physical and psychological ability to do something.
2. **Opportunity** is the physical and social factors which enable or restrict a behaviour.
3. **Motivation** is the conscious and unconscious thoughts which direct and inspire an action.

These factors interact together to influence behaviour. A change in behaviour is most likely where all three work together.

For example, to help encourage someone cycle instead of drive, they need to:

- feel capable of riding a bike (physically and psychologically),
- have the opportunity to make a trip on safe infrastructure in a social environment that sees cycling as an acceptable activity,
- feel motivated/encouraged enough to use the bike instead of their car.

We will group measures together to influence Capability, Opportunity and Motivation over time with target audiences. We will do this in partnership with key delivery organisations, such as third sector partners, the Health and Social Care partnership, and communities themselves. This will ensure our behaviour change work can be as effective as possible.

CASE STUDY: Pilton Community Health Project green prescribing "Taking Steps to Better Health"

In spring 2021, it was recognised that vulnerable groups in Edinburgh, already facing health inequalities and social issues, were at risk of wider social and health inequalities because of the Covid 19 pandemic. Pilton Community

[3] See Sustrans and the Department for Transport's 'Moment of Change' document, July 2021

Health Project, in partnership with City of Edinburgh Council, launched the Taking Steps to Better Health Project as a response. Working with residents in North Edinburgh, the project "prescribes" walking through local GP practices and pharmacies. The majority of the people engaged through the project live in the 5%-20% most deprived on the Scottish Index of Multiple Deprivation, covering parts of Pilton, Boswall, Muirhouse, Granton, Royston Wardieburn and Drylaw.

"Our aim with Taking Steps to Better Health is to encourage people to be physically active as a routine part of their daily life, to create their own self-management techniques – affordable accessible ways to improve their mental health and wellbeing and potentially gaining the confidence to address some of the wider determinants of health, especially those exacerbated by the pandemic (isolation, loneliness, low income, unemployment) and now the cost of living crisis. Walking doesn't require much equipment or gear compared to other activities so if budgets are tight, walking is a great form of exercise." – Julie Patterson, Development Manager, PCHP.

The project is linked to the council's NEAT Connections scheme, looking to improve active travel links on Pennywell Road and the surrounding areas of Muirhouse and West Pilton.

Participants in Taking Steps to Better Health can get involved in group walks, ecotherapy, one-on-one walk and talks, and storytelling walks, amongst others. The project engaged with 174 participants in the pilot year, with over half of these claiming the project made them feel safer walking in the local area.

The project was officially commended by the Scottish Parliament in September 2022, recognising the efforts in re-connecting communities to nature and physical activity, especially those with long-term health conditions and/or complex social, emotional or practical needs.

The Behaviour Change Programme

Who will we work with?

To help achieve this paper's outcomes, we need to get as many people as possible travelling actively as soon as we can. Our behaviour change strategy will help support and encourage all people in Edinburgh to use active travel. However, it is generally recognised that behaviour change measures are most affective when they are targeted to particular audiences (DfT, 2011), and this is also implicit to the COM-B approach. To achieve this, we have undertaken market research to identify population groups and types of behaviour change measures that are best suited to them (Figure 6). This research also identified groups which are most likely to increase active travel behaviours and switch from car use. These groups are a particular focus in our behaviour change programme. They are defined as:

1) **The new starters**: Primary school children.
2) **Transitioning – young people to adults**: Young people 16-24, transitioning from secondary school to further/higher education and work. In general, young people typically travel more actively and sustainably than other demographics.
3) **Active by need**: People that tend to travel actively and by public transport for practical cost and convenience reasons.

4) **The occasionals**: People with positive attitudes to active travel but only walk, wheel or cycle occasionally.
5) **The potentials:** Families with children potentially amenable to active travel but need encouragement.
6) **Need a nudge**: Other households potentially amenable to active travel but need encouragement.
7) **Regain confidence**: Older people who doubt their ability to walk/cycle, but would be keen to do so a bit more if they felt more confident.

There are also those in the city who could benefit more than others when they walk, wheel or cycle. This is often because walking, wheeling or cycling and the opportunities it opens up may significantly benefit their health and wellbeing. As noted in the City Mobility Plan, these include people in most deprived deciles of the SIMD, older people, women, and mobility impaired people. Based on this, we have also identified the following two groups with whom we will work to support their opportunities and ability to travel actively:

1. **Third age**: Retired, active people.
2. **Mobility restricted:** Mobility restrictions due to age, health or disability

To deliver on the CMP's outcomes and objectives most effectively, we are planning combinations of measures with all the groups identified above. However, many of our behaviour change programmes will remain open to everyone within the city.

Where and how will we deliver measures?

In order to encourage more cycling, high-quality infrastructure that feels safe from busy traffic is required. This means our behaviour change initiatives will, in most cases, be targeted in areas where we construct new active travel infrastructure, or where high-quality infrastructure already exists. Where appropriate, we will continue to deliver promotional campaigns across the city.

The types of behaviour change measures

Building on the WACI data and market research, we have taken input from stakeholder organisations and experience from past years of our behaviour change work to refine the potential behaviour change measures targeted to each group. These have then been prioritised through the COM-B model to produce an effective combination of measures that are tailored and targeted to the population groups.

These groups and measures will form the basis of our behaviour change programme. The full list of measures can be found in appendix 4.

CASE STUDY: SCOREScotland's Pedal and Thrive, reaching women of ethnic minorities in Wester Hailes

The West Edinburgh Link project is working to establish active travel routes for some of the most deprived communities in the West of Edinburgh. As part of the community engagement for the project, barriers to cycling were identified for women and ethnic minorities in Wester Hailes in particular. SCREScotland's Pedal and Thrive project aims to tackle these barriers.

In Edinburgh as a whole, women and ethnic minorities are less likely to cycle, compared with men and white people. Pedal and Thrive provides opportunities for these groups to be part of a cycling community, develop confidence in

cycling, or to give cycling a go for the first time. Some residents in Wester Hailes live in the most deprived 5% of the Scottish Index of Multiple Deprivation, and access to cycling as a transport option can provide much needed connections for everyday life, without the prohibitive costs of motorised transport.

One participant shared that after taking part in Pedal and Thrive, “I am currently encouraging my daughters to ride a bicycle and use it in their daily lives as a safe, wonderful and useful means of transportation” whilst another said the cycling activities “remind me of when I was young and cycled everywhere – it makes me so energetic!”

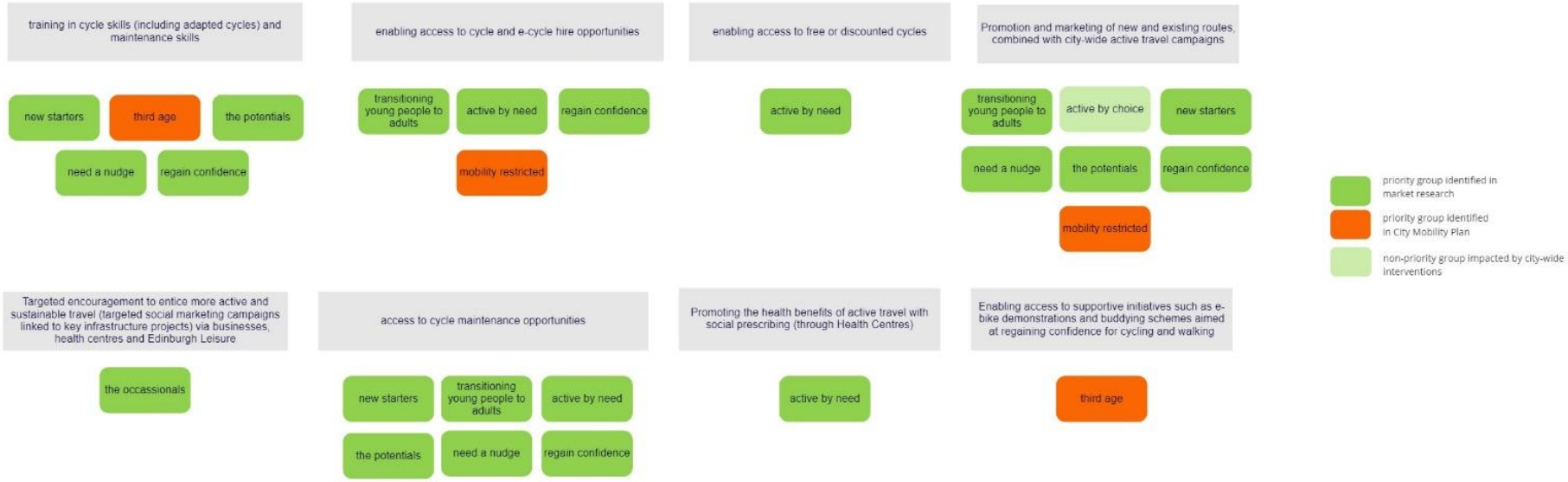
The project offers cycle training for adults and young children, women’s specific cycling groups, bike maintenance sessions, and bike security marking. When asked what participants would have done if they had been unable to access free basic cycle maintenance, 42% responded that they would be unable to access their cycle as a mode of transport.

After the pilot year (starting June 2021), 25% of participants said cycling was their main mode of transport, with 34% saying walking is their secondary mode of transport. In 2022, SCOREScotland engaged over 300 participants in cycling activities and events, the majority of which were women and teenage girls.

- **Action:** *Provide training in cycle skills (including adapted cycles) and maintenance skills*
- ***Audience****: new starters, third age, the potentials, need a nudge, and regain confidence*
- **Action***: Enable access to cycle and e-cycle hire opportunities*
- ***Audience****: transitioning – young people to adults, active by need, the occasionals, need a nudge, the potentials, regain confidence, and mobility restricted*
- **Action***: Enable access to free or discounted cycles*
- ***Audience****: active by need*
- ***Action****: targeted encouragement to entice more active and sustainable travel (targeted social marketing campaigns linked to key infrastructure projects) via businesses, health centres and Edinburgh Leisure*
- ***Audience****: the occasionals*
- **Action***: Provide access to cycle maintenance opportunities*
- ***Audience****: new starters, transitioning – young people to adults, active by need, the potentials, need a nudge, and regain confidence*
- **Action:** *Promote the health benefits of active travel with social prescribing (through Health Centres)*
- ***Audience****: active by need*
- **Action:** *Enable access to supportive initiatives such as e-bike demonstrations and buddying schemes aimed at regaining confidence for cycling and walking*
- ***Audience****: third age*

- **Action:** *Promotion and marketing of new and existing routes, combined with city-wide active travel campaigns*

Figure 6: Diagram illustrating the 7 behaviour change actions and the target audiences, listed on previous page



Working together to deliver a walkable and fully accessible city, where cycling is also a realistic choice for all

Making Edinburgh a better place to walk, wheel and cycle will require collaboration on many levels both within the Council and externally.

CMP: the Council's plan

The CMP is a Council-wide, interdepartmental plan. Actions within the CMP will be delivered by a variety of teams across the Council, for example those responsible for street design, new developments and the parks and green spaces. The Council's Placemaking and Mobility team will coordinate the delivery and monitoring of the actions in this plan.

This paper: one of a suite of CMP 'Supporting Information' papers

This paper sits alongside others relating to Road Safety, Public Transport, Parking, Air Quality and the City Centre Transformation Programme, with actions contained within the CMP Implementation Plan. Actions in this plan are intended to be complementary. Some actions enable others to be implemented successfully. For example, parking restrictions will be needed on some streets to provide space for people cycling, even when the street is too narrow for segregated cycle lanes.

Sometimes, actions have more than one purpose. For example, lower speed limits and improved routes to school are both safety measures as well as means of improving active travel.

Working with external partners to improve active travel in Edinburgh

This paper and associated actions are primarily the Council's responsibility. The actions set out what the Council will deliver to enable more people in Edinburgh to walk, wheel and cycle over the next decade and beyond. However, to successfully bring about the scale of the change needed in Edinburgh, we need many other people and organisations to contribute to change.

We have already mentioned working with our neighbouring local authorities to improve cross-boundary walking, wheeling and cycling routes. The railway sector will need to lead on expanding cycle parking at train stations. We recognise the role of working with partners like the Water of Leith Trust and Edinburgh and Lothians Greenspace Trust to improve walking, wheeling and cycling to and through our greenspaces. Third sector and community-based organisations will play a key role in supporting people to choose to travel actively. These organisations understand peoples' lived experiences and in many cases are already delivering walking and cycling activities 'on the ground'.

Securing changes to national legislation

To improve walking, wheeling and cycling in Edinburgh, changes to some national legislation is necessary. The Council cannot bring these changes about directly. We will

work with Scottish Government to make these changes happen.

The legal Orders process is a significant barrier to implementing Active Travel schemes in Edinburgh. We will continue to engage with Transport Scotland and the Scottish Government to streamline or remove these barriers to efficiently delivering Active Travel infrastructure in Scotland.

Currently, legislation in Scotland is also a barrier to trialling innovative solutions in our streets, such as Continental-style zebra crossings (we discuss these further in the section titled 'Harnessing innovative solutions'). Over the lifespan of this plan we will seek legislative changes that enable innovative solutions to be safely trialled and if successful, rolled out more widely in the city and beyond.

One form of innovation that we would like to see in Edinburgh is already widely used in London (and is used elsewhere in England and Wales). This is 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:*** *Work with and continue to push for Scottish Government regulation change to the Traffic Regulation Order and Redetermination Order process to support greater efficiency.*
- ***Action:*** *"Call on the Scottish Government 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*

How we will deliver this plan

In this section we discuss funding, resourcing and priorities for delivery of this paper. We also cover our approach to delivery, engaging with communities and, where appropriate, trialling solutions prior to full implementation.

Funding and resourcing the Plan

We estimate delivering every action in this plan to its fullest extent would cost £824M - £1,124BN (at 2022 prices). Appendix 3 provides more details on how we have costed the plan.

Our delivery programme will be determined by how much funding we can secure for this work. As with the current, funded investment programme, most of the funding for the plan will be sought through external funding bids. The main funding sources currently available for the delivery of active travel investment are (as of January 2023):

- The Council's Transport Capital Investment Programme
- The Scottish Government's Cycling Walking and Safer Routes fund
- The Sustrans Places for Everyone fund (distributed on behalf of Transport Scotland)
- The new Active Travel Transformation fund.

Full delivery of the actions in this paper, even over a long period of time, will require a substantial increase in funding and resources, including Council staff resources. Consequently, we propose to seek funding to develop a business case and delivery programme, including a resource plan, for this paper.

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), initially endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some major improvements that will benefit people walking and wheeling. Appendix 2 sets out the ATInP to 2026. The map in Figure 3 (see 'Improving cycling in Edinburgh' section) shows the locations of the current programme.

The current pressures from inflation will impact the scale of programme that we can deliver, as the cost of delivering each scheme has increased. However new funding opportunities mean that, subject to successful funding bids, we may be able to mitigate some or all of this cost escalation. We will update the existing and future programmes regularly to reflect the ongoing funding environment.

Engaging with Communities and stakeholders

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.

During the COVID 19 pandemic, the Council was asked to implement schemes at very short notice for public health reasons. This meant we put projects in place with minimal

notice, with engagement and discussion often taking place **after** implementation. This enabled the rapid roll out of many projects but caused significant concerns from communities. We have learned lessons from this and emphasise that future (non-emergency) projects will be based on appropriate engagement and consultation prior to construction taking place.

When engaging with communities and stakeholders, we will strive to ensure we hear the views of all. This means, for example, seeking input from groups that represent the interests and views of people who find it difficult to participate in consultation, for example by reason of illness or lack of time. We say more about our plans to support and encourage people to travel more actively in the ‘Supporting and encouraging people to walk, cycle and wheel’ section.

Trialling new street layouts as part of the development and delivery of routes

To achieve the objectives and targets of the City Mobility Plan, including a 30% reduction in kilometres travelled by motor vehicles in Edinburgh by 2030, we need to change the street and transport network in Edinburgh significantly. As we adapt the network, for some routes we will look to trial new street layouts as part of the development of new schemes. This will help us both deliver routes more quickly, whilst giving us the opportunity to improve designs as we go. Community engagement will be a key part of the development process of any future routes that are developed using trial street layouts.

Priorities for delivery

Making Edinburgh a fully accessible city with an excellent cycle network will require improvements to almost every street in the city as well as investment in our path networks. There’s a lot of work to do. Also, some types of changes are most relevant to specific streets within the city, for example our local high streets. This all means we need to prioritise where we make changes and how much resource and funding to allocate to which programmes.

Historically, less investment has been available for improving our streets for walking and wheeling. Whilst the current Active Travel Programme includes significant investment in walking and wheeling, we want to grow this, with more investment in walking and wheeling specific programmes. With the opening of Scottish Government funding to all types of active travel, we now have the opportunity to do this. We will particularly seek to use this funding to drive forward the EASI programme, set out in the ‘Improving walking and wheeling in Edinburgh’ section.

In the CMP Implementation Plan, we’ve given a little more detail on how we propose to prioritise this work. For walking actions, we have set out which of these actions we’ll look to deliver across the city and which might be more targeted to say, our city and town centres. Some of the primary locations for walking and wheeling investment have been referenced in the Our Future Streets (Circulation Plan). These key locations have been identified in Our Future Streets (Circulation Plan) as ‘Walking/wheeling and place priority streets’.

In the CMP Implementation Plan we’ve also said what we’ll do over the coming years to take the actions in this plan

forward. We know we can’t deliver all the infrastructure-related changes everywhere by 2030 so, in some cases, we have or will set a target for us to aim for by 2030 instead.

As noted above, we now propose to seek funding to develop a business case and delivery programme, including a resource plan, to support this paper. In doing this we will take account of feedback during consultation on the draft plan in spring 2023.

Harnessing Innovative Solutions

There are lots of ways we can make walking, wheeling and cycling in Edinburgh a better experience simply by getting the basics right. There are also more innovative solutions we will look to trial and roll out more widely if they are successful. Over the lifespan of this plan, we will continue to learn from best practice and innovation elsewhere and adapt it to Edinburgh's local context.

At present, how we design our streets is constrained by quite stringent legislation. To be more innovative, and to trial different solutions on our streets will require a change to Scottish legislation.

One innovative solution that we have begun work on and will continue to progress under the new plan is Continental-style zebra crossings.

Continental-style zebra crossings

Zebra crossings provide people walking and wheeling priority over other street users to cross the street. Continental-style zebras use the black and white paint markings on the road but not the flashing light columns (Belisha beacons). Continental-style zebras have been used for many years across mainland Europe, and have been trialled in Manchester, Cardiff and in the Republic of Ireland. As the crossings are significantly cheaper, it is possible to install many more of them, more quickly and so benefit more people in more places. However, there are questions around the efficacy of these crossings compared with the version with Belishas. Importantly, installing Continental-style zebras on the public road in Edinburgh would require a change to Scottish legislation. However, there are many similar crossings on private roads in the city, for example on University campuses, shopping centres and on hospital road networks. We will therefore look to undertake research on existing crossings and, depending on outcomes, seek consent from the Scottish Government to trial low-cost zebras on public roads. If these trials are successful, we would seek to roll out this type of crossing more widely across the city.

Edinburgh Smart Cities

As part of Edinburgh's Smart Cities programme, the Council is upgrading traffic signals and CCTV equipment. This upgraded technology will allow us to record the number of people walking and cycling in more locations around the city. This information will help us to better understand changes in walking and cycling movements as we invest in better infrastructure. We will integrate this additional count data into our website that has all of the information from our walking and cycling counters around the city. More information on our counters can be found in our City Mobility Plan 'Context' section.

The Smart Cities programme is also exploring the use of radar sensors for cycle detection at the 10 crossings and junctions that are used most by people cycling across Edinburgh. Based on speed, the radar would detect the person cycling approaching and call the crossing or lights to go green. Cycling only uses people's own energy to power the bike. Stopping and starting regularly makes a cycle journey harder work as well as slower. Conversely, these radar sensors will help make cycle journeys easier as well as reducing delays.

Helping 'Bike buses' travel through junctions safely

In Edinburgh we already have one 'bike bus' that collects pupils and supports them to cycle to school together alongside their peers. We want to support more of these over the lifespan of the next plan. One of the ways we can do this is by installing software at major junctions on the route that allow the lights to be held on green, giving the bike bus enough time to pass through in one go. This would make the junction safer for the children and save a council member of staff being on site to do this manually. When new 'bike buses' are set up in Edinburgh, where suitable, we will look to use this technology, supporting safe, active journeys to school.

- ***Action:*** *Develop plans for delivering innovative solutions for active travel, starting with Continental-style zebra crossings. Investigate opportunities to trial low-cost zebra crossings.*

Appendix 1: Additional maps

Figure 71: 20mph street network in Edinburgh

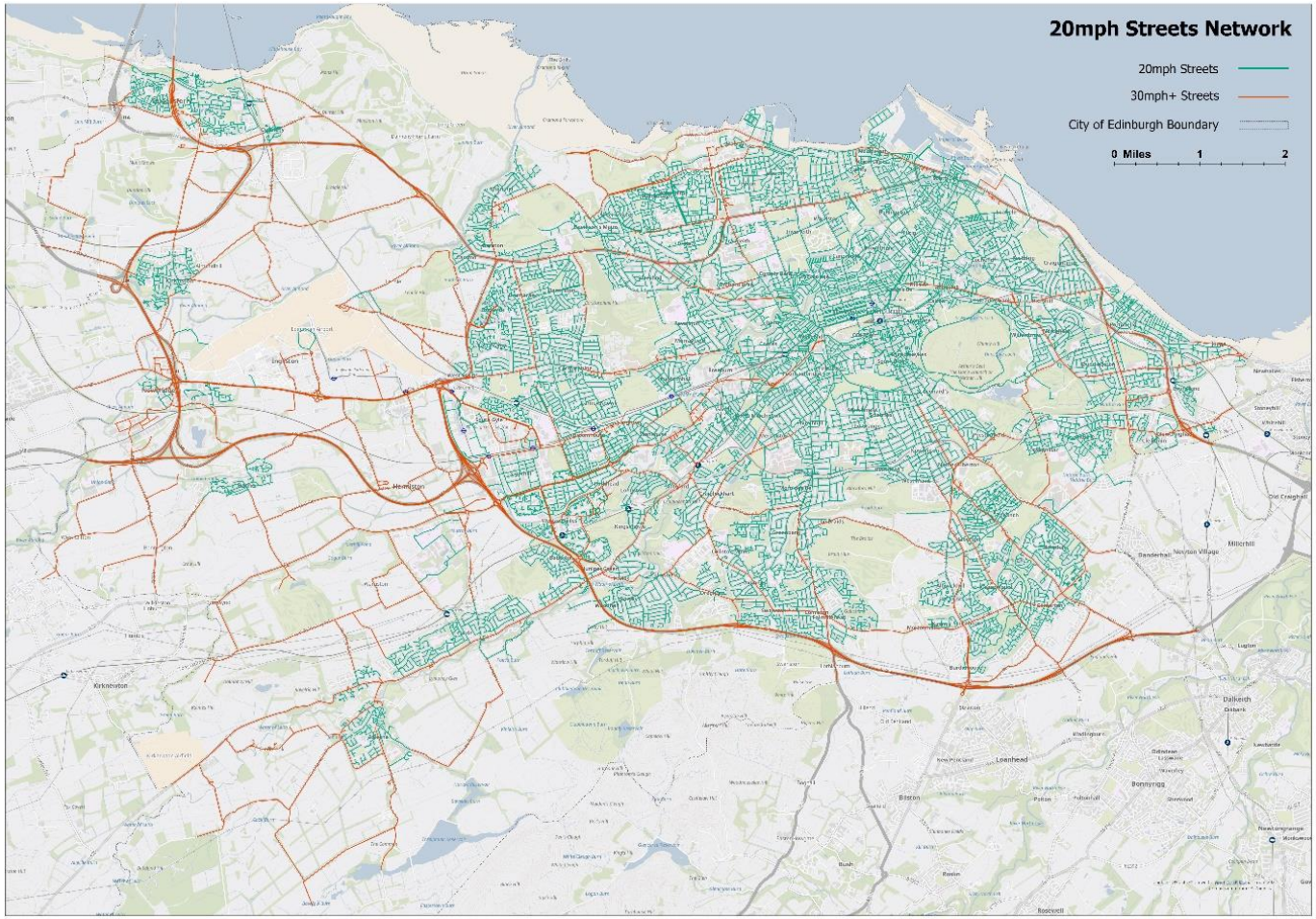
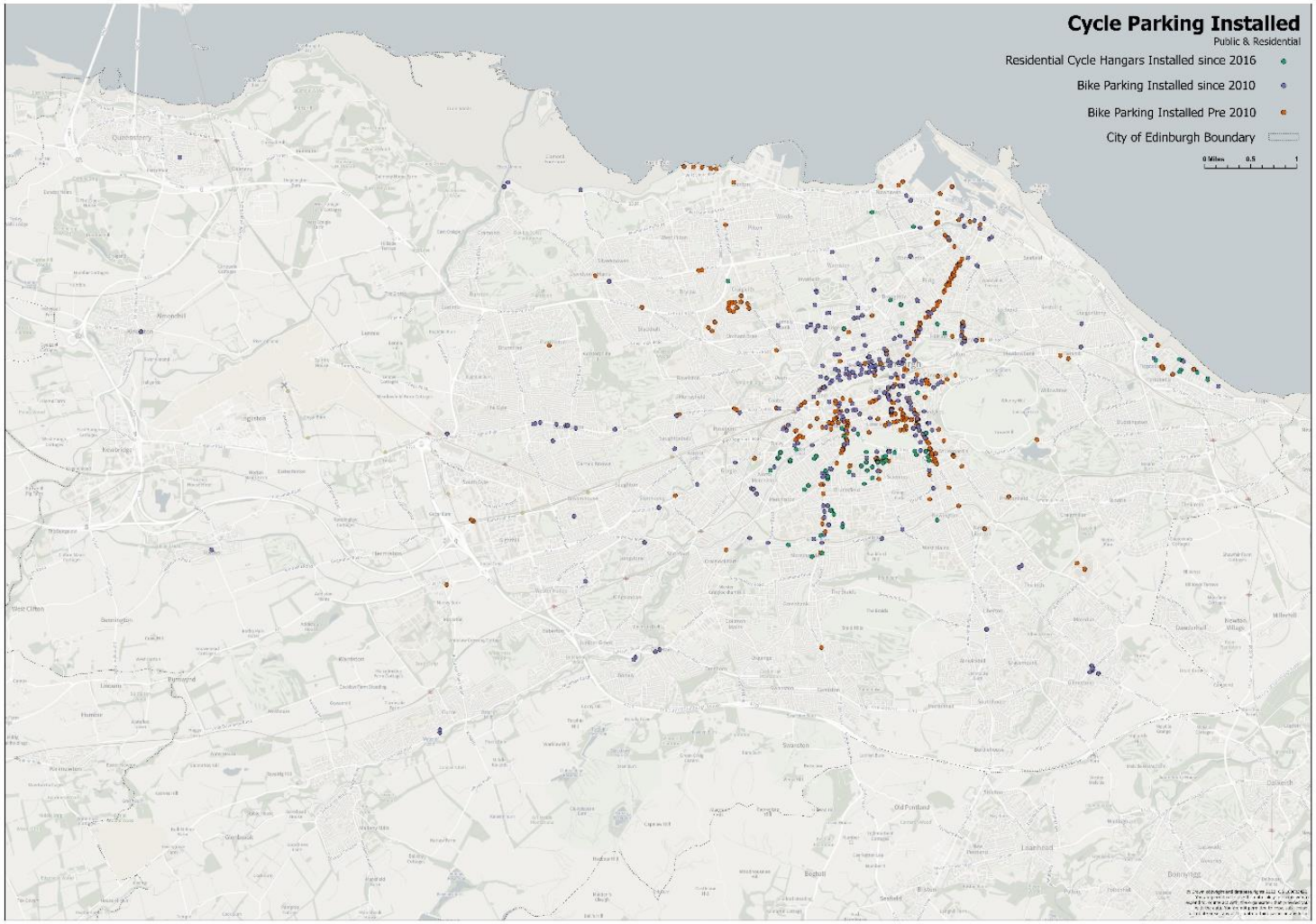


Figure 8: Cycle parking in Edinburgh



Appendix 2: Active travel Investment Programme and Local Development Plan Active Travel Actions

An up-to date list of active travel projects with current planned start and completion dates can be found at the following link:
https://www.edinburgh.gov.uk/downloads/download/15246/active-travel-improvements

Table 1: Schemes to be delivered by 2026

Project	Number on map	Brief scheme description	Walking & wheeling	Cycling benefits
Arboretum place	1	Public realm upgrade of area outside the west gate of the Botanics.	✓	✓
Mayfield and Cameron Toll to Bioquarter	2	Segregated cycleways and cycle/foot paths		✓
City Centre West to East Link (CCWEL)	3	Segregated cycle lanes, crossings and street improvements from Roseburn to York Place via Haymarket	✓	✓
Corstorphine Connections Low Traffic Neighbourhood	4	Phase 1 - reducing and calming through traffic at key locations to improve access to the schools by active travel. Public realm improvements. Phase 2 - wider pavements and crossing improvements	✓	✓

Cultins Road	5	Improved cycle link between the Canal and QR8.		✓
Davidson Mains Park phase 2	6	Improved path link to Barnton Park Avenue	✓	✓
Deanhaugh street and Leslie place	7	Pedestrian crossings upgrade at junction	✓	
Fillyside Road crossing	8	New crossing for people walking and cycling over Seafield Road East, providing a connection from Fillyside Road to Seafield promenade	✓	✓
Leith connections	9	Improved walking and cycling connections from the Foot of Leith Walk to Ocean Terminal and development of other local proposals including the LTN at Leith	✓	✓
Marchmont to kings building	10	New cycle lanes and junction/crossing improvements.	✓	✓
Meadows to George St	11	Segregated cycle lanes and street improvements.	✓	✓

Meadows to union canal	12	Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements.	✓	✓
North Edinburgh Active Travel (NEAT) connections	13	New segregated cycleways, crossings and street improvements.	✓	✓
One-way street exemptions	Not shown on map	Change to legal orders and in some cases, small changes to street lay-out to allow people to cycle both ways in selected one-way streets around the city		✓
Qr30 holyrood park to ratcliffe terrace	14	Includes cycle crossing of Craigmillar Park Road and contraflow cycle lanes		✓
Qr5 Holyrood Pk	Not shown on map	The connection from Dumbiedykes to Holyrood Park. Improved crossing opportunities on the loop around the Scottish Parliament building. Improved cycle and foot path from the Scottish Parliament building car park, across the playing fields to Royal Park Terrace towards Meadowbank.	✓	✓
Qr51 st leonards - canongate/ holyrood drive	15	Phase 1 -Uphill cycle segregation on Holyrood Rd		✓
Qr6 grange rd crossing (cumin place)	16	New crossing for people cycling and walking (toucan crossing)	✓	✓

Qr8 balgreen road to edinburgh park	17	Quiet Street improvements and new crossings		✓
QR9 phases	18	Improvements at various sites along QR9 in South Gyle and Balgreen, including crossing improvements, radii reduction and reconstruction of South Gyle station car park		✓
Queensferry high school	19	New path connection from Rosebery Ave/Dundas Ave area to Dalmeny station, south of Queensferry High School	✓	✓
Roseburn to the Union canal	20	Connection from North Edinburgh Path Network at Roseburn to the Union Canal via new off-road path, including bridges and improvements to Dalry Park.	✓	✓
Smokey brae improvements	21	Providing improved cycle lanes and pavements	✓	✓
West Edinburgh link	22	Segregated cycleways, crossings and enhanced pavements at Gogarloch, South Gyle, Bankhead, Wester Hailes and Clovenstone, as well as provision of a ramp at North Gyle Road and improved crossing at Glasgow Road.	✓	✓
Dalry Town Centre	23	Integrated improvements to public realm, walking, cycling and bus priority	✓	✓

Portobello Town Centre	24	Integrated improvements public realm, walking, cycling and bus priority	✓	✓
The Causey Project (West cross causeway)	25	Community-led scheme to improve West Crosscauseway as a place to spend time and walk, wheel and cycle through	✓	✓
Granton Waterfront Development	26			
Travelling safely ETRO schemes:				
City Centre				
Princes Street East End	CC1	Bus Gate/Lane on Princes Street and South St David St		✓
Waverley Bridge	CC2	Pedestrian area with limited vehicle access for servicing businesses	✓	✓
South St David Street	CC3	Bus gate on to Princes Street		✓
Cockburn Street	CC4	Pedestrianised area with limited servicing access from High Street	✓	

Victoria Street	CC5	Pedestrianised area with limited servicing access from George IV bridge	✓	
North ETRO				
West Shore Road and Marine Drive	N1	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive		✓
Broughton Street including Broughton St Roundabout and Bellevue to Canonmills	N2	Pavement widening and uphill cycle lane, improvements for pedestrian crossings and cycle segregation	✓	✓
Crewe Road South	N3	Cycle segregation		✓
Ferry Road	N4	Cycle segregation		✓
Arboretum Place	N5	Crossing point	✓	✓
East ETROs				
Seafield Street	E1	Cycle segregation		✓

Kings Place	E2	Road closure	✓	✓
Duddingston Road	E3	Cycle segregation		✓
Stanley Street/ Hope Street	E4	Road closure	✓	✓
Duddingston Road West	E5	Part cycle segregation (East end) and part road markings (due to available road width)		✓
A1 Corridor	E6	Bus Lanes and cycle segregation		✓
South ETROs				
Buccleuch St / Teviot Place	S1	Cycle segregation		✓
Causewayside	S2	Cycle segregation		✓

Mayfield Road	S3	Cycle segregation		✓
Old Dalkeith Road	S4	Cycle segregation		✓
Gilmerton Road	S5	Cycle segregation		✓
Quiet Corridor - Meadows / Greenbank	S6	Series of road closures to motor traffic that provide a quiet, low-traffic on- street route for cycling	✓	✓
Craigmillar Park corridor	S7	Cycle segregation		✓
Comiston Road	S8	Cycle segregation		✓
West ETROs				
A90 Queensferry Road	W1	Bus Lanes and cycle segregation		✓

Pennywell Road & Muirhouse/Silverknowes Parkway	W2	Cycle segregation		✓
Silverknowes Road (North section)	W3	Bus only road - with cycle segregation.		✓
Silverknowes Road (South section)	W3	Part cycle segregation and part parallel quiet route via Silverknowes Court/Place, to avoid the need to use Silverknowes Road/ Parkway roundabout		✓
Cammo Walk	W4	Road closure	✓	✓
Drum Brae North	W5	Cycle segregation		✓
Meadowplace Road & Ladywell Road	W6	Cycle segregation		✓
Fountainbridge Dundee St	W7	Cycle segregation		✓
Slateford Road A70)	W8	Cycle segregation		✓

Lanark Road	W9	Cycle segregation (N.B. permanent new pedestrian crossing of Lanark Rd at Kingsknowe Park is being delivered in early-mid 2023, independently of the cycle segregation trial)		✓
Longstone Road including Inglis Green Rd and Murrayburn Road	W10	Cycle segregation		✓

Table 2: Active Travel Actions currently being progressed by the Council from Local Development Plan 2016

Scheme	Map reference number	Further details	Delivery date/timescale
Barnton Junction	P1	Improvements to Barnton junction to improve conditions for walking and cycling	TBC –target 2026/27
Lochend and Albion Road - active travel and placemaking improvements	P2	Improve active travel conditions linking the Meadowbank Retail Park to Easter Road by undertaking junction improvements at Albion Road/ Easter Road junction. This includes carriageway reallocation to widen the pavement, and upgrading the existing shared use path to Moray Park Terrace.	2025/26
Queensferry - walking, wheeling and cycling improvements	P3	Improvements to active travel infrastructure to support journeys across the south of the town, including: improvements to NCN1, provision of high quality segregated cycle track, new pedestrian crossings and creation of a linear park with	2025/26

		walking and cycling paths. Improvements are also proposed to local streets to improve walking and wheeling conditions to assist journeys towards the town centre.	
Leith Connections Phase 3 Hawthornvale to Seafield	P4	Segregated cycle lanes connecting the end of the Hawthornvale path with Seafield	2025/26
Walk Cycle Wheel Burdiehouse	P5	Segregated cycle lanes and improved pedestrian crossing connecting Burdiehouse to Kaimes junction	2025/26

Appendix 3: Cost Breakdown

Costs range of £823mn - £1.124bn includes allowances for Design, Site Investigations, Project Management, Diversionary Works, Monitoring & Evaluation and Risk & Optimism Bias, as well as Construction. They make a number of assumptions around length of facilities and number of junctions to be improved which will require further work as part of a business case.

These costs are in addition to the current investment of £118m committed as part of the Active Travel Investment Plan.

Table 1: Breakdown of costs by category and range (£ m)

Category	Lower	Upper
Crossings	14	14
Accessible streets (eg dropped kerbs)	236	236
Main road cycle segregation/network	212	247
Off road paths/ paths adjacent to rural roads	70	99
Shopping streets	26	26
Junctions	151	389
Bridges and ramps	57	57
Quiet route network	6	6
Liveable neighbourhoods	50	50
Total	824*	1,124

These can be summarised by mode to show contributions related to walking and wheeling or cycling as follows:

Table 2: Breakdown of costs by mode and range (£m)

Category	Lower	Upper
Walking and wheeling	251	251
Cycling	212	247
Both	360	627
Total	823	1124

Note: All figures are rounded to the nearest million. This means that the sum of the rounded subtotals for the lower estimate* in table 1, and the upper estimate* in table 2 do not exactly equal the rounded total cost.

Appendix 4: Behaviour Change Actions

delivered as part of infrastructure projects

priority group identified in market research

priority group identified in City Mobility Plan

non-priority group impacted by city-wide interventions

Intervention / Group	aim for 2024/25	aim for 2025/26
The new starters		
Primary school children.		
i) School travel plans for all primary schools in Edinburgh by 2024 ('Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
ii) Bikeability training for all schools	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
iii) Promotion of HUSS and 'walk once a week' (Living Streets) via 'Delivering Actions for Road Safety - Supporting Information' paper school travel plans	9 schools	9 schools
iv) Running the 'walk once a week' programme	continue in 20 schools	increase by 9 schools pa

v) Location specific promotion of new/improved routes to school and local places - project specific	per school within project area	per school within project area
vi) Ride leader training for parents and support to set up bike/walking buses at schools with active travel routes/infrastructure	develop scheme	set up scheme for one school - scaled by new routes near schools in future years
vii) Free bike hire event days & maintenance for families in most deprived SIMD areas with new active travel routes*		
Transitioning - young adults to adults		
Young people 16-24, transitioning from secondary school to further/higher education and work. Good tradition of active travel and public transport use.		
Provide Uni/college staff resource for delivering behaviour change actions:	set up and pilot	deliver across all institutions in the city
ii) Bike skills & maintenance training for colleges and unis. (including women only groups)	set up and pilot	1 session per month, 8 of which are women only
iii) Promotion of new/existing routes & key Walking and Cycling Index (WACI) stats	2 institutions pa	2 institutions pa
iv) Discounted bike equipment offer	set up and pilot	deliver across all institutions in the city
v) e-Bike hire scheme*		
vi) Ride leader training for uni/college bike groups/Bicycle User Groups (including women only groups)	set up and pilot	8 sessions per year
vii) School travel plans for all secondary schools in Edinburgh by 2024 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper

Active by need		
People that tend to travel actively and by public transport for practical cost and convenience reasons.		
i) Provision of info on low cost, sustainable, reliable transport solutions through advertising, leaflets, maps and timetables , social media, websites, transport hubs and community events	linked to 3-4 projects per year	linked to 3-4 projects per year
ii) Promotion of availability of free and discounted bikes (Brake the Cycle, the Bike Station, etc) and cycle to work schemes	linked to 3-4 projects per year	linked to 3-4 projects per year
iii) Dr Bike Sessions offering free bike checks & maintenance - and/or 'pay what you can sessions'	in 3 areas pa	in 3 areas pa
iv) Competitions and online challenges that encourage people to walk and cycle more	pilot a regionally targeted approach	develop regional approach based on insights from previous year
v) Free adult cycle training and basic maintenance (including for specific groups, like women and ethnic minorities)	covering one area	covering four areas
vi) Bike hire scheme*		
vii) Social prescribing of walking/cycling via local health centres and other orgs	covering two areas of the city	covering two areas of the city
Active by choice		
People travelling actively out of lifestyle choice		
i) Promotion of new and existing routes through social media, project updates and local campaigns	covered by general promotion to other groups	covered by general promotion to other groups
ii)Active Travel community events, conferences and festivals to network, share good practice and celebrate progress and achievements	covered by general promotion to other groups	covered by general promotion to other groups
iii) Bike breakfast	four events, quarterly	four events, quarterly

Third Age		
Retired, active people, with increasing concern for environment and health.		
i) Promote cycling and walking groups	trial promotion	adjust/scale up promotion based on previous year
ii) Promote walks and cycles combined with visiting places of interest and coffee breaks, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion and demos of e-bikes	-	8 projects pa
iv) Co-production campaigns and initiatives with health and wellbeing partners aimed at ageing well and keeping active, as part of a package of infrastructure promotion	-	9 waves of promotion pa (total promotion package)
v) Free adult cycle training and buddy schemes to assist older people to regain confidence	develop scheme	deliver for 8 projects pa
The occassionals		
People with positive attitudes to active travel but only occasional use.		
i) Targeted encouragement to entice more walking, cycling and public transport through incentive and reward programmes. Via businesses, health centres, Edinburgh Leisure	Explore social marketing[4] approach to delivery	trial in two large-scale projects

[4] 'Social marketing is about (a) influencing behaviour change, (b) utilising a systematic planning process that applies marketing principles and techniques, (c) focusing on priority audience segments, and (d) delivery a positive benefit for individuals and society…it relies heavily on "rewarding good behaviours" rather than "punishing bad ones" through legal, economic, or coercive forms of influence'
Nancy R Lee and Philip Kotler's 'Social Marketing: Behaviour Change for Social Good' (6th ed). SAGE Publications: 2020.

ii) Local campaigns and videos highlighting the health, environmental and economic benefits of walking and cycling, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
The potentials		
Families with children potentially amenable to active travel, but need encouragement		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats	covered in general promotion, see Third Age ii)	covered in general promotion, see Third Age ii)
iii) Promotion (social media, lamppost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
Need a nudge		
Other households potentially amenable to active travel, but need encouragement		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion (social media, lamppost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
Regain confidence		
Older people who doubt their ability to walk/cycle, but would be keen to walk a bit more if they had confidence.		

i) Bike skills and maintenance training via workplaces and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion (social media, lamppost wraps, letters) of existing active travel groups - Farr Out, Bike Station, Led walks	see Potentials i)	see Potentials i)
iv) E-Bike hire scheme*		
Mobility restricted		
Mobility restrictions due to age, health or disability		
i) Promotion of adaptive bike and mobility aid friendly routes via disability group networks, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
ii) Hire/Loan support to access adaptive bikes and mobility aids*		
iii) School travel plans for all SEN/ASN schools in Edinburgh by 202J24 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
General promotion		
Website development- improve web offering - all promotion re-directing to website		secure staff resource to support

*Dependent on Committee decision on the future of cycle hire in Edinburgh. Options for delivering a revived cycle hire scheme will be kept under active review in line with committee decisions

Appendix 5: Glossary

A-board: a type of advertising board or sign that is typically erected on a pavement outside a business.

Active Travel: a collective term for walking, wheeling and cycling.

Behaviour Change: a temporary or permanent effect that is to have altered a person's behaviour (their choices and actions) when compared to their previous behaviour.

Cycling: is a generally self-evident term that refers to riding of a bicycle. However, the term includes the use of e-bikes, cargo bikes, trikes, adapted bikes and handcycles.

Developer: a business or organisation that takes on the role of preparing a site for development, and/or undertakes the site development work.

Guardrail: a form of metal fencing placed at the edge of pavement to further separate pedestrians from live traffic**.**

Masterplan: **a**n overarching planning document and spatial layout which is used to structure land use and development.

Stakeholder: a group, organisation or individual(s) who has a specific interest in or is affected by a project, action plan or strategy.

Segregation/Segregated cycleways: a dedicated space/route for a cyclist to use that is separated from other traffic and pedestrians.

Wheeling: refers to people using a mobility scooter, wheelchair, or other wheeled mobility aid, as well as people walking with pushchairs and prams. In this document we generally use the terms walking and wheeling together.

CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Public Transport

Supporting Information

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

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1. Developing the Future Public Transport System for Edinburgh

1.1 Purpose and Vision

This paper augments and supports the delivery of the Council's City Mobility Plan (CMP). It provides further details on the actions required to deliver enhancements to and expansion of the city's public transport network to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Enhancing conditions to support accessible and efficient public transport is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

The Vision for Public Transport is summarised as:

'Edinburgh will be connected by a safe, efficient and more inclusive net zero carbon public transport system, accessible to all'.

1.2 An Integrated Approach

Fundamentally this supporting paper recognises that the public transport system is part of the integrated solution to address the movement of people and goods to, from and within the city. Our approach to land use planning remains focussed on supporting the development or repurposing of brownfield (previously developed) land in higher densities rather than lower density development on greenfield sites. Meeting the city's growth needs in this way means we can maximise the use of existing transport infrastructure and support the viability, accessibility, and expansion of public transport. This also means people will have less distance to travel to meet their daily needs which is fundamental to the 20-minute neighbourhood concept.

Edinburgh is recognised as having two of the most successful and popular bus and tram services in the UK. Notwithstanding, to address the future needs in the city in a way that achieves a significant modal transfer to public transport, better alignment of strategic business planning and operational management of the Council-owned transport companies is considered necessary.

Future investment in public transport needs to recognise two core components if it is to deliver the growth required to meet our Zero Carbon targets and deliver sustainable economic growth. Firstly, high quality infrastructure is required, to deliver competitive journeys times to the right areas of the city. Secondly, a safe and efficient operating model is

required to ensure that the system is accessible and affordable for those that wish to use it, when they want to use it.

1.3 Future Governance

The City of Edinburgh Council has three Transport Arm's Length External Organisations (ALEOs): Transport for Edinburgh Limited, Lothian Buses Limited and Edinburgh Trams Limited. The City of Edinburgh Council is the sole (100%) shareholder of Transport for Edinburgh. Transport for Edinburgh holds the Council's shareholding for Lothian Buses (91%) and Edinburgh Trams (100%). East Lothian, Midlothian and West Lothian Councils also hold a minority shareholding in Lothian Buses.

The CMP outlines policy measures designed to support delivery of the vision and objectives, with one of these being the need to reform the governance of the public transport companies in order to deliver strong integration between modes and to deliver public transport which takes account of public policy drivers. Following a review of potential options, a report was presented to the Transport and Environment Committee in August 2021, which outlined the preferred approach of to progress to reconstitute the Lothian Buses corporate entity with an amended Memorandum and Articles of Association, to be responsible for multi modal public transport delivery. Edinburgh Trams would be a subsidiary of the reconstituted company.

1.4 Aligning to the CMP Objectives

The CMP sets out our commitment to delivering truly sustainable, safe and integrated mobility for Edinburgh over the next 10 years. It also defines nine objectives under the themes of People, Movement and Place. In developing this paper, these themes have been considered within the specific context of the role of public transport over the next decade or so. In this regard six transport focused themes have been derived to frame the individual actions, as outlined below.

- Addressing the climate emergency;
- Providing safe, affordable and accessible public transport;
- Delivering a reliable and efficient network to support growth;
- Enhancing regional connectivity;
- Place - Reducing vehicular dominance;
- Improving Governance and Coordination.

Addressing the Climate Emergency
Transport is the biggest generator of carbon emissions in Edinburgh. Identified public transport interventions are key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. The supporting paper also supports actions to improve air quality with a particular focus on the city's air quality management areas.

Providing Safe, Affordable and Accessible Public Transport
We will build on recent investments to ensure that our public transport continues to be reliable, safe, affordable and convenient. Infrastructure improvements will seek to reduce bus journey times and further improve reliability. Improved and additional Park & Ride and new interchange hubs will enable safe and easy transfer between modes. Technology will help deliver improved passenger information and flexible ticketing options.

Delivering a Reliable and Efficient Network to Support Growth
Future forecasts for Edinburgh's population point to a 15% increase by 2041. The strength of Edinburgh's economy is based on the breadth of sectors, financial services, life sciences, higher education and tourism. Public transport will continue to adapt to cater for additional demand within the confines of a historic city and changing travel patterns. To support growth,

Edinburgh strive to ensure that our public transport system is efficient and attractive public transport system, and competitive with peer cities. To achieve this, further investment in rail and tram networks is required. Bus also has a key role to play and journey times need to be reduced, particularly from and around the periphery of the city. Investment in orbital bus connectivity will be key in supporting new journey opportunities; development of West Edinburgh will require services across rural West Edinburgh to be reimagined.

Enhancing Regional Connectivity
Improving regional connectivity is critical especially as population continues to grow and the city remains the most significant employment hub in the region. Expansion of tram linking Granton to the BioQuarter and beyond, together with wider mass transit investment, will help deliver an efficient and cohesive network, serving a wide range of destinations.

Place – Reducing Vehicular Dominance
To protect and enhance our environment, improved public transport will seek to reduce the need to travel by car. In combination with investment in our urban realm it will therefore result in more space for people, and enhanced quality of our streets.

Improving Governance and Coordination
A new governance and operating structure will be implemented for the delivery of Council owned public transport that ensures strong integration between modes and takes account of wider public policy drivers. The overarching Our Future Streets (Circulation Plan) will ensure efficiency of delivery between public transport and active travel. Land use policies will be coordinated to maximise sustainable travel opportunities.

The actions set out in this paper generally support the following CMP objectives and policy measures:

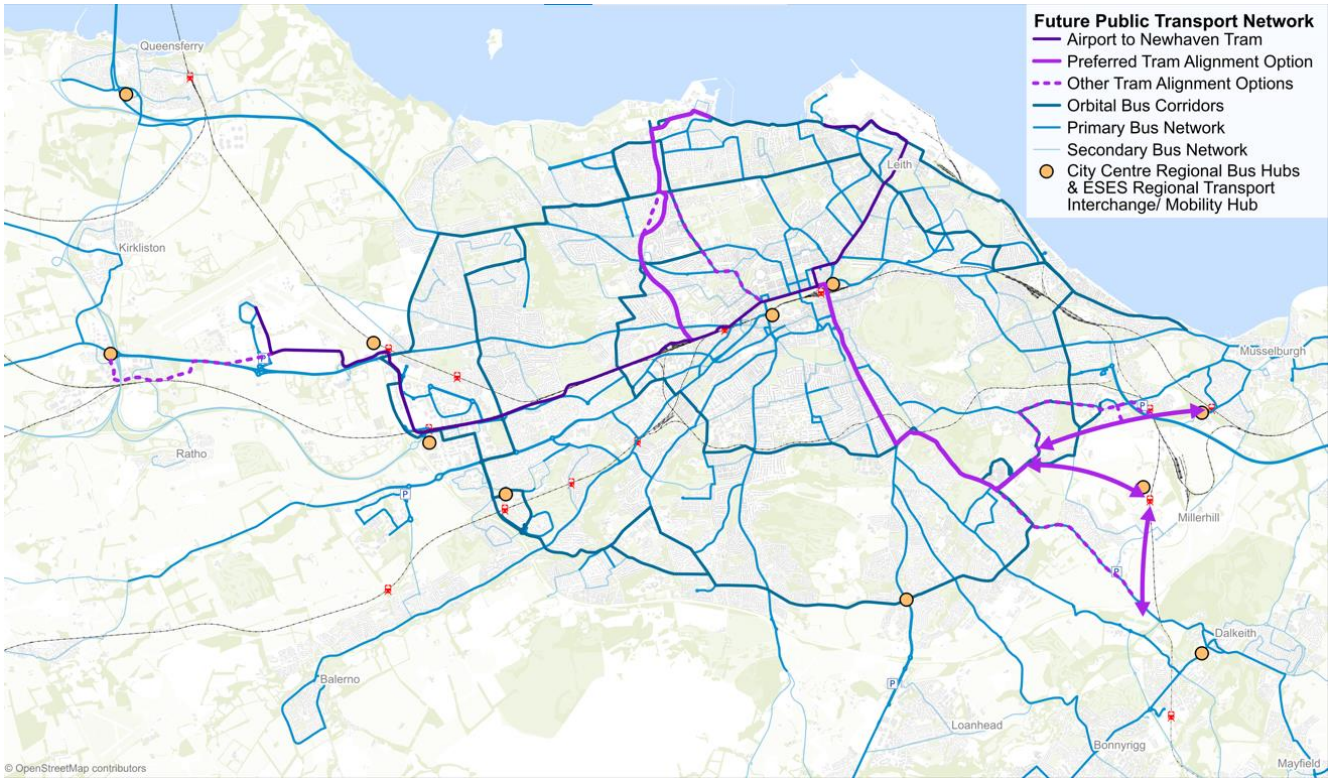
Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 – Supporting Behaviour Change
	PEOPLE 3 – Flexible and Affordable Fares
	MOVEMENT 1 – Mass Rapid Transit
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 2 – Bus Network Review
	MOVEMENT 3 – City Interchanges
	MOVEMENT 4 – Bus Priority Measures
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 5 – Integrated, Smart and Flexible Ticketing
	MOVEMENT 6 – Fleet Enhancement
	MOVEMENT 7 – Bus and Tram Shelters
Reduce harmful emissions from road transport. Ensure that transport options in the city are inclusive and affordable.	MOVEMENT 8 – Governance Reform of Council-owned Public Transport Companies
	MOVEMENT 9 – Regional Interchanges
	MOVEMENT 10 – Supporting Improvements to Rail
Maximise the efficiency of our streets to better move people and goods.	MOVEMENT 11 – Rail Integration
	MOVEMENT 16 – Shared Mobility
	MOVEMENT 18 – Mobility on Demand
Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 19 – Mobility Hubs
	MOVEMENT 25 – Strategic Approach to Road Space Allocation

	MOVEMENT 27 – Harnessing New Technology
	MOVEMENT 32 – Cleaner Vehicles
	MOVEMENT 33 – Zero Emission Buses
	PLACE 1 – Edinburgh City Centre Transformation
	PLACE 3 – Dense Mixed-Use Development
	PLACE 4 – Liveable Places
	PLACE 5 – Streets for People

1.5 Our Future Public Transport Network

Figure 1 below presents an overview of the future public transport network for the city and surrounding region.

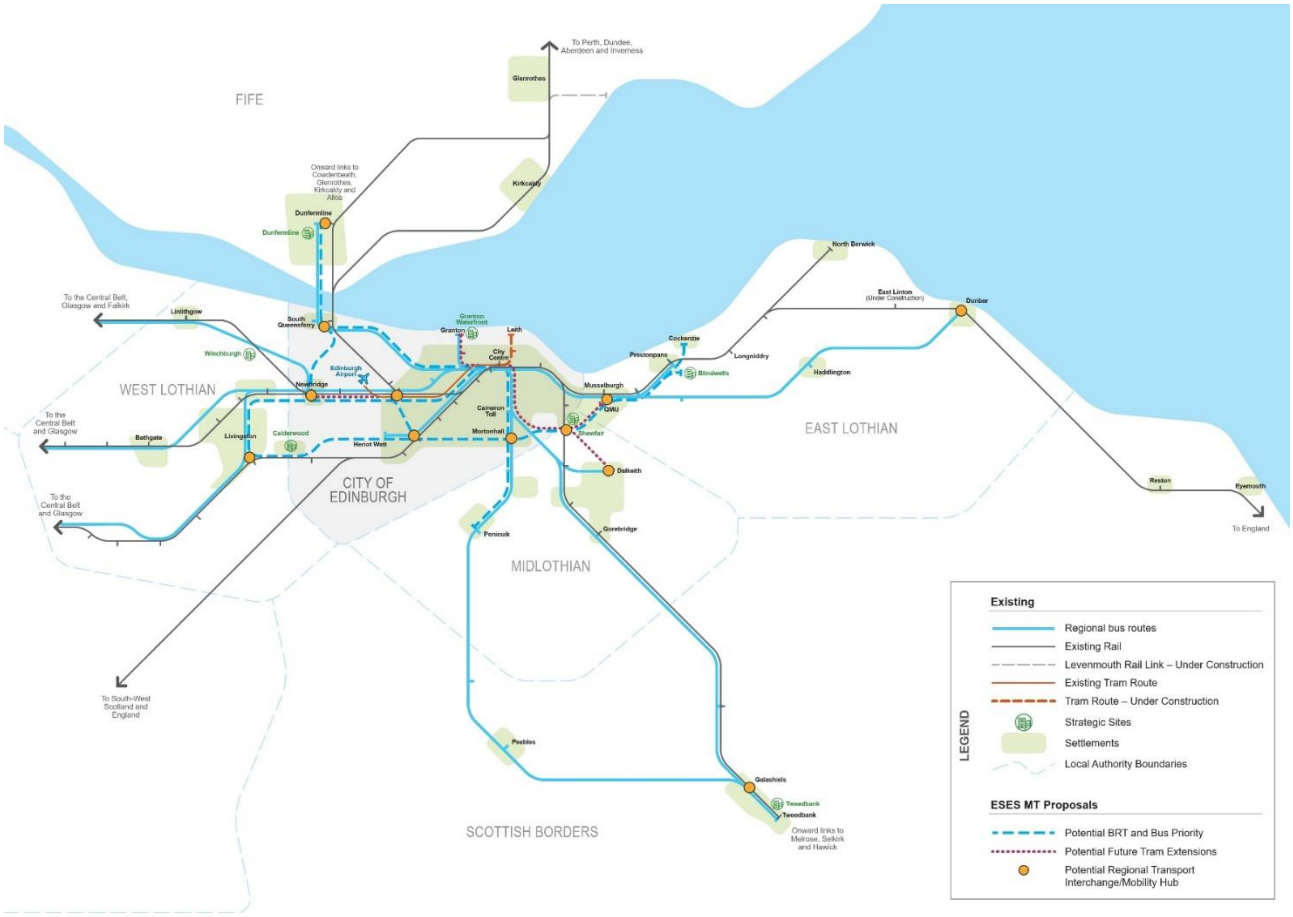
Figure1: Future Public Transport Network (~2035)



This comprehensive network complements and is aligned to the recent recommendation within Transport Scotland's second Strategic Transport Projects Review (STPR2) for the Edinburgh and South-East Scotland Mass Transit. A mass transit system for the Region would provide more public transport options for cross-boundary travel, reducing the need to make unnecessary changes between services, leading to lower journey times. This would improve Region-wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would include cross-boundary routes along key corridors within and around the City of Edinburgh, as the main population and economic area of the Region. The primary purpose would be to facilitate end-to-end

sustainable transport journeys. The introduction of new regional interchanges would also form part of the mass transit system.

Figure 2: Edinburgh and South East Scotland Mass Transit (STPR2 Recommendation 12)



The following chapters present the core actions under the six themes outlined in this chapter and should be read in conjunction with the CMP Implementation Plan, which provides key information on the delivery of these actions, including delivery milestones, main responsible bodies and funders, cost information (where known at this point). It should be noted that some of the actions cut across various themes and objectives.

It should be noted that all actions outlined will be taken forward in accordance with our governance's processes and will require confirmation of available funding.

2. Addressing Climate Emergency

2.1 Addressing the Challenge

As we move through the 21st century, the greatest challenge facing us all is that of climate change. Transport is the biggest generator of carbon emissions in Scotland and the second biggest generator in Edinburgh. The CMP highlights that if we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practices must change. Consequently, the overall vision within CMP confirms the need to address climate change, and tackling this is at the heart of the actions defined in the CMP Implementation Plan as supported by this paper.

Many of the actions in this paper reinforce the enhancement and growth of our city's public transport as the most efficient means of moving large volumes of people. This is critical if we are to tackle climate change and ensure the sustainable economic growth of our city. Identified interventions will be key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. This paper also supports actions to improve air quality with a particular focus on the city's air quality management areas. Specific actions include:

2.2 Changing Minds, Changing Behaviour

Public transport has a key role to play if the city is to meet the net zero carbon target. In addition to the many infrastructure measures identified in this supporting paper, there is a need to influence travel behaviour in a positive way to encourage greater use of sustainable modes. Part of the behaviour change programme needs to address issues around socio-economic barriers, and real and perceived concerns over the safety, reliability and access to public transport. Tackling these in a consistent manner with regular monitoring of effectiveness will deliver long term benefits through a sustained growth in public transport use across the city, thereby helping to meet the net zero target.

Deliver a programme of behaviour change interventions, focusing on key priority groups

2.3 Bus Fleet Enhancement / Zero Emission Buses

A large number of bus services run through Edinburgh every day and it is important that the fleet is as clean as possible. While improvements to diesel powered buses are welcome more can be done to further improve the emission standards of the fleet. The Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, aims to ensure that the majority of new buses purchased from 2024 are zero emission. In addition, the Scottish Government has made funding available to accelerate the commitment towards decarbonising the bus industry.

Work with operators to deliver options for a net zero carbon fleet

We will capture opportunities to work with this Taskforce and Scottish Government to support the transition to zero emission buses.

To support a move towards cleaner vehicles, we will add to existing electric vehicle infrastructure to ensure the city has a comprehensive charging network. This will include the opportunity to create electric charging hubs to accommodate a range of modes including bikes, cars, motorbikes, buses and goods vehicles including cargo bikes. We will also

monitor the development of other vehicle propulsion such as hydrogen that may play an important role in powering Edinburgh's transport in the future.

Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric / hydrogen fleets

Key to delivering a fully electric / hydrogen (or mix of) fleet are depots with sufficient capacity and the necessary technology to charge the buses. We will assess the viability of existing bus depots to be upgraded to provide charging facilities for buses and if required identify locations for new depots.

Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet

3. Providing Safe, Affordable and Accessible Public Transport

3.1 Addressing the Challenge

Edinburgh is a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services. We want to create a city where you don't need to own a car to move around. We will therefore ensure that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use.

3.2 Safety and Accessibility

The vast majority of journeys made by public transport require walking / wheeling to their stop locations. Poor quality or lack of lighting is regularly highlighted as key factors impacting on perceived levels of safety. Much of our existing network is well lit and provides a safe and secure environment. Nonetheless, we will undertake an audit of existing infrastructure and engage with stakeholders to identify locations that could benefit from improved lighting at and leading to public transport stops. We will then develop an improvement plan, prioritising areas of greatest concern.

Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations

Public transport is a vital transport mode for users with disabilities, and therefore it is an imperative that our network and vehicles are accessible. Through engagement with stakeholders, we will aim to improve facilities and the information available to disabled users when travelling on public transport.

Improve travel experience for disabled users including more information on space availability

3.3 Flexible and Affordable Fares / Integrated Ticketing

Providing quick and easy integration between public transport services is important for promoting the use of sustainable transport modes. Lothian Buses is now operating a smart, contactless 'tap, tap, cap' offering, which ensures users are charged the best value product if making three or more journeys. This system will be introduced across the tram and will be compatible with Lothian Buses.

Deliver Edinburgh Tram/ Lothian Buses integrated ticketing

A promotional travel scheme allows people under 22 to travel for free on bus services across Scotland. Whilst this scheme is welcomed, at present it does not extend to the tram network. Therefore, a review of the costs associated with extending this scheme to include tram travel in Edinburgh will be undertaken. Subject to the outcome of this review and availability of funding we will seek to expand the schemes within the city.

Review of concessionary travel / free under 22 travel on tram

Integrated, flexible ticketing is an essential part of making public transport more convenient. The recently completed Strategic Transport Projects Review (STPR2) includes a recommendation to build on the existing schemes to support the delivery of fully integrated smart ticketing across all public transport modes. We support this recommendation and will work with all public transport operators, regional partners and the Scottish Government to deliver a fully integrated ticketing system for all.

Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail

3.4 Improved Infrastructure

A fast, reliable and sustainable public transport system is vital for providing safe, affordable and accessible movement of people in a city. Our existing tram network delivered year on year growth since it opened in 2014 until the onset of the COVID-19 pandemic. It is therefore a key component of the city's public transport network, and we have demonstrated our commitment to expanding it further with the opening of the extension to Newhaven in 2023.

Complete Trams to Newhaven operations and handover

High quality and sustainable infrastructure is important for promoting public transport use, and this includes bus shelters. We will continue with a programme of shelter replacement and develop a protocol for shelter enhancement at busiest stop and interchange locations. This may include enhanced quality of provision, including improved accessibility for everyone, lighting and suitable seating. Opportunities for other initiatives including living roof shelters will be considered, delivered through sponsorship and community involvement.

Continue ongoing programme of shelter replacement

Bus tracker has been a success in Edinburgh. New on-street screens will replace the older versions and be capable of showing multi operator information driven by a new content management system. This will be rolled out over the next 24 months to ensure reliable and up to date travel information to all existing sites as well as 80-100 new sites. In the longer term, in collaboration with operators, work will seek to identify how more information on the availability of disabled and buggy spaces on bus and tram can be displayed.

Replace existing on-street bus tracker signs with multi operator information signs

3.5 Shared Mobility

We will develop an access strategy for taxis and Private Hire Cas (PHCs) in the city centre and on key arterial routes and seek opportunities to expand city car club throughout the city.

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

An audit of taxi ranks across the city will be undertaken with a view to ensure the current provision is maintained in the vicinity of existing ranks.

Ensure existing taxi-rank requirements are protected – general locations and capacity; continue to review of provision to deliver additional capacity in consultation with the taxi trade

3.6 Demand Responsive Transport

The development of mobile and app-based technologies provide opportunities to deliver sustainable, efficient and affordable public transport for all users. We will work with experts to identify opportunities to enhance Demand Responsive Transport (DRT) facilities.

Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable

SEStran's GoSEStran App, which is in its pilot stage, provides users with door-to-door travel information across multiple transport modes in East Lothian. In collaboration with SEStran, we will support the expansion of this regional application to include all public transport links in Edinburgh.

Support development of Mobility as a Service (MAAS) in Edinburgh

4. Delivering a Reliable and Efficient Network to Support Growth

4.1 Addressing the Challenge

Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000. Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. To meet future growth the city will need to maximise existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.

4.2 Bus Network Review

Edinburgh's Our Future Streets (Circulation Plan) aims to prioritise street space for different transport modes to develop strategic modal networks including public transport. The plan outlines the framework to be used for determining the optimal allocation of space between modes across the city's network, with a priority on delivering the key corridors. As this plan is implemented we will agree an evolved integrated public transport system including stops, routes and public transport interchanges.

Deliver outcomes from Our Future Streets (Circulation Plan) to ensure that the bus network continues to support strategic priorities including improved accessibility, integration and traffic reduction, particularly in the city centre

4.3 Serving New Developments

Edinburgh's climate change targets mean new development sites must prioritise sustainable transport modes and deliver infrastructure / services to support this. Collaboration between city planners, developers and public transport operators will be undertaken prior to developments commencing to maximise the potential of sustainable transport provision. It will be particularly important to achieve the right behaviours from the early stages of development and therefore a commitment towards public transport provision from the outset will be vital.

Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments

4.4 Bus Priority Measures

The city already has a comprehensive network of bus priority measures. However, these will be more effective if we adopt a consistent operating regime across the city. The extension of bus lane operating hours, to 7am to 7pm every day of the week will be trialled on key corridors, supported by a comprehensive monitoring programme with agreed Key Performance Indicators. Subject to the successful outcomes of the trial, revised operating hours will be rolled out across the city, in combination with improved enforcement.

Extension of bus lane operating hours

To continue to improve bus performance, new Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) technologies will be rolled out across all bus operator services. Bus priority at signalised junctions will be trialled on two corridors, one in the South of the City, Dalkeith Road (A7) and one in the West, Slateford Road (A70). The trial will encompass two

operators; Borders Buses on the Southbound corridor will trial services 51, X95 and X62 and Lothian Buses will trial the service 30 on the South corridor and services 44, 34, 35 & 38 on the West corridor. The trial will encompass a total of 39 virtual loops at 15 junctions.

Deliver bus priority through the Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) at traffic signals and investigate further technology options to help deliver a reduction in bus journey times

Achieving the optimal spacing between bus stops is critical to the success of the network. Too small a spacing impacts on journey times and reduces competitiveness of the bus, whereas if the stops are too far apart it discourages people from walking to the stops. We will build on the work already done to review best practice and develop a decision-making framework to allow a comprehensive and consistent approach to reviewing existing bus stop infrastructure. Stakeholder and public engagement will be a key element of this process. We will then develop an implementation programme through the Bus Partnership Fund to deliver the optimal bus stop spacing across the city.

Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure

We have been successful in securing funding from Transport Scotland through the Bus Partnership Fund (BPF) to take forward proposals for enhancing bus provision on eight corridors in the city. These measures will be implemented over the next four to five years. All of the interventions being delivered through the BPF have the aim of reducing bus journey times by 25% at specific locations during peak times.

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

4.5 Mobility Hubs

Mobility hubs can play a substantial role in promoting public transport use and reducing the need to travel by private car. Scottish Government's Strategic Transport Projects Review 2 (STPR2) contained a recommendation to develop a delivery framework for mobility hubs in collaboration with stakeholders to facilitate the creation of high-quality mobility hubs across Scotland. We are supportive of this recommendation and will work with Transport Scotland and other local authorities to develop pilot projects and monitor their performance and usage.

Develop and implement a plan for delivery of Mobility Hub pilot projects and monitor usage

5. Enhancing Regional Connectivity

5.1 Addressing the Challenge

Edinburgh is the hub of a subregional economy that extends north (to Fife), west (to West Lothian and Falkirk), east (to East Lothian) and south (to Midlothian and the Scottish Borders). Strengthening cross border public transport services will be key to delivering economic growth for the city, whilst addressing the environmental and social impacts of significant in-commuting into Edinburgh.

5.2 City Centre Capacity

The majority of bus services travel through the city centre on Princes Street, which is at full capacity in terms of bus volumes. Establishing services that terminate at the edges of the city centre (to not through) would allow for more regional services to operate and would provide opportunities for improved placemaking on Princes Street. We will work with bus operators to identify preferred locations for buses terminating east and west of the city centre.

Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services

A review of Edinburgh's bus station location will be undertaken to determine whether is possible to retain the existing site or if there are alternative solution(s) in the city centre to maximise capacity and convenience of use.

Consider future options for the bus station

5.3 Regional Interchange

We must recognise that it is not always possible to provide direct end-to-end services that cater adequately for all movements across the city region. Therefore, the creation of high quality transport interchanges providing a seamless change between services will be critical in delivering a comprehensive regional public transport system. In conjunction with the wider plans for a regional mass transit system (PR5) we will work with Transport Scotland and regional partners to develop an implementation plan for improved interchange between different transport modes and operators.

Enhance interchange:

- **Between rail, tram, bus and active travel**
- **between radial and orbital bus services**
- **across the city centre**

5.4 Park & Ride / Choose

We already have a network of park and ride/choose facilities serving the city, that play key role in encouraging the use of public transport. Similar to the previous action, in conjunction with Transport Scotland and regional partners, we will complete a study to define regional Park & Ride / Choose requirements for expansion of existing and creation of new sites as informed by STPR2.

Deliver regional Park & Ride / Choose strategy

5.5 Mass Rapid Transit

Tram is an integral part of both the emerging City Plan 2030 and City Mobility Plan. However the delivery of a wider mass transit network, will require innovative implementation of other forms of mass transit, such as bus rapid transit and comprehensive bus priority. Working with Transport Scotland and regional partners we will complete programme level Strategic Business Case for the regional mass transit recommendation contained in STPR2.

Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region

Within City Plan, and recognised as a core part of the regional mass transit network, a second north / south mass transit corridor would support spatial development proposals including high density development around Granton Waterfront and the BioQuarter. Additional public transport capacity and enhanced connectivity will also support major development in West Edinburgh. By 2030, the City Mobility Plan envisages a city transformed with a second tram line from the Waterfront in the north to the Royal Infirmary in the south and beyond. This would be supported by enhanced Park & Ride (P&R) / interchange facilities and additional strategic bus lanes. This will give people travelling to the city a better choice to leave their cars and travel around on a fast, efficient public transport network. By 2024 we will work with regional partners and Transport Scotland to complete programme level Strategic Business Case (SBC) for regional mass transit as informed by the STPR2.

Deliver extended tram line linking Granton to the BioQuarter and beyond

Development of faster and more reliable public transport services from surrounding regions will help reduce the need to travel by private vehicle. Consultation with operators will be undertaken on opportunities to deliver express bus services.

Implement express and regional bus services (limited stops)

5.6 Supporting Improvements to Rail

The rail network is experiencing a number of challenges at present, as it attempts to recover from the devasting impacting of the COVID-19 pandemic. The focus for those organisations responsible for operating and managing the rail network in Scotland is very much on improving the efficiency and resilience of the existing infrastructure, as opposed to investing in major new pieces of infrastructure. To help deliver enhanced regional connectivity we will work with the relevant authorities to develop options that optimise local, regional and national services.

Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects

Improving public transport facilities is important to encouraging their use. In collaboration with Network Rail and other key partners, we will support the completion and implementation of a masterplan for an improved Waverley Station.

Support the delivery of Waverley Station Masterplan subject to Network Rail programme

The Council will support Network Rail's review of the future use of the South Suburban Rail Line.

Support review of future use of South Suburban Rail Line

5.7 Cross-Forth Ferry

We will support any initiatives or partners considering a Cross-Forth ferry.

Continue to support initiatives or partners for a Cross-Forth ferry as needed

6. Place – Reducing Vehicular Dominance

6.1 Addressing the Challenge

Edinburgh's streets and spaces in which people shop, work and socialise are also formed by the way people travel around. The more that people choose public transport, walking, wheeling and cycling the better the environment and the safer the streets. The aim is to create a city where it is not necessary to own a car in order to get around.

6.2 City Centre Transformation

In September 2019 we set out an ambitious 10-year Edinburgh City Centre Transformation (ECCT) plan,30 with widespread public support, to move from a traffic dominated city centre to a people friendly one. The strategy seeks to encourage the use of public transport in the city centre through improved journey times and service reliability. We will update the ECCT Delivery Plan in line with the Our Future Streets (Circulation Plan).

Support Edinburgh City Centre Transformation (ECCT) initiates to reduce city centre traffic volumes on key streets

One of the key factors in improving overall journey times is reduction in the time required for buses to board and alight passengers. The introduction of card payment onboard buses has helped to reduce the boarding times. Nonetheless, we will undertake an exercise to identify measures aimed at limiting the stacking of buses as they arrive at stops and further reducing the time taken to board the buses.

Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance

CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Parking

Supporting Information

February 2024

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Delivering Actions for Parking – Supporting Information

1. Introduction

This paper augments and supports the delivery of the Council's City Mobility Plan (CMP). It provides further details on the actions required to manage parking demand to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. Our Future Streets will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Managing parking demand effectively is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

2. ACTIONS

> *Our decisions on how to get from A to B are based on the choices available and how we feel about them. There are several factors which can influence how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience.*
>
> - City Mobility Plan

The package of parking actions set out in this paper 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.

The actions support the following CMP objectives and policy measures:

Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 - Supporting Behaviour Change
	PLACE 5 - Streets for People
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 4 - Bus Priority Measures
	MOVEMENT 16 - Shared Mobility
Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 17 - Taxis and Car Share Partnerships
	MOVEMENT 19 - Mobility Hubs
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 22 - Tackling Inconsiderate Parking
	MOVEMENT 28 - Monitoring and Evaluation
Reduce harmful emissions from road transport.	MOVEMENT 31 - Cleaner Vehicles
	MOVEMENT 34 - Parking Controls
Maximise the efficiency of our streets to better move people and goods.	MOVEMENT 35 - Residents Parking Permits
	MOVEMENT 36 – Parking in New Developments
Improve the safety for all travelling within our city.	MOVEMENT 37 - Parking, Waiting and Loading Restrictions
	PLACE 5 – Streets for People

2.1 Communications

The provision of travel information ensures that people are aware of and have details about the mobility options that are available to them, allowing people to make informed travel choices.

The Parking Communication Plan will help provide better information for those who choose to drive on where to park in the city, including Park and Ride sites and off-street car parks. It will also ensure that residents and businesses are provided with suitable information regarding the parking permit schemes which are available to them.

The Parking Communication Plan will utilise existing channels to gather and disseminate information, such as the Edinburgh Operations Centre and the Edintravel brand. The Parking Communication Plan will also be aligned to other

mobility related Communication Plans to ensure consistency and encourage changes in behaviour towards using more sustainable travel modes.

Action - Communication Plan

Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.

This action also helps to manage interactions with the public and ensure that people receive relevant and timely information. This can vary from informing motorists in real time about parking availability, to keeping customers informed about consultations on future proposals and amendments to Traffic Regulation Orders.

Across the Parking Operations service there are numerous projects and processes that involve communication with customers. These include projects which require changes to the management of kerbside space and processes for how to apply for permits or challenge Penalty Charge Notices. This action will also strengthen data gathering and customer insight to better inform the development of Parking projects and processes.

The Council consults with stakeholders when developing proposals to alter how parking is governed or managed. The TRO process, required to enact any legal changes to the use of roads and footways, also entails a statutory consultation process whereby citizens and stakeholders are able to make formal representations in support or otherwise to any proposed change.

The Council's protocols, covering for example Controlled Parking and Priority Parking, and Parking Enforcement, dictate how parking is managed and enforced across the city. Additional documents outline the terms and conditions of relevant permit schemes and the process for parking ticket challenges.

As the service remit expands, so too does the requirement for data and insight to better inform proposals. The expanding remit of the service calls upon a formalised and structured approach to communicating the service offerings and proposals with a wide and varied range of customers who are using the city's streets to park, charge or load and unload.

Anticipated benefits
• Customers are better informed regarding the parking services available in Edinburgh, have better access to travel information to help them make more sustainable travel choices and are more informed about consultations and proposals. • The Parking team has greater data and customer insight into what our customers want in order to inform the development of future proposals, projects and processes.

2.2 Parking Controls

In the 1970s the Council introduced the original Controlled Parking Zone (CPZ) to manage commuter parking pressures in the city centre and protect parking opportunities for residents, visitors, trades people and disabled people. The CPZ was extended with further zones to the north and south from 2006 onwards.

CPZs have clear boundaries and parking pressures can increase beyond the boundary edge where there are no parking controls. In Edinburgh, Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ, where only short sections of the kerbspace is controlled and for a short period each day, to soften this boundary effect.

The operational hours of the central CPZs have also been extended to cover every day of the week and shared-use parking places have been introduced to offer increased flexibility for permit holders and Pay-and-Display customers. Visitor parking permit availability has also been extended.

In addition to formal parking zones or areas, the Council provides a range of site-specific parking controls across the city through yellow line restrictions and designated parking places.

For many Disabled Persons' Blue Badge holders, finding a suitable parking place outside their home can be a challenge. To help improve the mobility of those who need their car the most, the Council continues to comply with the terms of the Disabled Persons' Parking Places Act, by assessing all requests for new Disabled Persons' Parking Places in residential areas and providing such parking places.

Where there is evidence of parking pressure and high levels of commuter parking the introduction of parking controls allows residents to be able to park near their homes. There are currently 25 CPZs and 9 Priority Parking Areas in Edinburgh.

The expansion of such zones or areas will be strategically delivered to manage impacts from external commuting and intra-city commuting and to support major transport and development projects and objectives.

Parking controls not only affect motorists looking for a parking space, but also play an important part in many people's everyday lives. They determine where deliveries are made, local residents including people with mobility difficulties can park, and

where people can cross the road, cycle and access public transport safely and with ease.

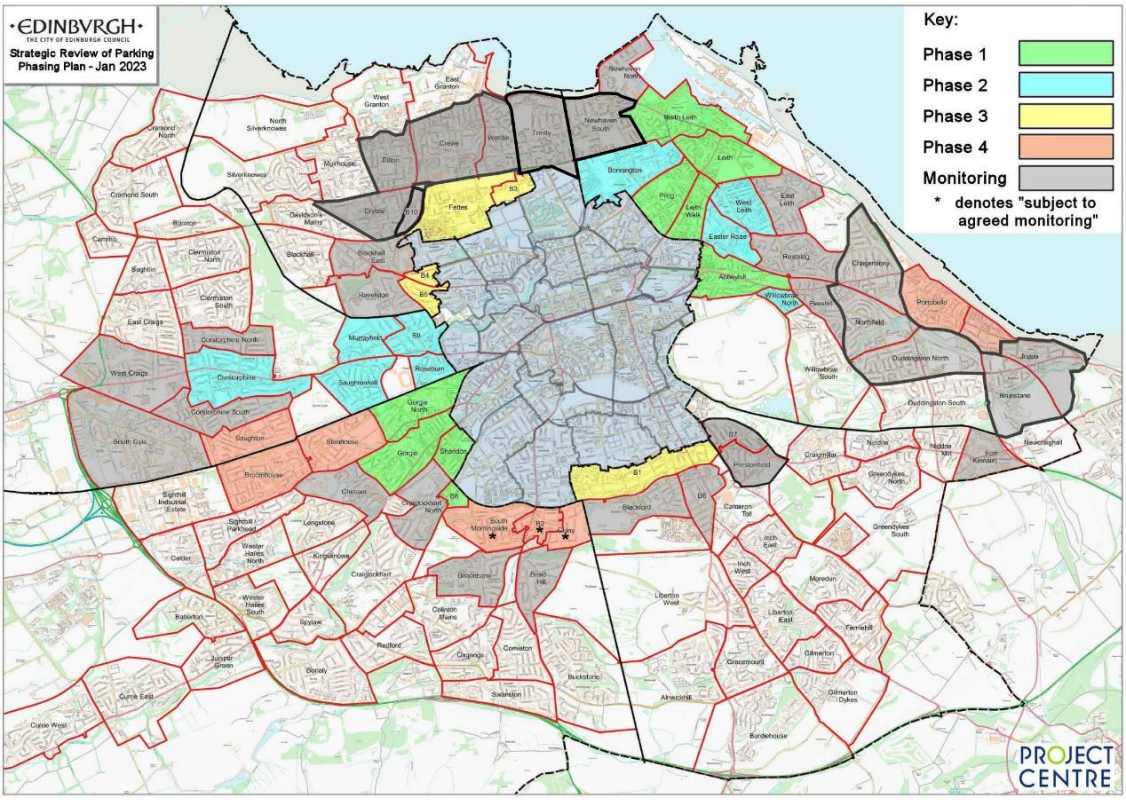
Action – Parking Controls

Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.

The Council's Strategic Review of Parking (www.edinburgh.gov.uk/parkingreview) began in 2018 and reviewed parking pressures on a street-by-street basis across the whole city. By taking a holistic approach, the Council could compare results for every area and make recommendations based on where the evidence suggested there was the greatest pressure on parking. This review has so far resulted in new CPZs being introduced into the Leith and Gorgie areas of the city in 2023.

Further proposals are being considered for other areas of Edinburgh with comprehensive parking surveys also in place to continue to monitor parking pressures and help track whether new controls result in a migration of parking demand.

The map below provides details of the phases that have been proposed for the Strategic Review of Parking (with Phase 1 now having been implemented) and the areas that have been identified for further monitoring of parking pressures. The subsequent table provides a brief update on the next steps that are proposed for each of the approved phases.



Phase	Next Steps
Phase 1	New CPZs were introduced in the Leith and Gorgie areas of the city during 2023.
Phase 2	A further report will be provided to the Transport and Environment Committee once the full impacts of the new Phase 1 CPZs have been established.
Phase 3	A Traffic Order will be promoted for the approved areas of Phase 3 in the spring of 2024, involving a full statutory public consultation.
Phase 4	A Traffic Order will be promoted for the approved areas of Phase 4 in the spring of 2024, involving a full statutory public consultation.

The review will also consider the suitability of existing parking controls within the current CPZs. Sunday parking controls and parking charges were successfully introduced in the city centre in April 2021 and the review will investigate the potential benefits that weekend or evening parking controls might bring to our current parking zones. Consideration will also be given to parking controls on a more local level, ensuring that controls, charges and maximum stay periods are appropriately tailored to the areas they serve.

Anticipated benefits
• CPZs manage demand by restricting on street commuter and long-term non-residential parking whilst providing improved parking opportunities for residents, businesses and their customers.

- CPZs help to reduce congestion by managing parking and reducing circulating traffic looking for parking spaces which improves air quality and the safety and efficiency of our streets.

- Parking controls encourage drivers to consider their travel choices and enhance conditions for public transport users and people cycling and walking by preventing inappropriate and unsafe parking.

Along many main traffic routes and Greenways, free limited waiting parking places currently exist which are difficult to enforce and do not effectively manage parking demands. This can lead to all-day parking and potential commuting in many areas with fewer opportunities being available for short-term customer parking.

In some locations it can result in double and footway parking which obstructs public transport, makes it more hazardous for cycling and creates difficulties and safety issues for wheeling and walking particularly when crossing the road.

Furthermore, some of these parking places lie within the CPZs and it is inconsistent that one parking place is charged while another is not. There have been numerous complaints received concerning poor parking in such places and about the lack of parking opportunities.

Lack of delivery spaces can also shift delivery operations into traffic lanes or onto pavements which leads to congestion and potentially hazardous situations for other road users.

Action - Waiting and Loading Controls

Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.

It should be noted that 63% of respondents to the CMP market research and 52% of respondents to the CMP 2023 consultation survey supported "*reducing parking on main roads to provide more space for everyone to walk,* wheel*, cycle and move around on public transport*."

We will therefore continue to review, apply and enforce parking, waiting and loading restrictions to ensure that vehicles loading and unloading do not dominate Edinburgh's streets, whilst balancing the needs of businesses, customers, residents and people with mobility difficulties.

We will focus on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods. We will also support local businesses by managing parking and loading opportunities on main traffic routes and surrounding streets, providing necessary space for customer parking and deliveries only where it is suitable to do so.

Anticipated benefits
• Ensuring appropriate provision for loading helps businesses to manage deliveries and servicing effectively. • Improved parking opportunities for residents, businesses and their customers. • Help to eliminate footway parking, which will significantly improve accessibility for pedestrians, particularly those with wheelchairs or buggies and those who have mobility difficulties and for the delivery of goods. • Addressing badly parked vehicles on main streets reduces congestion and improves safety, air quality and efficiency of such streets by better supporting public transport and cycling on such streets.

The emerging City Plan 2030 illustrates nine town centres including the city centre and over 60 local shopping centres across Edinburgh. The city, town and local centres are the focal points of their communities, they support jobs and provide places for public life to flourish. Such centres can also reduce car dependency by providing local shops and services within walking distance of people's homes and supporting older people or those with mobility difficulties living in our communities.

Movement of freight and goods is vital to the economy of these centres across Edinburgh. Uncontrolled all-day parking at such locations can discourage passing trade and make it more difficult for goods to be delivered. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and vulnerable pedestrians crossing the road.

Action – Short Stay Parking

Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.

It should be noted that 65% of respondents to the CMP market research and 52% of respondents to the CMP survey supported "*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*."

If the number of parking places is to be reduced, then it is it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside local businesses and shops can block customer and client parking and impact on business activity, which may also cause issues for servicing and loading. A lack of loading bays, or incorrect parking in loading bays often encourages poor parking choices, such as double parking or footway parking.

Our aim is to balance the limited parking, waiting and loading provision to benefit local businesses across the city and their customers by supporting short-term parking opportunities, rather than long-term parking.

Anticipated benefits
• Parking charges and maximum stay lengths are set at levels which accommodate only essential vehicular journeys. • Parking charges ensure turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

2.3 Parking Pricing and Permits

The Council has a duty to manage and maintain the public road network within its area. Parking management, through the setting of charges for parking and issuing of parking permits, is therefore important to achieving this aim.

There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Parking pricing and permits help to ensure that parking opportunities are available for residents, visitors and businesses. Both these parking management tools also help to keep the city moving and the economy turning by discouraging unnecessary car ownership and excessive commuter parking occupying spaces all day.

The Council has distinct public parking charges in different areas of the city to help manage demand. In the city centre, there are currently three public parking charge bands across the central CPZ and two bands across the peripheral CPZ. Higher charges are applied in areas with higher demand and lower prices are available in areas with fewer demands and where there is likely to be greater parking capacity.

These different public parking charges help to balance parking pressures over a larger area and improve traffic flows by diverting motorists away from areas with high demands to places where there is parking capacity and where spaces can more easily be found. This improves traffic flows and reduces congestion by helping to remove circling traffic looking for parking.

Public parking charges and maximum stay periods can also be tailored to specific local circumstances, such as short-term parking at local shopping areas and longer-term parking in non-residential streets with sufficient capacity.

With 60% of respondents to the market research undertaken as part of the 2023 CMP consultation and 48% of respondents to the survey supporting "*a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone*" the Council's pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.

Action – Pricing Strategies

Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.

Pricing is an effective demand management tool when applied to public parking and parking permits. The aim of this action is to build upon the policies and procedures that are already in place to better manage demand and encourage an overall reduction in private vehicle usage across the city.

A review of the current structure for public parking charges will be used to establish how the demand for parking can be better managed within the existing parking zones in the city. This may include proposals to increase charges in locations of high demand which will help to support moves towards sustainable mobility in these areas.

Consideration will be given to initiatives such as emissions-based charging, to further contribute to reduced vehicle emissions and further incentivise the transition to sustainable mobility.

Anticipated benefits

- Parking charges are used to manage demand and ensure the general availability of spaces.
- Changes to parking charges will have a positive impact on localised pollution and air quality, and the creation of safer more pleasant streets for people.
- Pricing strategies provide a structured approach to pricing across all parking-related charges.

The Council's parking permit schemes are also designed to help manage demand both for parking places and vehicle ownership, with a significant surcharge in place for second permits to try and disincentivise multi car households and businesses.

In Edinburgh, residential permit pricing policy is based on permit zone, vehicle emissions and the number of vehicles in each property. Permit levels are currently restricted to two permits per household and one per person, with further constraints on new developments.

It is not possible to guarantee residents a parking place within their own street, so residential parking permits are issued on a zone wide basis in order to better balance parking demand over an appropriate area.

In some areas of the city, the residential permit scheme has been oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. Based on this, approximately 3,000 additional shared use

parking places were introduced in areas where they were needed to try and help residents and address the shortfall in parking availability.

Pricing based on vehicle emissions has recently changed from five to seven bands to enable greater differential costs for higher polluting vehicles. A surcharge will also be applied to all diesel vehicles which require a permit.

These changes have helped to encourage the use of more environmentally friendly vehicles and support local air quality improvements.

Action – Residents' Parking Permits

Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.

The main aim of residential parking permit schemes is to give residents priority in their own streets and to help them park closer to their homes. Parking permit charges are required to support the operating costs of the parking zones and can also be used as an effective demand management tool.

While permit prices increase annually in line with inflation, the structure of the permit charges has been set to try and encourage the uptake of more environmentally friendly vehicles. The price differential between the lower and higher emission permit bands is set to grow as permit prices increase whilst the second permit surcharge could be adjusted to further help disincentivise households from owning a second vehicle. This may be easier to develop for one-family households but may be more problematic in situations where individuals live in shared accommodation, i.e. flat sharing.

This action will review the impacts of the above residential pricing policies over recent years, investigate how they have helped to influence behavioural change and determine whether further steps can be taken to further influence the choices being made by the residents of Edinburgh who choose to own a vehicle.

Anticipated benefits

- Permit pricing can help to manage demand and encourage permit holders to consider switching to a less polluting vehicle or consider alternatives modes of transport.
- Linking permit prices to vehicle emissions helps to improve air quality.
- Permits can help to give priority to residents, local businesses and trades people over other road users.

2.4 Parking Enforcement

Decriminalised Parking Enforcement (DPE) has been in place in Edinburgh since 1998, with Greenway restrictions being added to the Council's responsibilities in 2007 and Bus Lane Camera Enforcement being added in 2012. This gives the Council significant scope to shape and influence Edinburgh's future travel choices for the better.

Enforcement is vital for parking management to function effectively. On-street parking regulations and enforcement are applied to establish an orderly use of the available urban space. Parking enforcement not only benefits people parking, waiting or loading, but also plays an important part in many people's everyday lives by determining where deliveries are made, local residents including people with mobility difficulties can park, and where people can cross the road, cycle and access public transport safely and with ease.

The Council has always outsourced the majority of DPE services and currently has a contract in place to guide the enforcement service and operations. The current contract, which runs until 2024, is enacted on behalf of the Council by NSL, who are one of the UK industry leaders and provide parking management services to manage, install, maintain and enforce all parking controls on adopted roads across the city to help keep Edinburgh moving.

First and foremost, the contract provides for the employment of Parking Attendants to monitor the on-street parking restrictions around the city. They help to ensure drivers park correctly, offer advice where parking could be improved and as a last resort issue penalty charge notices to incorrectly parked vehicles. In addition, removal services are also provided so that vehicles parked in hazardous places or those persistently incurring parking tickets can be impounded.

The contract provides a range of secondary services to support on-street enforcement, this includes lines and signs maintenance, cashless pay and display payment options, parking suspensions/dispensations and management of parking ticket machines, such as collecting cash and restocking pay and display vouchers. Finally, the contract also provides the Council with a variety of IT services and systems to manage, parking permits, parking tickets and bus lane cameras.

The Council's contract is based on the British Parking Association's model contract approach, endorsed by the Department for Transport. The Council's approach to enforcement is often used as an example of best practice by many other Scottish and UK Councils and Edinburgh currently works in collaboration with East Lothian, Midlothian and Highland Councils, granting them access to our framework contract and providing back-office parking services and support for all.

Action – Parking Enforcement Contract

Review and renew the Decriminalised Parking Enforcement contract to enhance parking enforcement and service delivery methods, protocols and specifications.

The Council's contract for parking services is due for renewal in 2024 and work is already underway to benchmark current services with similar sized local authorities in Scotland and across the rest of the UK. This process will inform the procurement journey to ensure that best value is achieved whilst delivering exceptional, innovative and efficient services for the capital.

This work will consider whether any services can be managed in-house more effectively by the Council and also look to identify further savings opportunities, such as the promotion of cashless parking initiatives, potentially removing the need to manage cash within our pay and display operations.

Furthermore, we will continue to work with our collaborative partners to ensure future services also meet their needs and help deliver good public services across other parts of the country.

Anticipated benefits

- Enforcement provides improved parking opportunities for residents, businesses and their customers by helping to tackle all day commuter parking.
- Enforcement helps manage demand, improve traffic management, street efficiency, safety and air quality.
- Parking controls which are effectively enforced help influence people's behaviour and their travel choices.
- Any surplus revenue from parking charges is reinvested in network management improvements identified through the CMP.

The Transport (Scotland) Act 2019 granted Scottish Councils additional powers to enforce double parking, parking at dropped kerbs and footway parking, with these powers finally coming into force on 11 December 2023.

Action – New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.

The Council has always supported these proposals, particularly on introducing a footway parking prohibition in Scotland, and was therefore well-prepared for the introduction of the new parking prohibitions, being the first Council in Scotland to take enforcement action under the new legislation in January 2024.

The parking team will also continue to work closely with other teams in the Council to help deliver both the Low Emission Zone (LEZ) and Workplace Parking Levy (WPL) if it is agreed to impose this charge.

Anticipated benefits
• Enforcement of footway parking, double parking and parking at dropped kerbs improves safety and accessibility for vulnerable pedestrians particularly those using wheelchairs or buggies, reduces damage caused to footways by vehicles and improves efficiency of streets if vehicle obstructions are reduced. • Revenue generated from additional enforcement powers is reinvested on mobility and transport improvements as identified through the City Mobility Plan.

2.5 Reducing Vehicle Emissions

In the UK per year, the health impacts of poor air quality have been estimated at £15 billion, while the total economic cost of air pollution may be as much as £54 billion. One of the key ways to tackle these impacts is to create a transport network that encourages sustainable mobility including incentivising people to utilise Electric Vehicles (EV).

As our transport strategies become embedded and EV ownership increases the number of publicly accessible EV charge points will have to increase rapidly. Capital investment requirements will increase accordingly, as will the demands placed on the Council for provision of adequately planned, maintained and operated public charging capacity. This has to be considered in the context of the rapidly evolving market for EVs and provision of the associated infrastructure, with private charge point network operators investing capital, skills and resource in the sector, alongside public investment.

The Council are therefore one Pathfinder authority working with Transport Scotland and Scottish Futures Trust to develop a business case for a new EV charging infrastructure delivery model. The business case assesses what EV Infrastructure is required in Edinburgh up to 2026, what proportion will be provided by EV operators (the market will become more attractive commercially as the customer base grows), what proportion of that total should be provided by the Council, and how the two can work together to try to meet demand.

Action – Electric Vehicle Charging

Develop, in partnership with electric vehicle operators, a commercially sustainable model for delivering publicly available electric vehicle charging hubs at strategic locations in the city.

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council "*provided public electric vehicle charging hubs to help reduce harmful emissions from transport*."

The Scottish Government has pursued a policy of supporting local authorities to install and operate EV infrastructure by providing grants that meet 100% of the capital costs for installation and establishing ChargePlace Scotland to manage the back-office functions.

The 2021 Transport Scotland 'Report on Public EV infrastructure in Scotland - Opportunities for Growth' makes it clear that the current funding model has achieved its aims and needs to be replaced with one which includes different funding sources.

We will work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.

A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.

Anticipated benefits
• Investments in on or off-street EV charging infrastructure incentivises the purchase and use of cleaner vehicles. • The switch to using cleaner vehicles is positive from an air quality and health perspective.

Edinburgh was an early adopter of car clubs, becoming the first UK city to introduce a pay as you drive car club vehicle in 1999, and will continue to encourage the developments of car clubs and car sharing in the city.

Whilst the car club operating model in the city has remained relatively unchanged since its inception (car club vehicles are placed in set marked bays which they must be returned to at the end of each hire), the number of car club vehicles has grown significantly to become the second largest car club in the UK outside of London.

There is one contracted car club operator in the city currently, with Enterprise Car Club offering short term vehicle hire on a pay-as-you-go-basis across more than 170 vehicles across the city, ranging from small city cars to vans to electric vehicles.

The Council supports car club operations by providing set marked bays dedicated for car club vehicles. In addition, all Enterprise Car Club vehicles get two hours free parking in pay and display parking places, shared use parking places, and in permit holders parking places across all controlled parking zones. EV charging points are also being implemented in 2023 for specific use by car club vehicles.

The Council also continues to encourage developers to include shared transport provision in new developments, which will in turn help to reduce the need for car parking and strengthen partnerships with car club partners to support the shift to zero emission vehicles, further championing car club initiatives.

Action – Car Club

Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council "expanded the areas served by Car Club to help reduce harmful emissions from transport."

Car clubs offer the convenience of car use without the need to own and maintain a car, and therefore make a substantial contribution to Edinburgh's shared transport offering as a means of significantly reducing the number of vehicles on our streets. According to CoMoUK (2022), 20 private cars are taken off the road by each car club car introduced in the UK.

This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel.

Specific focus will be given to areas of the city where demand outweighs supply for parking spaces, including new residential developments, and also areas of the city where there are lots of people (housing and jobs) but who often have lower levels of car ownership and are not well served by public transport services.

Anticipated benefits

- Car club vehicles can dramatically cut the cost of motoring for residents and customers when compared to the cost and worry of owning or operating a private car or van e.g. repairs, vandalism, loss of value.
- Car clubs help to reduce congestion, air pollution and emissions and make better use of public spaces.
- Car clubs have a positive social aspect, for example, car club providers can also provide accessible mobility options for those with limited physical ability.

3 Summary of Parking Actions

Communications
Action - Communication Plan Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.
Parking Controls
Action - Parking Controls Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.
Action - Waiting and Loading Controls Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.
Action - Short Stay Parking Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.
Parking Pricing and Permits
Action - Pricing Strategies Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.

Action - Residents' Parking Permits Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.
Parking Enforcement
Action - Parking Enforcement Contract Review and renew the Decriminalised Parking Enforcement contract to enhance parking enforcement and service delivery methods, protocols and specifications.
Action - New Enforcement Powers Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.
Reducing Vehicle Emissions
Action – Electric Vehicle Charging Develop, in partnership with electric vehicle charging operators, a commercially sustainable model for delivering publicly available electric vehicle charging hubs at strategic locations in the city.
Action – Car Clubs Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.

CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Road Safety

Supporting Information

February 2024

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

Delivering Actions for Road Safety – Supporting Information

1. Introduction

This paper augments and supports the delivery of the Council's City Mobility Plan (CMP). It describes the Council's strategic road safety priorities and sets out how we will address the challenges and interventions required to deliver the actions and targets set out. Actions in this paper will to help meet committed Council targets, in particular Vision Zero - where by 2050 there are zero fatalities or serious injuries on Scotland's roads.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

It should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering road space reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives and is intended to improve road safety on our road network.

The CMP is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

2. Our Vision

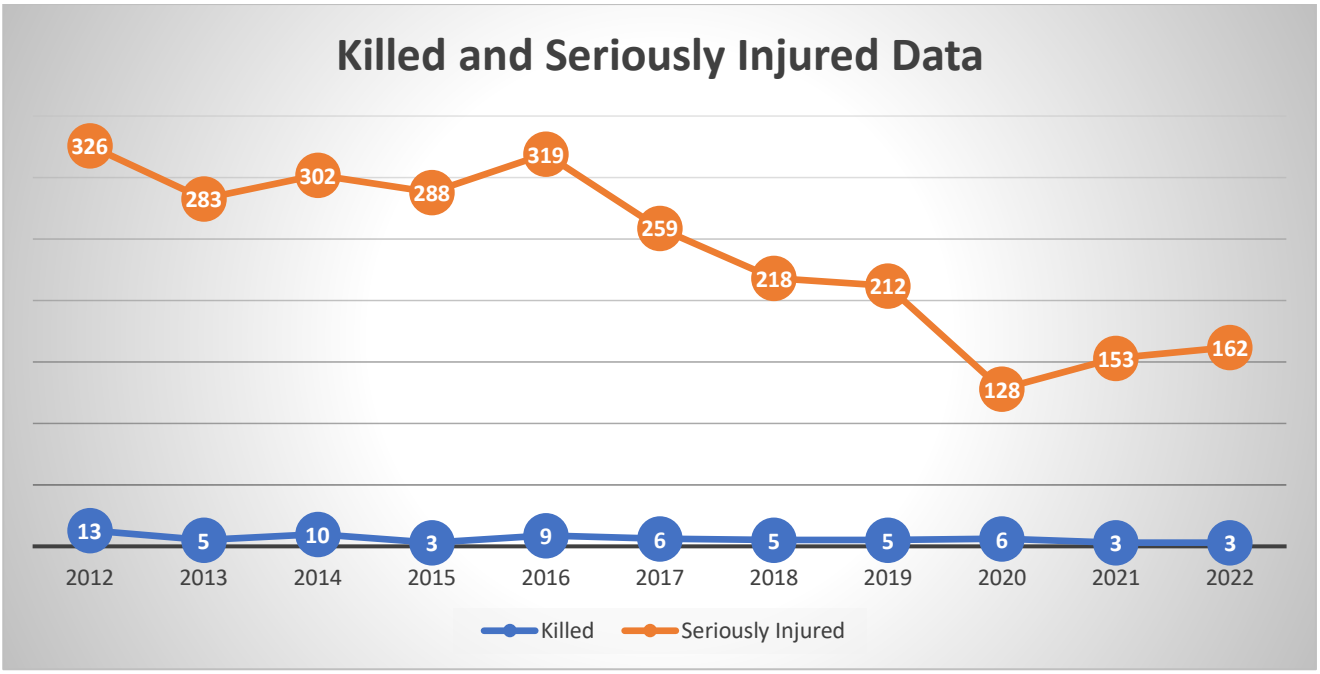
Our vision is based on the Safe Systems approach where we can influence *Safe Road Use,* create and work in partnership with colleagues and stakeholders to improve or create *Safe Roads and Roadsides* and manage road user behaviour in terms of *Safe Speeds.*

Immediate priorities are to increase the team resource, build on capacity and focus on achieving positive outcomes for our communities and most vulnerable road users.

Improving road safety across the city is not just the responsibility of the Council; it is a responsibility for everyone who uses our road network.

3. What We Know

The following graph provides information relating to people killed and seriously injured on our roads. Since 2012 it shows there has been a general decline in people killed and seriously injured up until 2022.



4. Our Statutory Duty and Priorities

Section 39 of 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.'

Under the 1988 Road Traffic Act, local authorities have a statutory responsibility for road safety.

5. ACTIONS

The action set out in this section priorities support the following CMP Objectives and policy measures:

Supported Objectives	**Supported Policy Measures**
Improve the safety for all travelling within our city.	PEOPLE 1 – Supporting Behaviour Change
Increase the proportion of trips people make by active and	MOVEMENT 14 – Walking and Wheeling
	MOVEMENT 15 - Cycling

sustainable travel modes. Improve sustainable travel choices for all travelling into, out of and across the city. Encourage behaviour change to support the use of sustainable travel modes. Ensure that transport options in the city are inclusive and affordable. Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 20 - Protecting Vulnerable Road Users MOVEMENT 21 - Speed Limit Reductions MOVEMENT 22 - Tackling Inconsiderate Parking MOVEMENT 23 - Mitigate Conflict in Shared Spaces MOVEMENT 24 - Safe and Accessible Paths and Streets MOVEMENT 25 - Strategic Approach to Road Space Allocation MOVEMENT 29 Monitoring and Evaluation MOVEMENT 37 - Parking, Waiting, Loading Restrictions PLACE 1 – Edinburgh City Centre Transformation PLACE 2 – 20 Minute Neighbourhoods PLACE 4 – Liveable Places PLACE 5 – Streets for People

Our actions, referenced in the City Mobility Plan Implementation Plan include:

Develop and deliver an annual funded and prioritised Road Safety project programme that reflects the statutory duties required by the service that aligns with national transport strategy and casualty reduction targets. To achieve this we will submit and seek approval of a business case to increase staff resource levels in the existing Road Safety team.
Review all available School Travel Plans with our school communities and prepare a programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools. Prepare a short-term delivery plan for school travel plan infrastructure to support behavioural change and active travel options.
Develop a Transport Service wide Pedestrian Crossing Framework that considers the provision of safe pedestrian and cyclist crossing infrastructure across the City. Move away from purely demand led assessments and define approved criteria that reflects pent up demand or need. Existing PV² assessment programme to continue in 2024/2025 until a new framework can be developed and approved.

Develop and deliver a prioritised programme to reflect statutory duties in terms of collision and casualty reduction and strategic targets including: - Accident Investigation and Prevention (AIP) - Driver Behaviour assessment (Speed Surveys and analysis) - Education and Engagement events for our young and older road user groups (VRUs).
Develop and seek approval for a new road safety policy including predictive risk modelling. Risk modelling should be a valuable tool when considering future road safety investment decisions. If the frequency of collisions and causalities reduces (as hoped) traditional data led investment strategies may not address the risk of harm on our road network.
Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.
Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.
Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach
Major Junctions Review (MJR): Develop individual project Packages for each element of the programme. Package 1 - Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello. Package 2 - Review requirement and delivery of 40 early interventions following approval of the CMP Future Streets Framework. Package 3 - Review MJR for the top 10 junctions following approval of the CMP Future Streets Framework.
School Crossing Patrol team: Undertake a citywide review of the School Crossing service to consider scope of operation. Undertake appropriate staff recruitment to reach an appropriate resource level. Undertake site audits in partnership with the Road Safety team to consider school travel infrastructure and crossing improvements.

Priorities have been identified from casualty data, survey results, engagement with partners and key stakeholders and consultation as part of the City Mobility Plan. Over time priority interventions, projects and engagement will be implemented via the Safe Systems approach, at the core of Scotland's Road Safety Framework to 2030.

To deliver the actions and targets set out, the Council will work with Transport Scotland and other partners to ensure that appropriate budgets and resources are sought.

6. Prioritising Our Most Vulnerable Road Users

Vulnerable road users are those who have less protection than occupants of motor vehicles and are therefore at a greater risk of being injured or killed in a collision.

The most vulnerable road user groups are pedestrians, children and young people, elderly people, cyclists and motorcyclists and will be a focus of future Action Plans.

As a local authority we have a duty to *"Promote Road Safety and Prevent Accidents"*. The vulnerability of specific road user groups should be considered at all stages of the design process and our transport hierarchy should give priority to these vulnerable road users where practicable.

6.1 Pedestrians

Pedestrians account for the majority of deaths on our roads.

Pedestrian casualties have reduced significantly over the past decade, however, there is still work to be done to ensure further casualty reductions in this group of road users.

We will continue to invest in our Pedestrian Crossing Programme as well as looking at a new pedestrian crossing framework approach to improve pedestrian safety across the city. However, the reduction of pedestrian casualties cannot be addressed by engineering measures alone. We have programmes in place to engage with our young road users within our primary schools and offer schools support in introducing road safety education for young children and their parents or guardians.

This continues within secondary schools targeting key year groups and risk factors. We engage with schoolchildren, parents, guardians, and school staff to identify barriers to walking and wheeling to school through the School Travel Plans process. Our planned reviews will identify infrastructure improvements to ensure children, parents and guardians have a safe, accessible network to enable them to walk and wheel to school.

Campaigns such as Be Bright, Be Seen are important to remind pedestrians to be visible in low light conditions, as 30% of collisions involving pedestrians take place during the hours of darkness, with 57% of pedestrian collisions occurring over the winter months.

We will also continue to review speed limits across our network and reduce them where there are appropriate levels of walking and wheeling. This will include further extensions of the 20mph network in Edinburgh and in our more rural settings.

The majority of collisions involving pedestrians between 2016 and 2020 occurred in the City Centre, however, a significant number of incidents also occurred on main arterial routes (data set between 2016 and 2020).

Accident Investigation and Analysis (AIP) will be undertaken to ensure collision clusters are investigated and emerging trends resulting in increased pedestrian casualties can be addressed and reported via the Road Safety Action Plan.

6.2 Cyclists

Cyclists accounted for 18% of all casualties on our network between 2011 and 2020, whilst in Bike Life Edinburgh 2019, only 9% of residents were identified to travel five or more days a week by bike.

Overall, the reduction in cyclist casualties is positive given the noted increase in the number of cyclists on our network, of around 4% to 2019. However, serious casualties in this road user group have not decreased at the same rate and have increased slightly since 2018.

As we continue to encourage sustainable travel and strive to increase the number of cyclists using our network, we must ensure there is safe, segregated infrastructure where appropriate and our wider network is suitable for safe cycling. The majority of collisions involving cyclists occurred on our main routes (data set between 2016 and 2020).

Collisions involving pedal cyclists can be the result of multiple factors, including, but not limited to, decisions or behaviours of individual road users. Utilising the Safe Systems approach in Edinburgh we need to continue to develop engineering, education and enforcement measures that assist cyclists in making safe journeys.

We will continue to work with colleagues and partners to run initiatives and engage with drivers to encourage safe road use around cyclists and safe driver behaviour. Cycle training in schools across the city, through Bikeability and I Bike will also continue, as well as supporting ‘Bike Buses and Cycle Trains’ on the journey to and from school.

6.3 Children and Young People

The safety of children and young road users is a core priority for the service. We want all children and young people to be able to travel safely and as actively as possible when making everyday journeys.

The number of children being injured on our network continues to reduce; however, we must focus our priorities around this group of vulnerable road users to ensure a further decrease in injuries.

Our team endeavors to engage and create a school travel plan for every school in Edinburgh where possible. We are currently taking stock of the outcomes and plans and will develop a rolling delivery plan considering appropriate interventions and education for our school communities.

Our initial review is expected to be complete in Spring 2024, when we will report on the status of school engagement, provide an outline of planned interventions and provide a draft programme for future work and activities.

We will also continue working with our Junior Road Safety Officers to help us promote road safety in schools across the city. Our annual launch event will continue to meet with the young officers and get them ready for their year ahead.

Our team will continue to plan and arrange the Edinburgh 'Young Drivers' event. This is a well-regarded road safety event held with several of our partners specifically focused for novice drivers. This builds on the education messages which have been delivered to the pupils throughout their education including peer pressure, fatigue, drink and drugs, vehicle maintenance and respecting other road users.

Finally, road safety education plays an important role in shaping the attitudes and behaviours of children and young people. In Edinburgh, we want to do everything we can to ensure they can all become responsible road users.

6.4 Older Road Users

While those aged 65 and over account for 15% of the population of Edinburgh, 10% of all collisions on our network from 2011 to 2020 involved people within this age group.

Edinburgh has an aging population, with the number of people over the age of 75 in Scotland to almost double by 2043, in response the Safe System should consider measures appropriate for older road users.

As part of our analysis we will look to establish whether there is an increased risk of elderly people being involved in collisions on our network, the specific causes collisions and develop education campaigns for road users aged 65 and over.

6.5 Motorcyclists

Motorcyclists have a disproportionately high risk of involvement in a collision, when compared to the numbers of riders using this mode of transport. In Scotland, motorcyclists account for less than 1% of all traffic, but represent 7% of casualties in road collisions. In Edinburgh they were involved in 9% of all collisions (up to 2020).

The number of collisions involving motorcyclists has decreased slightly and is on a continual downward trend. However, we must do more using the safe systems approach to ensure that the number of serious collisions continues to decrease. We will continue to work with partners and schools to educate young people to prevent joyriding stolen motorcycles to avoid serious and fatal injuries to them and other road users.

7. Our Casualty Reduction Targets

To enable us to quantify and monitor our performance in relation to historical data, it is necessary to set local targets to ensure we prioritise our efforts to reduce the number of people killed or seriously injured on our roads.

In setting targets, we must not forget that each and every incident involves a person. We must ensure we, alongside our partners, are committing adequate resources to ensure these targets are met by 2030.

A Delivery Plan will be produced by the Road Safety team on an annual basis and reported to the Transport and Environment Committee for approval. This plan will set out project priorities, resource availability/pressures and a delivery programme for the year ahead. We will also introduce a formal review of progress towards our approved reduction targets.

7.1 Targets to 2030

We have adopted ambitious targets that are similar to the interim targets set in Scotland's Road Safety Framework.

Our Committee approved targets to be met by 2030 are:

- Zero fatalities
- A 50% reduction in people seriously injured.
- A 60% reduction in children and young people seriously injured (<18)

The targets to be met by 2030 are:

- 40% reduction in pedestrians seriously injured
- 30% reduction in cyclists seriously injured
- 30% reduction in motorcyclists seriously injured
- 20% reduction in road users aged 65+ seriously injured
- 70% reduction in road users aged between 18 to 24 seriously injured

We will work closely with Transport Scotland throughout the duration of this plan to monitor progress against the strategic actions of Scotland's Road Safety Framework and the actions of its Delivery Plan.

The Council's City Mobility Plan will also monitor the following casualty indicators:

- Number of people killed (annual)
- Fatalities of Active Mode Users

7.2 The Safe Systems Road Safety Approach

The Safe Systems approach is considered an international best practice to road safety management based on a set of four main principles:

1. People make mistakes that lead to collisions on the network.

2. The human body has a limited physical ability to tolerate forces caused in collisions before bodily harm occurs.
3. People have a responsibility to act with care and comply with traffic laws, a shared responsibility exists with those who design, build, manage and maintain roads and vehicles to prevent collisions resulting in serious injury or death and provide post-collision care.
4. Finally, all parts of the system must be strengthened to increase their effects, meaning all road users are protected, even if one part fails.

The main goal of safe systems is to ensure that these mistakes do not lead to a collision; or should a collision occur, it is sufficiently controlled to not cause a death or a life-changing injury.

The Safe System approach has five core pillars:

1. Safe road use
2. Safe roads and roadsides
3. Safe speeds
4. Safe vehicles
5. Post-crash response

Transport Scotland – Road Safety Framework to 2030:

7.3 Safe Road Use

The Council will continue to work closely with Police Scotland and partners on road safety matters at both a strategic and local neighbourhood level. Enforcement remains a key area of casualty reduction within the safe systems approach. Drink/drug driving, dangerous driving, speeding, failing to wear a seat belt or driving whilst using a mobile device are just some examples of unsafe behaviours whilst using the roads that require police enforcement. Over the lifecycle of this plan, we will work with partners though the Local Partnership Forum on innovative measures, such as providing dashcam footage for enforcement purposes and other initiatives.

To encourage safe road use across the city, we will continue to develop our network and its use in line with changes to policy and guidance both at a local and national level as these change, such as the Highway Code.

Other measures, including working together across the council and with partners to reduce car-based traffic, which is a council target to reduce by 30% by 2030, by inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than private vehicles will also contribute to safer road use over the life of this plan.

Education is also key to ensure all road users are aware of the danger posed to each mode as set out in the road user hierarchy and act appropriately to keep themselves and others safe on the road.

We will continue to utilise Road Safety Scotland resources to ensure consistent messaging across the country whilst developing our own resources when appropriate.

It is important to recognise the benefits of road safety education for all ages, especially the teaching of road safety skills at an early age. Through the School Travel Plan process we will work with schools to ensure our education events are aligned with the curriculum for excellence and school communities have an input to what they feel would make their journeys to school safer.

7.4 Safe Roads and Roadsides

Our road system should be designed and managed to prevent collisions.

The Road Safety Team will continue to undertake Accident Investigation and Prevention collision investigation (AIP) within the City of Edinburgh Council area using a rolling dataset. This investigation is carried out using the STATS19 collision details supplied by Transport Scotland. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where intervention may be appropriate.

The Department for Transport estimates the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis in the prevention of collisions resulting in personal injury. This information will be considered as AIP and other schemes are developed where collisions have occurred. This established methodology of costings should be considered when developing and monitoring the success or collision reduction schemes.

We will engage with schoolchildren, parents, guardians and school staff to identify the barriers to walking and wheeling to school through the School Travel Plans to inform where improved infrastructure could be introduced. This may also include engagement with the school communities, partners, stakeholders and residents who will be affected by any proposals that arise from discussions.

7.5 Safe Speeds

Through the Safe Systems approach, speed limits and appropriate road user behaviour are vital in reducing the speed at which potential collisions may occur.

Any changes to lower speed limits will require a significant change in driver behaviour and we will look to undertake various activities to encourage compliance, as well as working with Police Scotland to influence targeted enforcement across the city. Public communication campaigns will continue to raise awareness and encourage compliance. We will continue to work closely with the Police to consider where speed reduction measures are appropriate, make use of new data sources available to the team and seek enforcement of traffic speeds across the city.

To ensure speed limits are effective, we will undertake monitoring across the city on a bi-annual basis where concerns in relation to non-compliance of speed limits have been raised. We also work with Safety Cameras Scotland and Police Scotland on an annual basis to review live and potential Safety Camera sites. The aim of this partnership is to reduce the number of injuries on Scotland's Road network through targeted camera enforcement, through fixed, mobile and red-light cameras. Cameras are located primarily where they have the greatest casualty and collision reduction potential. All camera locations can be found on the Safety Cameras Scotland website.

7.6 Safe Vehicles

The safety standards in vehicle design and manufacture are internationally regulated to minimise the severity of collisions for all road users. As technology continues to advance road networks and vehicles will eventually be managed by intelligent traffic control systems, relying on ever-more autonomous vehicles and smart infrastructure. We will work with colleagues in Transport Scotland and the Scottish Government to support the CAV Roadmap and other national intelligent transport policies and initiatives as they are developed over the length of this plan.

We will also work with other partners as new emerging technologies and travel patterns emerge to ensure our road network adapts and protects our most vulnerable road users.

7.7 Post Crash Response

Partnership working is vital for the success of the Safe Systems Approach.

Through engagement, we will work with all emergency services and the National Health Service to ensure our road network is managed appropriately to support first responders. Our team will continue to support and attend post-incident investigations into the causes of

collisions on our roads. We will work closely with colleagues in Police Scotland and attend fatal and serious collisions investigations when required.

The City of Edinburgh Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

January 2024

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Foreword

Air pollution is a serious threat to all our health, but especially the young, the old and people with existing health problems. Harmful levels of air pollution are damaging people's health, quality of life, and cutting lives short and poorer and more disadvantaged people are disproportionately affected.

Improvements in air quality have already been achieved across Edinburgh, which should be celebrated. These improvements have largely been focused on nitrogen dioxide, with key interventions including the impending Low Emission Zone, along with other supporting actions to reduce traffic emissions.

Even with these successes, from a health perspective there is no safe level of certain regulated pollutants, with Particulate Matter ($PM_{2.5}$) now being among those which health experts are most concerned about. $PM_{2.5}$ can penetrate the lungs and enter the body through the blood stream, affecting all major organs. Exposure to $PM_{2.5}$ can cause damage to the brain, our cardiovascular and respiratory system, provoking, for example stroke, lung cancer and chronic obstructive pulmonary disease (COPD).

$PM_{2.5}$ can come from many sources for example: domestic solid fuel burning, traffic exhausts, industry and farming. There can be considerable contribution from sources originating outside of Edinburgh. For these reasons this Plan aims to tackle more than just traffic pollution and looks to the future not only in tackling $PM_{2.5}$, but also linking up with the 2030 Climate Strategy and including actions relating to the feasibility of zero carbon city centres. Actions are included in the plan which aim to reduce emissions from domestic solid fuel burning, which is becoming a more urgent priority both nationally and locally.

Improvements in air quality, for both nitrogen dioxide and $PM_{2.5}$ can only happen by addressing the range of sources in an integrated way. We know we cannot do this alone. We have been working with key partners, including NHS Lothian, the University of Edinburgh, the Scottish Environment Protection Agency, and an array of others to ensure that actions are relevant, that our partners are on board with implementation, and that we have the most up to date evidence base we can. We will also continue to work with the Scottish Government to ensure that national action, through the Cleaner Air for Scotland strategy, complements and supports action in Edinburgh.

Air Quality is fully integrated within the City Mobility Plan, and the emerging City Plan 2030. Many of the key actions not only improve air quality, but also reduce climate pollution. In the future it will be easier to get around Edinburgh on foot, by bike or by public transport, helping to reduce traffic emissions. Where vehicles are needed our plan is to guide for the future of electric vehicles. We are also committed to ambitious placemaking measures for longer term shifts to reduce energy and to bring services closer to people.

We accept, however, that simply meeting minimum air quality standards is not good enough for the old and those with existing health problems. In recent years, the World Health Organisation has set the tightest standards yet for air pollution, which will be a huge challenge to achieve. We need to acknowledge this challenge, and ensure we prioritise the health and wellbeing of residents, workers, and visitors to Edinburgh in our pursuit for cleaner air.

Professor Scott Arthur

Convenor of the Transport and Environment Committee

The City of Edinburgh Council

2024

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of the statutory duties required by the Local Air Quality Management framework. It outlines the actions that will be taken to improve air quality in Edinburgh between 2024 and 2028.

Air pollution is associated with adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and more recent research associates it with dementia and brain ill-health. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. The City of Edinburgh Council is committed to reducing the exposure of people in Edinburgh to poor air quality to improve health.

This Plan focuses on locations where there are risks of exceedances of the nitrogen dioxide (NO_2) Air Quality Objectives, but also identifies strategic measures which will ensure concentrations of pollutants are reduced across Edinburgh, especially $PM_{2.5}$. This approach is supported by that set out in the Cleaner Air for Scotland 2 strategy (2021), which provides national policy support for a precautionary public health approach to air pollution.

The AQAP is intended to complement the substantial amount of work which has been undertaken in relation to the Low Emission Zone, which was implemented on 31 May 2022 (and will be enforced from 1st June 2024). It also strongly supports elements of the Council's City Mobility Plan, 2030 Climate Strategy and the current Local Development Plan and emerging City Plan 2030.

For this AQAP, actions have been developed under eight broad themes:

- Low Emission Zone (LEZ)
- Strategic Transport
- Behavioural Change to Active Travel
- Public Transport

- Low Emission Vehicles
- 2030 Climate Strategy
- Integrated Policies and Guidance
- Domestic Solid Fuel Burning

The following issues need to be prioritised:

- Implementation of the LEZ, which should reduce and maintain concentrations of nitrogen dioxide to within legal standards in Edinburgh,
- 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 e.g., Inverleith Row,
- Through collaborative working, ensure that wider strategic air quality action is implemented through existing policy areas. This will include strategic transport improvements, promotion of behaviour-change to reduce private vehicle use, promotion of low emission vehicles and controlling domestic emissions, and;
- Plans being developed and implemented for placemaking, climate change and noise reduction are closely co-ordinated and aligned with those for air quality in order to maximise co-benefits.

The AQAP outlines how the Council and partners will effectively tackle poor air quality to meet and maintain statutory air quality objectives and generally work towards improving air quality. However, there are a large number of air quality policy areas that are outside the influence of the Council, that could use evidence the Council has, and so we will continue to work with the Scottish Government and partner organisations on policies and issues beyond the Council's direct influence.

The AQAP, along with supporting information papers on delivering actions for public transport, active travel, parking and road safety, is fully integrated with the City Mobility Plan (CMP), having been through an extensive joint consultation. The Plan supports the strategic vision that the city is connected by a safer and more inclusive net zero carbon transport system, delivering a healthier, thriving, fairer and compact capital city and ensuring a higher quality of life for all residents. The AQAP will also tackle sources of air pollution wider than transport and include actions that aim to reduce domestic solid fuel burning.

Separately, further work will be undertaken in respect to the actions that are required to address Particulate Matter (PM_{10}) within the Salamander Street Air Quality Management Area. Emissions from industrial and fugitive sources from operations in and around Leith Docks are a contributory factor, as well as traffic. The steering group for this AQMA, consisting of Scottish Government, the Scottish Environmental Protection Agency (SEPA), Forth Ports and Council officials will reconvene in 2024.

In accordance with the requirements of relevant policy guidance (PG(S)(23)) the City of Edinburgh Council expects that all of the AQMAs within Edinburgh will be revoked by the end of this plan period (2028) and where possible, within a shorter timeframe.

Responsibilities and Commitment

This AQAP was prepared by the Placemaking and Mobility Strategy and Development team of the City of Edinburgh Council with the support and agreement from the Executive Director of Place, Service Directors for Sustainable Development and Operational Services and Heads of Service and managers for a wide range of Council disciplines. Collaboration was also undertaken with partner organisations; SEPA, Transport Scotland and NHS Lothian.

This AQAP is to be approved by the Transport and Environment Committee in February 2024. Progress on actions each year, will be reported in the Annual Progress Report (APR) produced by the City of Edinburgh Council, as part of the statutory Local Air Quality Management duties.

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1. Introduction

Air pollution is associated with adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and more recent research associates it with dementia and brain ill-health. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas[1,2].

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3].

This report outlines the actions that the City of Edinburgh Council and partners will deliver between 2024-2028 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents, workers and visitors to the City of Edinburgh Council's administrative area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within the Council's Air Quality Annual Progress Report (APR).

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010

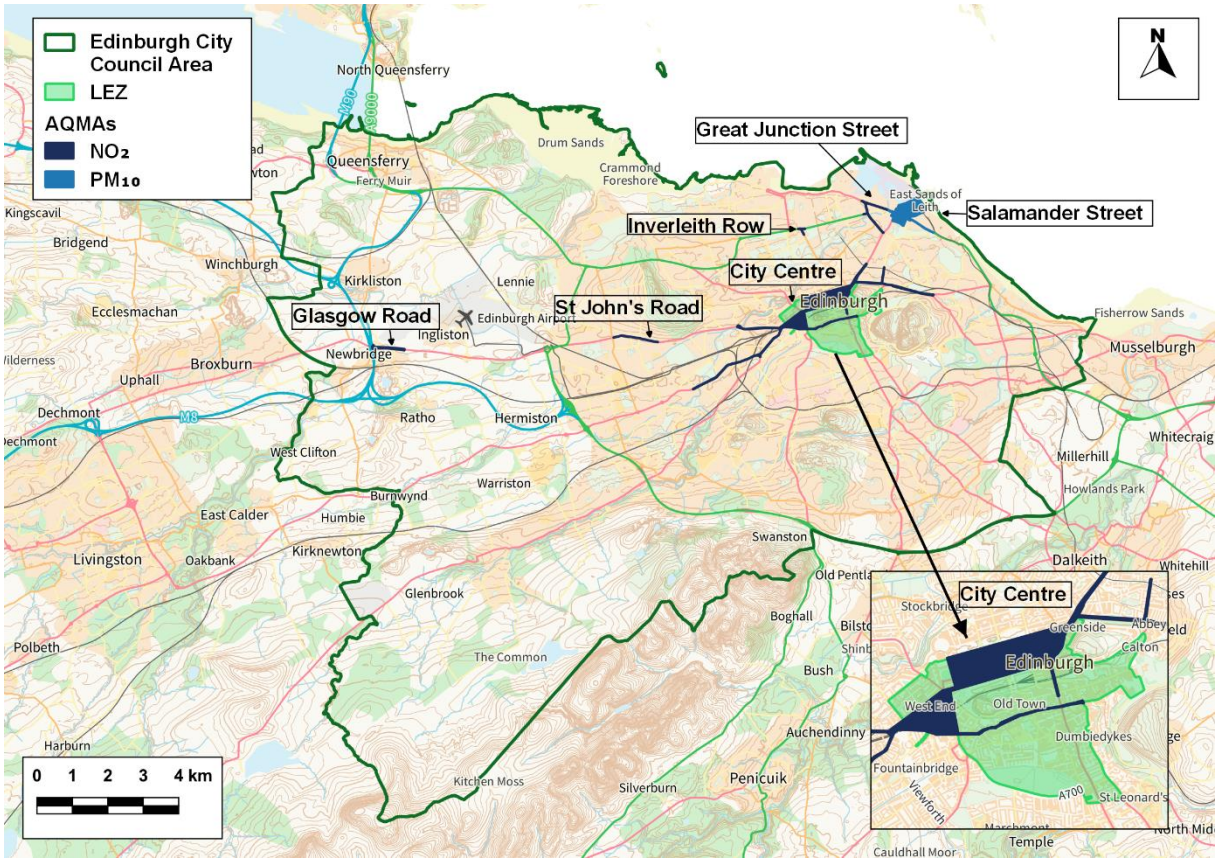
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

2. Summary of Current Air Quality in Edinburgh

The City of Edinburgh Council has declared six Air Quality Management Areas (AQMAs), five for the pollutant nitrogen dioxide (NO_2) and one for fine particulates (PM_{10}). Figure 1 shows the AQMAs within the Council area, and the Low Emission Zone (LEZ) boundary.

Figure 1 Edinburgh's AQMAs and Low Emission Zone



Road traffic is by far the greatest contributor to the high concentrations of NO_2 in the city. However, the AQMA at Salamander Street declared for PM_{10} exceedances is due to other sources as well as traffic. Emissions from industrial and fugitive sources from operations in and around Leith Docks are a contributory factor. Domestic and commercial power and heating (including gas and solid fuel) also contributes to NO_2, PM_{10} and $PM_{2.5}$ concentrations in the city.

2.1 Current Status of the Air Quality Management Areas (AQMAs)

The Scottish Government has approved the Council's intention to revoke the Inverleith Row AQMA as there has been a number of consecutive years of compliance with the objectives. Furthermore, air quality modelling has predicted a sustained reduction of NO_2 concentrations when the LEZ is operational. A revocation order is planned to be published in January 2024.

Approval has also been given to amend the St John's Road AQMA in order to remove the hourly exceedance designation, with the objective having been achieved for a number of years. Consideration of the revocation of the AQMA in full will be undertaken by the statutory Local Air Quality Management (LAQM) annual review and assessment process and reported in the Annual Progress Report (APR).

Within the Great Junction Street AQMA, there have been no reported breaches of NO_2 objectives since 2016. It is uncertain what the impact of the traffic management changes from the new tram network extension and the low traffic neighbourhoood in the local area will have on NO_2 concentration. Therefore, the Council will consider revoking this AQMA once the impacts of these are known.

In the Central and Glasgow Road AQMA, objectives are currently being achieved. Again, under the LAQM review and assessment process revocation of these AQMA will be considered and reported in the APR.

There continues to be a downward trend in annual concentrations of PM_{10} in the Salamander St AQMA. There have been no exceedances in the annual PM_{10} objective since 2019. There was marginal compliance with the 24-hour objective in 2022.

The status of the AQMAs is summarised in Table 3.1 (overleaf). Further details can be found at: https://www.edinburgh.gov.uk/downloads/download/13180/air-quality-management-areas.

Table 2.1 – Summary of the status of AQMAs in Edinburgh

AQMA	Objectives declared	Current Status
Central	NO_2 annual mean	Exceedances of annual mean objective at multiple locations in 2019, one location in 2020 and no exceedances in 2021 or 2022.
	NO_2 1-hour mean	No exceedances since 2018
St Johns Road	NO_2 annual mean	No exceedances since 2020.
	NO_2 1-hour mean	No exceedances since 2015. *AQMA currently being amended to remove this designation.*
Great Junction Street	NO_2 annual mean	No exceedances since 2016.
Glasgow Road	NO_2 annual mean	No exceedances since 2019.
Inverleith Row	NO_2 annual mean [2]	No exceedances since 2017. *AQMA currently being revoked.*
Salamander Street	PM_{10} annual mean	No exceedance since 2020.
	PM_{10} 24hr mean	No exceedance since 2015, although close to the objective in 2022.

2.2 Air Quality Data

Even without the effect of the pandemic, long term trends show concentrations of the main pollutants are decreasing at most locations across the city, albeit there are areas of concern, especially in the Central AQMA. This area has historically had the greatest number of sites exceeding the objectives and some of the highest concentrations in the city. The appraisal work for the Low Emission Zone scheme concluded that the City Centre was a priority for action.

The impact of the COVID-19 pandemic was significant for air quality during 2020 and 2021. Restrictions on travel resulted in a significant drop in NO_2 concentrations at almost all locations across the city with just one location within the Central AQMA breaching the legal objective. No objectives for fine particulate matter (PM_{10} and $PM_{2.5}$) were breached, including within the PM_{10} Salamander Street AQMA, for the first year since it was declared in 2017.

Monitoring data from 2020 or 2021 are unlikely to be representative in terms of long-term trends. For the purpose of this AQAP, consideration has been given to pre-pandemic pollution concentrations as well as 2022 data. In some cases, 2022 data are higher than in 2021, but still on a downward trajectory from pre-pandemic levels.

In 2019, exceedances of the NO_2 annual objective were monitored within St John's Road and the Central AQMAs. Exceedances of the NO_2 annual objective were also reported within the Glasgow Road AQMA, however once distance correction calculations were carried out, the estimated concentrations were below the objectives. There were measured exceedances outwith but adjacent to the Central AQMA, which will continued to be monitored.

2022 data shows compliance with current air quality objectives across Edinburgh. Although one diffusion tube in Queensferry Road was exceeding, when corrected for relevant exposure (where the air quality objectives apply), it was well below the objective.

The overriding downward trend reveals the longer-term positive effects of emissions reduction measures such as the increased use of lower emissions (newer) vehicles. Reduction in traffic, predominately associated with the effects of the pandemic may also be having an effect.

This AQAP focuses predominately on the NO_2 (traffic related) AQMAs, although the need to reduce local air pollutant emissions across Edinburgh is also noted and incorporated. The Salamander Street AQMA, declared for PM_{10}, will have a separate focus as detailed above.

For Scottish Local Authorities, $PM_{2.5}$ has now been prescribed in regulations with an annual mean objective of 10 µg/m^3 to be achieved by 2020. This objective has not been exceeded at any monitoring location in the last 5 years.

3. The City of Edinburgh Council's Air Quality Priorities

The priority for this revised AQAP is to ensure the Council and partners are working towards meeting the statutory air quality objectives but also, where practicable and feasible, to reduce local air pollution emissions across the city.

These priorities are consistent with Cleaner Air for Scotland 2 (CAFS2), in which the first theme is adopting a precautionary public health approach to air pollution reduction, with compliance with domestic and international air quality standards being a minimum.

Continuing economic growth in the city and wider region presents a challenge for air quality. Population growth creates an inevitable demand for all modes of transport and supported infrastructure. The Council is preparing a new Local Development Plan for Edinburgh - the City Plan 2030, which sets out policies and proposals for development in Edinburgh between 2020 and 2030. Alignment with local air quality management and in developing local and national air quality strategies will be crucial to ensuring sustainable economic growth.

Alongside the City Plan 2030, the City Mobility Plan, the Edinburgh 2030 Climate Strategy and plans for noise reduction and the different aspects of transport, will shape the Council's priorities over the 5 years of this AQAP.

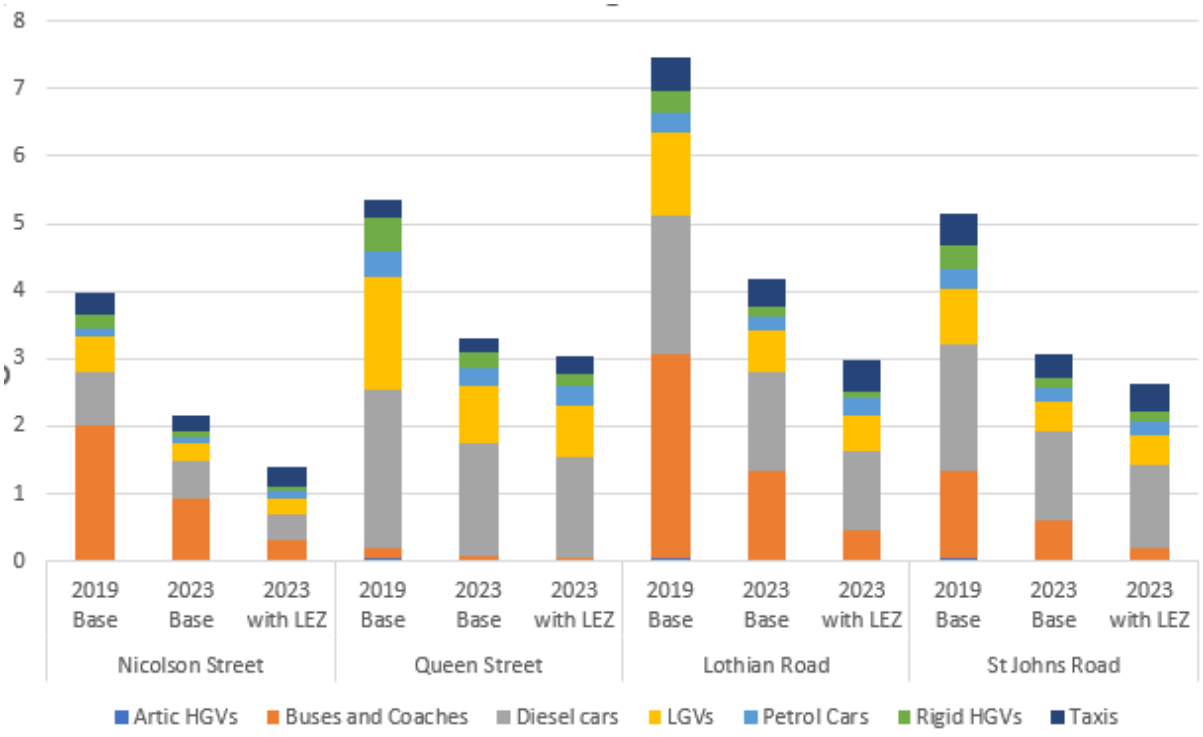
Actions underway within Edinburgh are driven by national as well as local priorities. The full policy context is set out in Appendix C.

3.1 Source Apportionment

The measures presented in this AQAP are intended to be targeted towards the predominant sources of emissions within the Council's area. Source apportionment exercises were therefore carried out on traffic emissions.

In 2021, as part of the feasibility work for the LEZ, SEPA presented in the Low Emission Zone Evidence Report[4]. This included percentage source contributions (as emissions) for the overall LEZ area, and at key locations within, and just outside, the LEZ in order to illustrate the variation at different locations across Edinburgh. Figure 2 illustrates emissions factors (NOx emissions in tonnes per kilometre per year) at four locations within and outside the LEZ. Figures for 2019 baseline and 2023 with and without (Base) LEZ are presented.

Figure 2: Source Apportionment: Emission Factors (tonnes/km/yr) from all Vehicle Sectors



[4] Available at https://www.edinburgh.gov.uk/downloads/file/30519/cleaner-air-for-scotland-%E2%80%93-national-modelling-framework-low-emission-zone-evidence-report-%E2%80%93-edinburgh-scottish-environment-protection-agency-september-2021

Total emissions from all vehicle categories will fall significantly between 2019 and 2023, with the implementation of the LEZ showing further reductions.

The contribution from each vehicle class is different on a street-by-street basis. The figures show that proportionally buses and coaches will have the greatest emissions reductions through the implementation of the LEZ. Significant reductions are predicted from all vehicle categories, except for petrol cars, which are predicted to increase emissions marginally due to an increase of petrol cars (which are mostly compliant) travelling through the LEZ. Lothian Road, within the LEZ has one of the highest predicted concentrations, however total emissions will decline significantly with the LEZ, with proportionally buses having the greatest reductions. Queen Street outwith and on the boundary of the LEZ, sees slight reductions from all vehicle categories however diesel cars are the predominant contributor.

These findings are also supported by work that was carried out in the St John's Road and Great Junction Street AQMAs. With grant funding the Council contracted Ricardo AEA to undertake remote sensing emissions testing in February and July 2020. This consisted of specialist equipment at the roadside, alongside automatic number plate recognition cameras to collect details of the vehicle's tail-pipe emissions in the real-world. Real-world emission factors were derived from the study and then combined with the local fleet data, where it was possible to apportion the overall vehicle tail-pipe emissions to the different vehicle categories.

Figures 3 and 4 below show the apportionment of car, LGV, bus and rigid HGV emissions to vehicles by fuel type and Euro standard based on the fleet composition during the survey campaigns.

Vehicle classes for which the emission factors are particularly uncertain (because there were fewer than 10 valid emissions measurements) were excluded from the source apportionment plots. In general, these vehicles would be expected to contribute a small proportion of the total NOx emissions as only a small number of these vehicles were seen on the road during the campaigns.

Figure 3 Apportionment of emissions to cars, vans, buses and rigid HGVs by fuel type and Euro standard (E) based on real-world emission factors and fleet composition at St John's Road

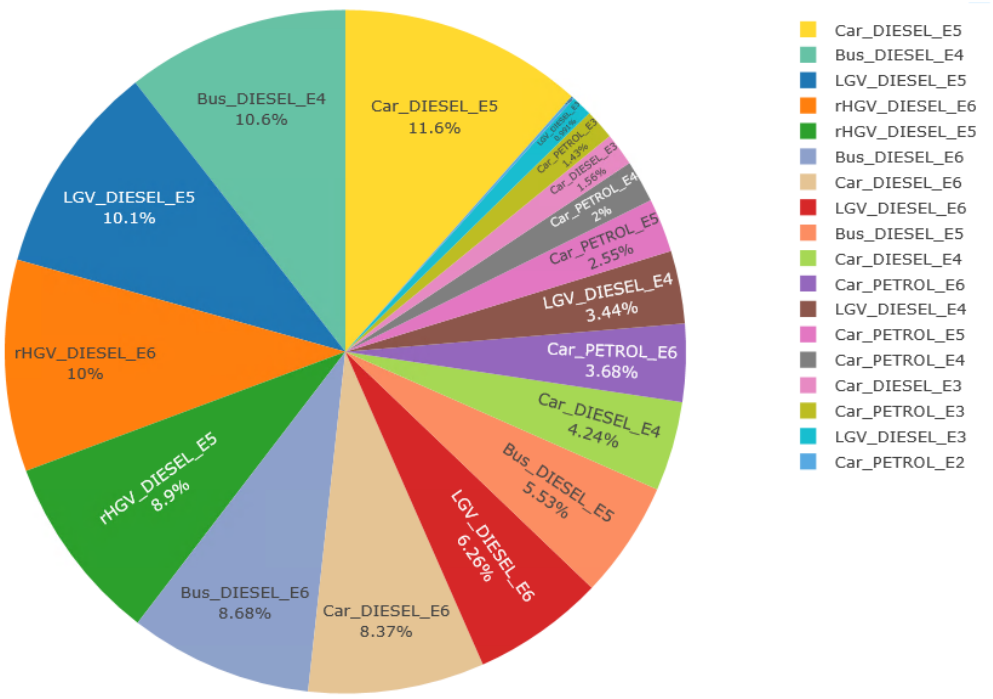
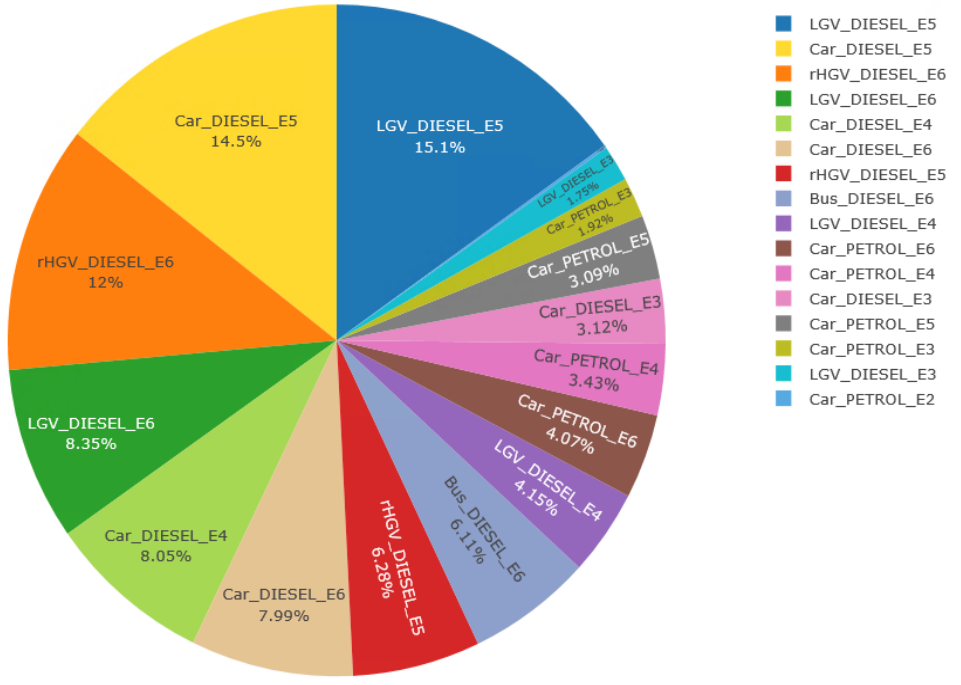


Figure 4 Apportionment of emissions to cars, vans, buses and rigid HGVs by fuel type and Euro standard (E) based on real-world emission factors and fleet composition at Great Junction Street



The Council also undertook source apportionment work for the Glasgow Road AQMA based on a 2022 traffic survey. An ANPR camera survey was conducted in September 2022, in order to obtain locally robust information on both the vehicle types and Euro standards of the vehicles using Glasgow Road. Proportions of vehicle types and Euro standards are illustrated below. Analysis has been undertaken at the diffusion tube monitoring locations within the AQMA, in order to provide a context in relation to concentrations, as set out in LAQM Technical Guidance (TG22).

Figure 5 Apportionment of emissions at diffusion tube monitoring locations to vehicle types based on fleet composition at Glasgow Road

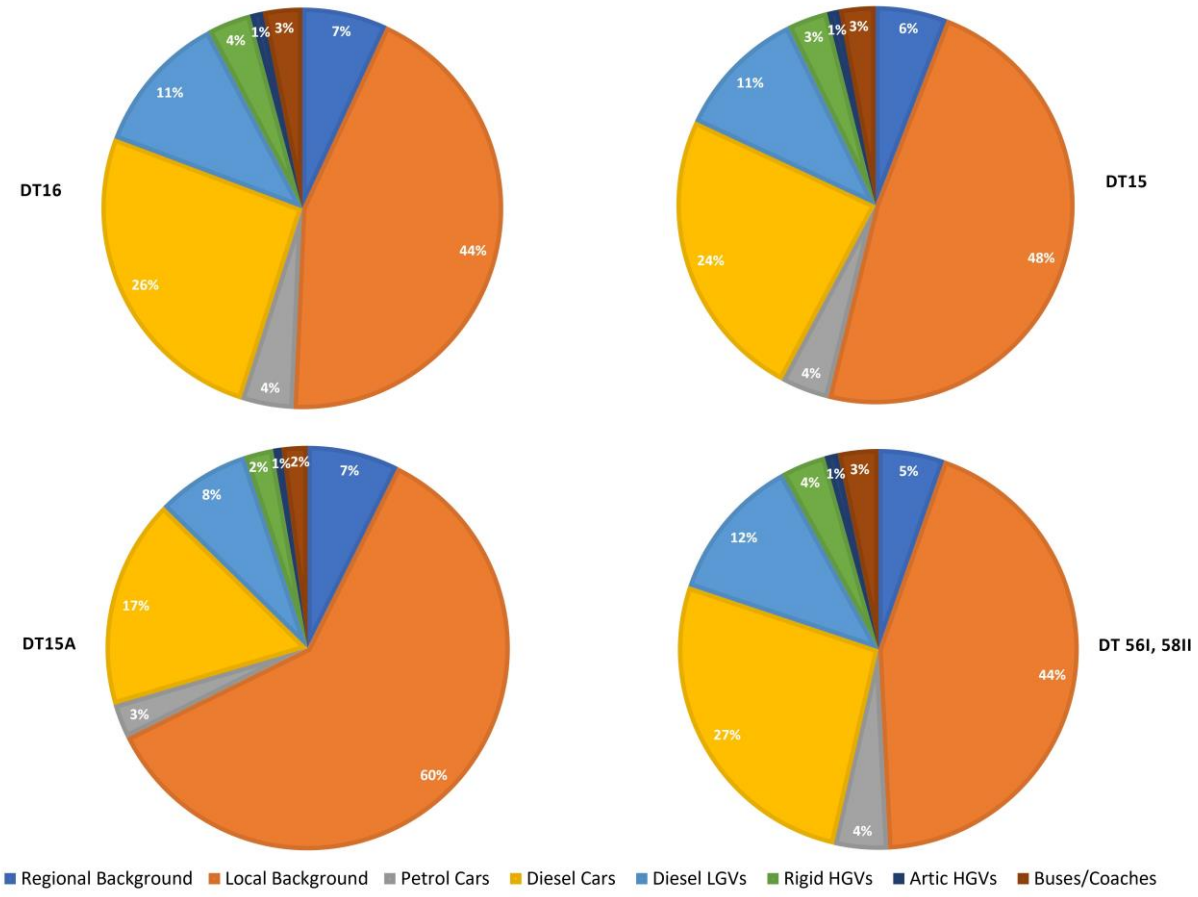


Figure 5 shows that at all of the monitoring sites, background concentrations (local and regional) make up a large proportion of the overall emissions. It should be noted that background concentrations are likely to be significantly influenced by general motorway traffic, especially from the adjacent M9.

In terms of the traffic emissions, the majority of emissions are from diesel cars and LGVs, with smaller proportions of emissions from petrol cars, HGVs and buses.

Figure 6 shows the traffic emissions apportioned (ie not including background), for a clearer illustration of the breakdown of NOx emissions from the adjacent road traffic.

Figure 6 Apportionment of emissions to vehicle types based on fleet composition at Glasgow Road

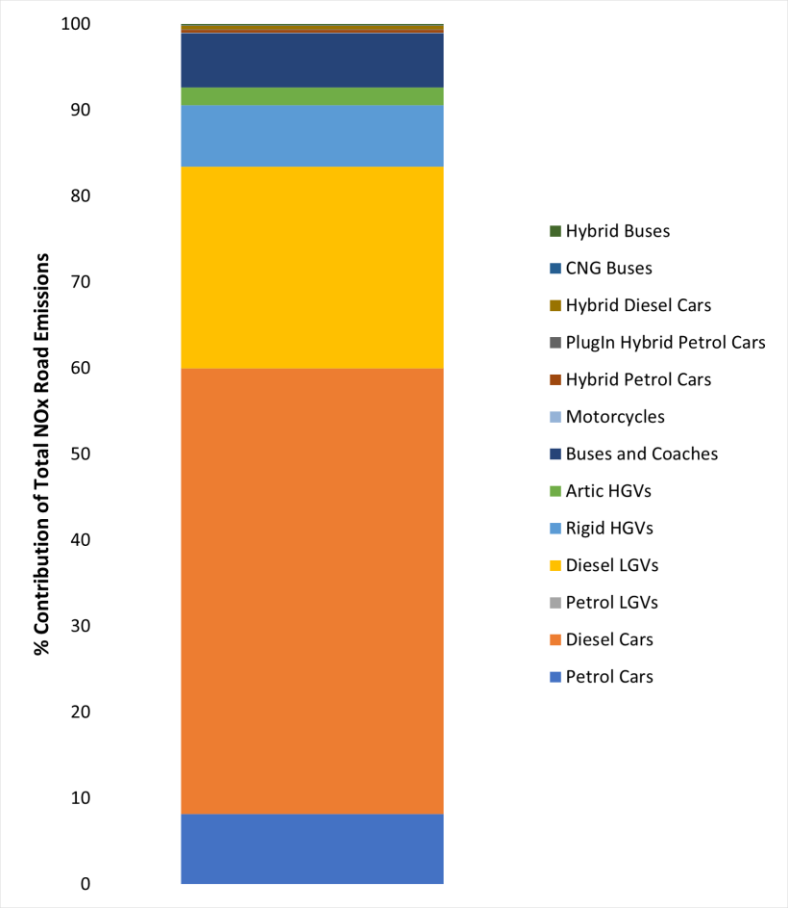
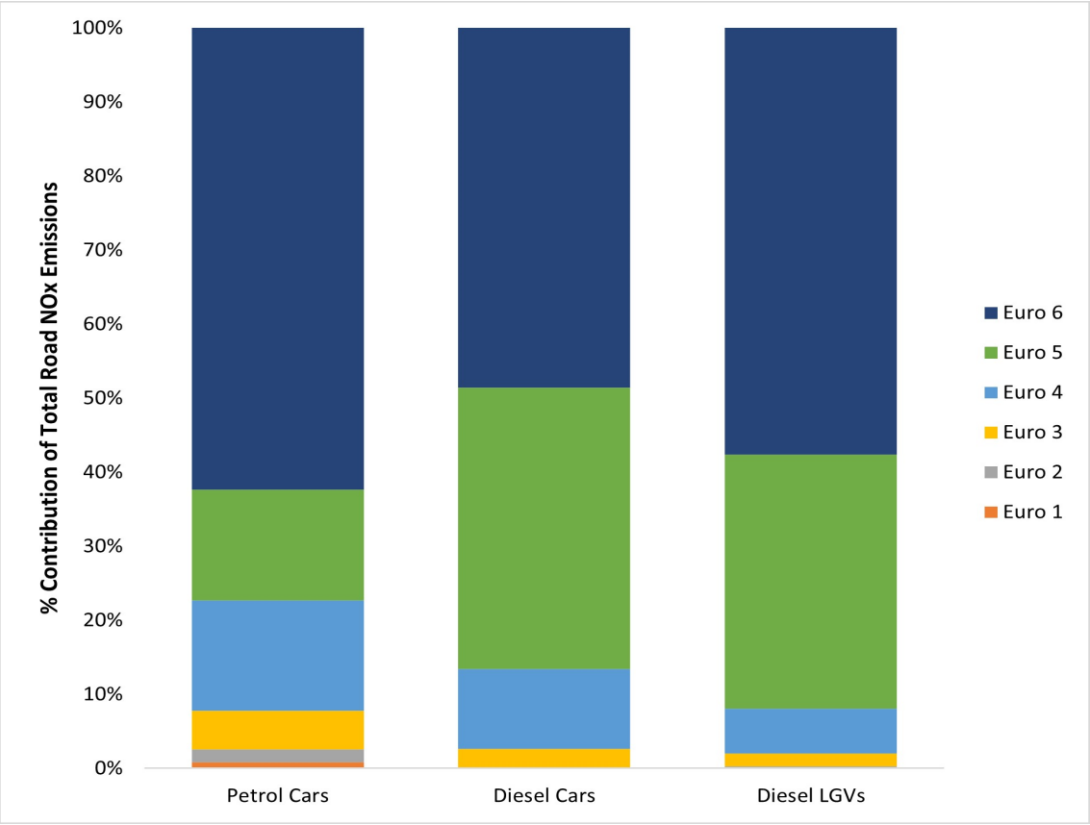


Figure 7 shows the breakdown in emissions between Euro classes for the main contributors to overall emissions. Due to their numbers in the fleet, emissions from Euro 5 and 6 vehicles predominate, with very little contribution to emissions from vehicles older than Euro 4.

Figure 7 Apportionment of emissions to Euro classes for Petrol cars, diesel cars and LGVs based on fleet composition at Glasgow Road



The source apportionment work has been based on modelled scenarios of future traffic and emission predictions, real-world tailpipe emission factors and recent surveyed traffic, which has provided a comprehensive analysis of emissions in Edinburgh. Overall, it illustrates that there is a need to include all vehicle types across a range of actions within the AQAP.

3.2 Required Reduction in Emissions

Predictions on emission reductions were calculated through the Council's participation in the Cleaner Air for Scotland's National Modelling Framework (NMF) process to develop the City NMF Model, for the Low Emission Zone (LEZ) assessment work. These findings have been well defined in SEPA's evidence reports.

The NMF assessment work suggested that there will be locations in the Central and St John's Road AQMAs which may still have roadside exceedances at the kerbside locations post LEZ implementation, but current monitoring data at relevant receptors

(normally buildings, rather than kerbside locations), indicates that the exceedance area for the Air Quality Objectives has been reducing substantially. The latest monitoring data from 2022 suggest that at locations of relevant exposure, there were no exceedances of the air quality objectives. It should also be noted that although compliance with air quality objectives is important, from a health perspective, a general reduction in emissions of the key pollutants (including PM_{10} and $PM_{2.5}$) may provide better health outcomes than focussing on hotspot locations. For this reason, wider, more strategic measures have been included.

3.3 Key Priorities

Based on the evidence provided above and consultation outcomes as set out in Chapter 4, the following issues need to be prioritised:

- Implementation of the LEZ, which should reduce and maintain concentrations of nitrogen dioxide to within legal standards in Edinburgh,
- 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 e.g., Inverleith Row,
- Through collaborative working, ensure that wider strategic air quality action is implemented through existing policy areas. This will include strategic transport improvements, promotion of behaviour-change to reduce private vehicle use, promotion of low emission vehicles and controlling domestic emissions, and;
- Plans being developed and implemented for placemaking, climate change and noise reduction are closely co-ordinated and aligned with those for air quality in order to maximise co-benefits. In particular, the actions within this plan are fully integrated with the City Mobility Plan (CMP) Implementation Plan, and consultation on this plan.

4. Development and Implementation of the City of Edinburgh Council's AQAP

4.1. Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with other local authorities, partner organisations, businesses and the local community in compiling actions that improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 1.

This AQAP was originally considered by the Council's Transport and Environment Committee in December 2022. Thereafter, a period of statutory consultation and engagement was undertaken in combination with related placemaking and mobility-led plans. This approach maximises the strategic understanding of the interlinkages and opportunities for coordinated delivery of actions.

The consultation on the AQAP was extensive and wide ranging, as part of the process for delivering the City Mobility Plan (CMP). The process incorporated stakeholder consultation (in-person workshops and public drop-in sessions), an online survey open to the public, focus groups and market research.

The response to the consultation and stakeholder engagement is provided in Appendix A: Response to Consultation, which also provides links to relevant documentation online.

Table 1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Scottish Government	Yes
The Scottish Environment Protection Agency (SEPA)	Yes
Transport Scotland	Yes
All neighbouring local authorities	Yes

Consultee	Consultation Undertaken
Other public authorities as appropriate, such as NHS Scotland and Health Boards	Yes
Bodies representing local business interests and other organisations such as community groups as appropriate	Yes

This version of the Air Quality Action Plan will be presented to the Council's Transport and Environment Committee for approval in February 2024, prior to submission to the Scottish Government.

4.2. Steering Group

A Steering Group was set up in order to take the AQAP forward. Three steering group meetings were initially held (9th March, 7th April and 27th June 2022) and involved the collaboration of officers across the Council in different disciplines, and partner organisations; SEPA, Transport Scotland and NHS Lothian.

Meetings with specific members of the Group, and others with relevant responsibilities were also held. These have included meetings relating to Climate Change work, the Council's Travel Plan, EV infrastructure and Parking Strategy and Public Transport. SEPA have provided specific information on the LEZ and NMF modelling development.

The Steering Group was made up of the following members:

- Executive Director of Place
- Service Director – Sustainable Development
- Service Director – Operational Services

As well as the Council Heads of Service and managers for:

- Placemaking and Mobility
- Planning and Building Standards
- Network Management and Enforcement (Transport)
- Policy and Insight (Sustainability)

- Regulatory Services
- Finance and Procurement
- Communications

In addition, the project team consisted of

- Environmental Health Officers
- Placemaking and Mobility Strategy and Development Team Leader
- Air Quality Consultants LTD.

Associate members from external bodies included SEPA, Transport Scotland and NHS Lothian.

A further Steering Group meeting was held on the 31st October 2023 to specifically discuss the outcomes of the consultation and any required changes to actions.

As suggested during the consultation process, and agreed by the Steering Group at the meeting on the 31st October, the group will continue to meet in order to provide governance for the plan, to ensure that implementation of the range of measures is progressing, and identify any challenges to implementation. This approach will also feed into the annual reporting to the Scottish Government on progress of the AQAP.

4.3. Integrated Impact Assessment

The Council's Integrated Impact Assessment (IIA) process and guidance has been developed by the four local Lothian local authorities and NHS Lothian and is relevant for developing action plans. The IIA process ensures legal obligations are met in terms of equality, socio-economic disadvantage, climate change, sustainability, the environment and human rights, by assessing the impact the action plan could have on certain population groups.

A IIA workshop was carried out on 22nd September 2022 with representatives of the following disciplines within the Council; Transport, Placemaking, Environment and Heritage, Strategy and Insight, Environmental Health and Planning.

Findings to date highlight that there will be positive impacts across all sectoral considerations – equality, health, well-being and human rights, environment and sustainability and economic impacts. Impacts were also highlighted that have the potential to cause negative effects however all but one of these was able to be

mitigated through education and communication and working effectively with key stakeholder and partner organisations. Potential negative impacts on commercial biomass providers could not be negated.

Further research and discussion has been undertaken to ascertain how gypsy/travelling communities could be impacted in respect to future policy development on solid fuel burning. Ongoing work with these communities will continue to provide information on air quality in an accessible way, covering both the LEZ and domestic burning, where relevant.

4.4. Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) screening process was also undertaken for those actions not previously considered under the SEA requirements in other Council strategies e.g., City Mobility Plan, 2030 City Plan or Climate Strategy.

The screening exercise showed that the relevant actions were likely to have slight positive impacts, but the effects were not expected to be significant. Therefore, concluding that a SEA is not required.

A report detailing the screening assessment was submitted to the SEPA Gateway for consideration, as per due process, and responses have been incorporated into the final plan.

5. AQAP Actions

Table shows the AQAP actions for Edinburgh, to be implemented over the five-year time period for the Plan. The table contains:

- A list of the actions that form part of the plan.
- Expected or actual completion year for measures.
- Measure status (whether the measures are planned, in progress, completed or delayed)
- The responsible individual and departments/organisations who will deliver these measures.
- How the measure will be funded (Scottish Government or other).
- Estimated cost of implementing each measure (overall cost and cost to the local authority).
- Expected benefit in terms of pollutant emission and/or concentration reduction.
- Key milestones towards delivery.

NB: Please see future Air Quality Annual Progress Reports, compiled as part of the statutory LAQM process, for updates on the implementation of these actions.

The Council's proposed AQAP actions consist of measures under eight key themes:

- Low Emission Zone (LEZ)
- Strategic Transport
- Behavioural Change to Active Travel
- Public Transport
- Low Emission Vehicles
- 2030 Climate Strategy
- Integrated Policies and Guidance
- Domestic Emissions.

It should be noted that there is some overlap between the overriding themes, with some of the actions cutting across multiple categories. For example, measures which support the 2030 Climate Strategy are also likely to support behavioural

change to active travel, support low emission vehicles, or reduce domestic emissions. The LEZ will support a modal shift to active travel and public transport as well as encouraging residents to use lower emission vehicles.

In accordance with the requirements of Scottish policy guidance (PG(S) (23)) predictions are considered in respect to the likely effect on AQMAs in Edinburgh. The Council expects that all of the AQMAs within the city of Edinburgh will be revoked by the end of this plan period (2028) and where possible within the shortest possible time.

Table 2 – Air Quality Action Plan actions is detailed overleaf.

Table 2 – Air Quality Action Plan Actions

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
1. LEZ	1.1 Implement the Low Emission Zone and key actions such as the road network mitigation measures, signage, enforcement systems, communication plan and further development of the LEZ through continued working with Scottish Government to monitor and evaluate performance and maintain City NMF modelling work.	Promoting Low Emission Transport – Low Emission Zone	2025	Partially completed	The City of Edinburgh Council (CEC) (Placemaking and Mobility, Network Management and Communications)	CEC, Scottish Government, Transport Scotland	Partially funded	£1 million - £10 million	NOx emissions from traffic sources within LEZ by 55% (equivalent to 25-30 tonnes/year), when compared to 2019 levels	Initial implementation on 31st May 2022 Enforcement begins 1st June 2024.	
	1.2 Work with Transport Scotland and SEPA to look at opportunities to promote zero-carbon city centres within the existing LEZs governance structure.	Promoting Low Emission Transport – Low Emission Zone	Ongoing	Planned	CEC (Placemaking and Mobility), SEPA, Transport Scotland	CEC	Funded (staff time)	None	None	Initial meeting 2024	Cleaner Air for Scotland Strategy action
2. Strategic Transport	2.1 In the context of a strategic approach to traffic management that seeks to reduce motorised traffic and encourage public transport and active travel, seek to ensure that traffic management projects achieve positive impacts on air quality especially in locations in breach of, or at risk of breaching, air quality objectives, and include mitigations for negative impacts.	Traffic Management – Strategic Highway Improvements	Applicable to each scheme	In progress	CEC (Network Management)	Applicable to each scheme	Applicable to each scheme	Applicable to each scheme	Modelled emission reductions for individual schemes	Applicable to each scheme	In conjunction with City Mobility Plan and Council Asset Programmes

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
	2.2 Complete design work for improvements at St John's Road / Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme and implement improvements.	Traffic Management – Strategic Highway Improvements	As per agreed delivery programme	Preliminary design and traffic modelling undertaken	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland,	Unfunded	£500k-£1million	Not quantifiable	Detailed design work completed.	
	2.3 Ensure that any new traffic management schemes within the Glasgow Road AQMA achieve improvements in local air quality and reduce exposure to pollutants	Traffic Management – Strategic Highway Improvements	Ongoing	Scheme currently under consideration	CEC (Placemaking and Mobility and Network Management)	City Deal	Funded	To be confirmed (TBC)	TBC	Agreed outline business case 2024	
3. Active Travel	3.1 Engage in Clean Air Day on an annual basis	Promoting Travel Alternatives/ Public Information	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland	Unfunded	<£10K per annum	Not quantifiable in terms of one day awareness raising	Consider sister campaign Clean Air Night 2024.	
	3.2 Work with Council education officers and schools, to increase air quality awareness & make improvements across the school community	Promoting Travel Alternatives/ Public Information	Ongoing	In progress	CEC (Placemaking and Mobility), and SEPA	CEC, Scottish Government	Unfunded	<£10K per annum	Not quantifiable in terms of awareness raising	Work with schools on LEZ boundary	
	3.3 Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes	Promoting Travel Alternatives	Ongoing	Planned	CEC (Placemaking and Mobility), Communities and Partners	CEC, Scottish Government	Applicable to each scheme	Applicable to each scheme	Not quantifiable	Ad-hoc projects	Potential collaborative working with the University of Edinburgh

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
4. Public Transport	4.1 Support improvements to public transport, including enhancing and expanding the bus / mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing, as set out in the CMP Implementation Plan	Promoting Travel Alternatives	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland	Funding secured to enable significant progress	£1 million - £10 million	Not easily quantifiable as part of a wider set of measures, but potential to improve air quality significantly, particularly in conjunction with 4.2.	Review of committed actions in CMP Implementation Plan	Long Term Plan Implemented through CMP
	4.2 Support projects to decarbonise the Edinburgh bus fleet.	Promoting Low Emission Transport	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland, Bus operators	Partially funded	>£10 million to deliver, but initially reviewing how this will be delivered.	Not easily quantifiable as part of a wider set of measures, but potential to improve air quality significantly, particularly in conjunction with 4.1.	Review of EV charging infrastructure and available technologies	Conclude optioneering for delivery of net zero carbon fleet and agree preferred technologies by end of 2025
5. Low Emission Vehicles	5.1 Continue the ECO Stars fleet recognition scheme	Vehicle Fleet Efficiency – Fleet Efficiency and Recognition Schemes	Ongoing annually	In Progress	CEC (Regulatory Services)	Scottish Government	Funded (Annual funding)	<£10K	Not quantifiable	Annual renewal of scheme	Largest scheme in Scotland
	5.2 Update Edinburgh Planning Guidance to incorporate a greater provision of electric vehicle (EV) infrastructure in new developments	Promoting Low Emission Transport-Priority Parking for LEVs	2024	Planning phase	CEC (Planning and Building Standards)	CEC	Funded (staff time)	<£10K	Not quantifiable for the whole policy change	Publication of updated Guidance	

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
6. 2030 Climate Strategy	6.1 Discourage the uptake and use of biomass in commercial settings through Planning Policy to ensure no negative impacts on local air quality and to support the transition to low carbon technologies	Promoting Low Emission Plant -Other Policy	2025	In progress	CEC (Planning and Building Standards)	CEC	Funded (staff time)	<£10K	Not quantifiable for the whole policy change	Publication of updated Guidance	
7. Integrated Policy	7.1 Use UK APAS (Air Pollution Assessment Service) to investigate the impacts of City Plan development on air quality in the long term	Transport Planning and Infrastructure - Other	2028	In progress	CEC (Planning and Building Standards), and SEPA	CEC SEPA	Funded (staff time)	<£10K	Will not specifically reduce emissions or concentrations	Final development of the model at end of 2024	Part of CAFS National Modelling Framework
	7.2 Lobby Scottish Government for an update of licensing laws to tackle concerns such as patio gas heaters and external solid fuel burning in licensed premises and use of petrol / diesel generators in street trading	Promoting Low Emission Plant – Other Policy	2028	Planned	CEC (Regulatory Services)	CEC	Funded (staff time)	<£10K	Emissions reductions will be very localised and hence not quantifiable	Update in licensing laws	
	7.3 Continue to enforce against vehicle idling and expand awareness raising campaigns, including commercial fleet representatives at Events Planning and Oversight Group and consider the Council's own vehicle telematics data	Traffic Management – Anti-Idling Enforcement	Ongoing	In progress	CEC (Network Management and Enforcement and Communications)	CEC	Funded (staff time)	<£10K	Emissions reductions will be very localised and hence not quantifiable	Enforcement mechanism already in place.	
	7.4 Ensure Placemaking strategies and guidance including Place Briefs take account of air quality.	Policy Guidance – Development Control	2024	In progress	CEC (Planning and Building Standards & Placemaking and Mobility)	CEC	Funded (staff time)	<£10K	Not quantifiable	Review of Edinburgh Design Guidance	Action in Cleaner Air for Scotland 2 Strategy

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
8. Domestic Emissions	8.1 Local information campaigns to support the national (CAFS) message, e.g., communications from the Council in winter on energy needs to work in partnership with air quality messaging	Public Information	2028	Planning phase	CEC (Placemaking and Mobility, Communications)	CEC, Scottish Government	Unfunded	Depends on ambition of campaign	Not quantifiable	Scottish Government CAFS Public Engagement Framework published	
	8.2 Work with Scottish Government to review the Clean Air Act and encourage abolition of permitted development rights for flues for woodburning stoves and biomass boilers	Promoting Low Emission Plant – Other Policy	2024	In progress	CEC (Regulatory Services)	CEC	Funded (staff time)	<£10K	Not quantifiable	Respond to formal Scottish Government consultation	Review commenced 2023
	8.3 Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city to inform any targeted intervention	Promoting Low Emission Plant – Other Policy	2026	Planning phase	CEC (Regulatory Services and Placemaking and Mobility)	CEC, Scottish Government	Unfunded	<£10K	Information gathering - will not in itself reduce emissions or concentrations	Delivery of a completed study	
	8.4 Develop a Whole House Retrofit (WHR) delivery programme for retrofitting social housing across the city to the highest energy standards, to reduce energy demand and tackle fuel poverty.	Promoting Low Emission Plant – Other Policy	Completion of the works beyond 2030	In Progress	CEC (Housing Strategy & Development)	Housing Revenue Account Capital Programme	Funded	>£10 million investment	Not quantifiable for the whole policy change	Pilots complete 2024/25	

Action 1: Implement the Low Emission Zone and Mitigation Measures and look at opportunities to promote zero emission city centres

A Low Emission Zone (LEZ) is an area where targeted action is taken to improve air quality, by penalising the most polluting vehicles entering the zone. Drivers of those which are non-compliant will have to pay a penalty charge if travelling within the area, which effectively bans non-compliant vehicles.

The Edinburgh LEZ covers most of the city centre with the boundary including the West End, Queen Street and the New Town, Greenside at the top of Leith Walk, Abbeyhill on the east, Pleasance, Meadows and Tollcross (See Figure 1). The LEZ, which includes all types of vehicles (with few exemptions), was implemented on 31st May 2022 and has a 2 year 'grace period' before being enforced from 1 June 2024. Further information about the zone, including exemptions, funding support and consultation updates can be found at: https://www.edinburgh.gov.uk/lez.

Detailed and tailored traffic and air quality data collection exercises between 2016 and 2020 in Scotland's four major cities underpinned the development of the LEZs and created local city models through the National Modelling Framework (NMF).

For Edinburgh, this work showed how the LEZ will have a positive impact on the Central AQMA as well as other parts of the city centre and wider suburban area. NOx emissions from traffic sources within LEZ are expected to reduce by 55% (equivalent to 25-30 tonnes/year), when compared to 2019 levels, which will result in lower pollutant concentrations, however, it was also recognised that this did not necessarily mean that compliance with the air quality objectives would be met at all locations within the LEZ. Other actions are necessary to ensure full compliance and maintenance of the objectives.

The full modelling and assessment work has been considered by the Council and the decision was made in March 2022 to proceed with the LEZ implementation. Delivering the LEZ is the first and most significant action in this Plan as the Council works towards the start of enforcement (1 June 2024). Continued assessment will be undertaken through the LAQM regime of the predicted air quality improvements to support its delivery:

Action 1.1 Implementation of the Low Emission Zone including key actions as follows:

- Road network mitigation including engagement with key stakeholders on proposed changes,
- Signage and lineage notifying drivers at LEZ boundary and approach roads,
- Enforcement infrastructure and systems,
- Communications timed across the period to June 2024 to ensure maximum early compliance, including information about grants available,
- Further develop the LEZ through continued working with the Scottish Government to monitor and evaluate the LEZ by publishing regular updates on performance, and;
- Continue to update the LEZ City Model developed under the National Modelling Framework to reflect changes to the road network and more recent fleet predictions from ANPR data collected.

Through Scottish Government and Transport Scotland grant awards, approximately £2.03million has been committed to development and implementation costs for LEZ. Council staffing and legal costs are not included. An estimated £400k per annum operational and maintenance costs are currently unfunded. Any revenue surplus from penalty fines will cover operational/maintenance costs or be re-invested to support the LEZ scheme's objectives, however this revenue stream is anticipated to be limited due to the deterrent nature of Scotland's LEZ regime.

In addition, to LEZ implementation the Cleaner Air for Scotland 2 strategy suggested local authorities work with Scottish Government, Transport Scotland, citizens and other relevant partners to explore opportunities to promote zero carbon city centres within the existing LEZ structures. An action is also included to this effect:

Action 1.2 Work with Transport Scotland and SEPA to look at opportunities to promote zero-carbon city centres within the existing LEZs governance structure.

Action 2: Support and Implement Strategic Transport Improvements

As set out in the City Mobility Plan, "*investment in the city's travel infrastructure, services and network's management needs to be focussed on making sustainable travel the best choice, not just the right choice"*.

As Scotland's fastest growing city, the transport system in Edinburgh must evolve in a sustainable way, to cater for a rapidly growing population and to support the city becoming net zero by 2030.

Edinburgh's approach to land use planning, through the 20-minute neighbourhood concept means that people will have less distance to travel to meet their daily needs. Many journeys will, however, require changes across travel modes. Interchanges between public transport, active travel and other modes must be well planned and implemented, conveniently placed, seamlessly integrated and easy to understand.

Measures which support strategic transport improvements are currently committed by Council, with detailed staged timescales set out in the CMP Implementation Plan:

- develop and deliver a strategic approach to road space allocation between modes of travel to define the degree of priority to be given to different modes on different streets,
- expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven,
- 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,
- develop public transport interchanges at key locations in the city to enable better connections between services and modes,
- investigate opportunities to expand and create strategically placed transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel,

- identify opportunities for mobility hubs[5] in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging, this includes completing a study to define regional Park and Ride,
- Deliver Low Traffic Neighbourhoods (LTNs) in Corstorphine and Leith with an aspiration to deliver LTNs more widely, depending on the outcomes of the initial schemes,
- 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,
- Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility difficulties. The supporting information paper on delivering actions for parking will ensure a review of the pricing strategies to help reduce vehicle emissions,
- Review of major junction efficiency across the city, including consideration of air quality. Junction reviews are also being undertaken with respect to any potential impacts from the LEZ to ensure that the network management strategy for the LEZ mitigates congestion and the resulting pollutants,
- In 2019, a traffic modelling study investigated the optimum junction layout for the A8/Drumbrae South junction, which would aim to reduce vehicle emissions on the St John's Road corridor, particularly between the junctions of Clermiston Road and Drumbrae South. This work should be reconsidered in the context of specific actions of this Plan alongside other specific measures which support strategic transport improvements for air quality improvements.

[5] Mobility hubs, whilst serving as places that enable and promote multiple transport modes, can also serve as easily-accessible attractions in their own right – performing a role as 'community hubs'. A mobility hub can, therefore, be both a place for travellers to leave from and be a place to go to; as a shared workspace for instance, or as a parcel drop-off or pick-up point, or as a group of electric vehicle charging points.

The following actions are specific actions to be contained within the Action Plan to support strategic transport improvements:

Action 2.1 In the context of a strategic approach to traffic management that seeks to reduce motorised traffic and encourage public transport and active travel, seek to ensure that traffic management projects achieve positive impacts on air quality especially in locations in breach of, or at risk of breaching, air quality objectives, and include mitigations for negative impacts.

Action 2.2 Complete design work for improvements at St John's Road / Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme and implement improvements.

Action 2.3 Ensure that any new traffic management schemes within the Glasgow Road AQMA achieve improvements in local air quality and reduce exposure to pollutants.

Action 3: Promote Active Travel to Reduce Private Vehicle Use

Achieving change in travel mode choice to active travel can be an effective strategy to manage transport demand and so reduce NOx and PM emissions. Changes in travel mode may come about through incentivisation, public engagement or a regulatory scheme (such as the LEZ which will have an impact on modal choice). Measures to provide information on alternative ways of travelling or encouraging lift sharing can be implemented relatively quickly compared to provision of transport infrastructure or the development and introduction of cleaner vehicles, and in many cases can be a more cost-effective approach.

Edinburgh has a number of strategies and specific projects aimed at promoting active travel which are largely being implemented through the City Mobility Plan. The City Mobility Plan is complemented by the emerging City Plan 2030, which includes key components for encouraging behavioural change to active travel. In addition, the Edinburgh City Centre Transformation Programme also contains a number of measures to provide infrastructure for Active Travel within the city centre.

Measures which the Council is currently undertaking which will promote active travel are as follows, with detailed staged timescales set out in the CMP Implementation Plan :

- Enhance and where necessary expand the walking/ wheeling network to serve and connect key destinations around the city,
- Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increasing segregated cycle infrastructure on main roads,
- 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 car club and bike hire space,
- Include cycle parking facilities in new developments,
- Expand the School Streets Programme to further primary schools across the city,
- Lead by example by promoting active travel through the Council's Travel Plan,
- Declutter streets by minimising signage, bins and other street furniture to create an uncluttered space for both movement and place functions so they are accessible for all and support street uses and activities,
- Smarter Choices Smarter Places Programme which supports behaviour change to more active and sustainable forms of transport amongst Edinburgh's citizen's and working communities, and;
- Support the CAFS2 national public engagement strategy.

The following actions are specific measures to be contained within the AQAP to help promote active travel:

Action 3.1 Engage in Clean Air Day on an annual basis over the 5-year period of this plan. Depending on the theme of Clean Air Day, this could be linked to other initiatives (such as working with schools, increasing awareness of solid fuel burning, car free streets or Clean Air Night);

Action 3.2 Work with Council education officers and schools, to increase air quality awareness & make improvements across the school community.

Action 3.3 Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes.

Action 4: Support and Implement Public Transport Improvements

For a city of its size, Edinburgh has a well-regarded public transport network and plans are in place to ensure its continued improvement. By 2030, the Council's vision is for Edinburgh's transport system to be one of the greenest, healthiest and most accessible in northern Europe.

The City Mobility Plan contains a number of policy measures to improve public transport, which take into account the principles agreed in respect to road space allocation, with public transport priority schemes optioneering and detailed business cases to follow.

The timescale for an age limitation and vehicle engine (emission) policy for taxis and private hire vehicles has been extended in light of the COVID-19 pandemic, to alleviate pressure on the sector. As of 1 April 2023, any new licensed taxi (or private hire) vehicle, or a replacement vehicle under an existing licence, is to be Euro 6 engine standard. Significant progress has been made by taxi operators with approximately 75% of the fleet already at least Euro 6. The extension of these dates allows licence holders to retain existing vehicles for a longer period (18 months) than would previously have been allowed, however these timescales complement the LEZ, with grants available from Transport Scotland.

Current measures which are already committed by the Council to support public transport improvements are as follows, with detailed staged timescales set out in the CMP Implementation Plan:

- Enhance and expand the bus/ mass rapid transit network,
- Expand and enforce bus priority measures to improve journey time reliability and operational efficiency within the city and wider region,
- Expand existing and create new reginal interchanges, and
- Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.

The following actions are specific measures to be contained within this AQAP to support public transport improvements:

Action 4.1 Support improvements to public transport, including enhancing and expanding the bus / mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing, as set out in the CMP Implementation Plan.

Action 4.2 Support projects to decarbonise the Edinburgh bus fleet. This may include a more strategic view on future infrastructure and routing, retrofitting existing buses as an emerging technology and investigating finance models. It may also include wider collaboration with other key service operators in the city, such as shared electric charging infrastructure, to support holistic and spatially efficient solutions.

Action 5: Support the Use of Low Emission Vehicles

The primary objective of promoting a switch to low emission vehicles is the reduction of carbon and local pollutant emissions from transport. However, it does not have additional benefits such as congestion reduction, or increased levels of physical activity that are generated by measures to encourage active travel modes. Provision of suitable infrastructure to support low emission vehicles is critical to their introduction. For commercial vehicle operators, the financial case for investing in electric vehicles is strongly dependent on ensuring high vehicle usage.

ECO Stars is a free fleet recognition scheme that encourages commercial and public operators to run their vehicle fleets more efficiently by helping them to reduce fuel consumption, improve efficiency and reduce emissions. ECO Stars is operated on behalf of the Council by TRL and is the largest ECO Stars scheme in the UK, with 312 operators covering more than 10,000 vehicles.

The Council is committed to leading by example through membership of ECO Stars and the acquisition of lower emission vehicles for its own fleet. The proportion of the Council's entire fleet being Euro 6/VI and above, continues to increase from 51% in 2020 to 80% in 2023. The number of electric vehicles significantly increased with all new cars now electric. These improvements will continue, with the impact of the LEZ and the restrictions that this will place on some fleet units, being assessed. The careful planning of key replacement vehicles will mitigate the effect on operations. Steps have also been taken to reduce the total number of vehicles in the fleet overall, through a process of rationalisation.

In 2017, the Council approved Edinburgh's first Electric Vehicle (EV) Action Plan, with the key purpose of developing a strategic and co-ordinated approach to charging hubs (in some cases at Park and Ride sites). This was to encourage the uptake of EVs, while reducing carbon emissions, improving air quality and unlocking wider economic benefits. More recently, the Council approved a Business Case for the installation of on-street EV charging infrastructure and developed a detailed project plan, to strengthen the existing network. £2.2m funding was awarded from Transport Scotland through the Switched-on Towns and Cities Fund for installing EV on street chargers. For new development, the current requirement is that one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed.

Current measures being undertaken by the Council to support low emission vehicles are:

- Encourage the switch to cleaner vehicles by supporting the growth of the EV infrastructure, including the development of a citywide charging network, and ensuring that mobility hubs include provision for EV charging where appropriate,
- Monitor progress in other low and zero emission technologies (for example hydrogen) for different vehicle types,
- Reduce emissions from the Council fleet. This is being undertaken as part of the Council's Emission Reduction Plan, where the approach will be to reduce vehicle miles travelled thanks to route optimisation strategies, to prioritise electrification for cars and light vans, begin the roll out of low-carbon heavy vehicle fleet (with new electric refuse collection vehicles purchased in 2023), and partner with Scottish Government and Scottish Enterprise to pilot innovative low-carbon alternatives to heavy fleet,
- Work towards 'EV only' for business travel by taxi,
- Further charging infrastructure in residential areas is proposed, aimed at long stay/overnight charging in areas of the city where residents lack off-street parking,
- Support car clubs to expand, through the planning system as well as by provision of car club spaces across the city,

- Over 70 on-street car club bays are to receive electric vehicle chargers for exclusive use by car club operators, to support their transition to a lower emission fleet whilst improving the shared mobility offering in the city,
- Continue working with Scottish Futures Trust and Transport Scotland to develop a business case focused on partnering with the private sector to help fund and deliver EV charging infrastructure up to and beyond 2030,
- Work with third sector partners to pilot the replacement of business journeys by car with e-cargo bikes and roll-out e-cargo bike training to target staff groups (in line with the City Emissions Reduction Plan),
- Expand the implementation of logistics hubs to provide 'last mile' support for large-sized deliveries and dispatch items made by larger delivery vehicles. In some cases, these may combine with mobility hubs,
- Continue to investigate further opportunities for projects which involve innovative solutions for deliveries,
- Supporting public sector transition to electric vehicles by Identifying opportunities to align to investment in EV infrastructure for public service and blue light fleet at strategic locations across the city, which also delivers 'down-time' availability for citizens and businesses, where possible, and;
- Delivering electric vehicle infrastructure by developing electricity grid infrastructure and capacity to respond to increased demand from growth in EV use; and developing pilot proposals for blended finance public-use EV charging hubs in locations which align with the City Mobility Plan's aims of increasing sustainable travel and avoid adding to city-centre congestion.

The following are specific actions to aid transition to low emission vehicles.

Action 5.1 Continue the ECO Stars fleet recognition scheme

Action 5.2 Update Edinburgh Planning Guidance to incorporate a greater provision of electric vehicle (EV) infrastructure in new developments.

Action 6: Support Actions in the Council's 2030 Climate Strategy

There is a link between emissions of greenhouse gases and poor air quality. The co-emission of greenhouse gases and short-lived air pollution is well established in

some sectors, including fossil fuel electricity production, industrial manufacturing, space heating, transportation and agriculture[6]. National and local commitments to a net zero greenhouse gas budget create major opportunities for delivering additional economic and environmental co-benefits including an improvement in ambient air quality, and vice versa.

For local air pollutants, in contrast to greenhouse gas emissions, it matters if emissions shift closer to areas of population (even if total national emissions decrease). For example, local air pollution from district heating biomass boilers can have disproportionate impacts on people close by compared with large power generation facilities remotely located, and with tall chimneys.

The 2030 Climate Strategy sets out a series of strategic actions across a number of priority areas and to support the delivery of the strategy, an implementation plan has been developed setting out deliverables, milestones, timescales, resources, and an approach to measuring outcomes and impact. It is anticipated that the implementation plan will evolve over the lifespan of the 2030 Climate Strategy.

This AQAP fully supports measures set out in the 2030 Climate Strategy, which include the following priority areas:

- Accelerating energy efficiency in homes and buildings,
- Enabling the development of a citywide programme of heat and energy generation and distribution infrastructure,
- Accelerating the decarbonisation of public transport,
- Renewing the focus on climate resilience and accelerating adaptation of the city,
- Supporting citizen empowerment, behaviour change and community activism, and;
- Supporting business transition and the green economy.

[6] Air Quality Expert Group (2020) Impacts of Net Zero Pathways on future Air Quality in the UK. Available at: https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2006240802_Impacts_of_Net_Zero_pathways_on_future_air_quality_in_the_UK.pdf

In particular, supporting behaviour change, actions around accelerating energy efficiency in homes and buildings, developing heat and energy generation and reducing the need for fossil or solid fuels, as well as supporting business transition, should also reduce emissions of local pollutants.

The LEZ has a secondary objective to contribute towards net zero greenhouse gases target which will predominantly occur as a result of a shift to sustainable travel modes, rather than from fleet compliance. This is supported by CAFS2 which contains an action to look at opportunities for promoting zero carbon city centres within the LEZ governance structure.

In addition, the following new specific action is included in the AQAP in relation to the Climate Strategy:

> ***Action 6.1*** Discourage the uptake and use of biomass in commercial settings through Planning Policy in order to ensure no negative impacts on local air quality and to support the transition to low carbon technologies.

Action 7: Integrated Policies and Guidance to Support Better Air Quality

Integrated policies and guidance, including a coherent message to residents and visitors to Edinburgh, is essential to support the aims of this AQAP. This is also a key theme in CAFS2. There are a number of policies already in place which will help support air quality, which have been outlined in previous sections of the Plan. Most of these policies cannot be quantified in terms of the impact on pollutant concentrations at specific locations, but they will lead to an overall reduction in emissions across Edinburgh, which in turn will reduce concentrations.

CAFS2 request local authorities, with support from the Scottish Government to assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps. An action is recommended to this effect.

The appropriate regulatory framework is in place to guide new and existing developments in the city to minimise emissions, for example by reducing travel demand, bringing services closer to people and opening up possibilities for increasing cycling and walking. The emerging City Plan 2030 sets out the strategy for

proposals and policies to shape development and inform planning decisions in the city over the next 10 years and beyond. Air quality is embedded within the City Plan within 'Making Edinburgh a sustainable, active and connected city'. The City Plan 2030 aims to reduce reliance on the car (incorporating a target to reduce car kilometres travelled by 30%) and ensure that Edinburgh moves towards its climate change targets, whilst delivering new homes, particularly to the west of the city.

The aim of Action 7 overall is to ensure that air quality is considered fully and consistently within the planning process, both within policy, guidance and development management. Specifically, that developers know what is required of them, and that mitigation, proportionate to the impacts of the development is routinely implemented. This will be undertaken by reviewing the Edinburgh Design Guidance, to ensure that it fully covers the air quality considerations of new developments. In addition, wider planning processes will also consider air quality, such as the City Mobility Plan, Edinburgh City Centre Transformation Programme and the 2030 Climate Strategy (Action 6).

The National Modelling Framework, developed through the extensive Low Emission Zone development work, ultimately provides a two-tiered standardised approach to modelling air quality – locally and at regional levels - using a nationally consistent methodology. The local, city models informed the LEZ design decision making, whilst the regional model will offer an air quality assessment-based tool within and across neighbouring local authority areas associated with large-scale planned developments. SEPA are leading on this work, which may entail the use of the UK APAS project[7] modelling in relation to human health effects. As a later work package, discussions will be undertaken with the Scottish Planning Group to integrate this into the Scottish planning process.

[7] The UK APAS project will develop an online tool to support UK risk assessment of air pollution effects on ecosystems, statutory reporting requirements and also the potential to support the issue of permissions for individual plans or projects (for example, Environmental Permits and planning permission). https://jncc.gov.uk/our-work/uk-aerius/

Use of construction Non-Road Mobile Machinery (NRMM)[8] is controlled locally through the planning process, where conditions and/or informatives are routinely applied to individual planning consents to minimise NRMM emissions during the construction phase of development. Further action will be supported through the CAFS2 process which commits to providing guidance based on existing industry-led guidelines such as the Supply Chain Sustainability School and the London NRMM guidelines. Guidance would focus on construction projects in AQMAs, cover construction NRMM with a net power rating of between 37kW and 560kW and seek to progressively tighten over time using the NRMM engine emission stages.

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.

The following are specific actions to be contained within the Action Plan to support policy integration:

> ***Action 7.1*** Use UK APAS (Air Pollution Assessment Service) to investigate the impacts of City Plan development on air quality in the long term. SEPA is engaged with the UK Government and Devolved Administrations to develop the APAS in relation to modelling of human health effects (the project is currently looking at ecological receptors),
>
> ***Action 7.2*** Lobby Scottish Government for an update of licensing laws to tackle concerns such as patio gas heaters and external solid fuel burning in licensed premises and use of petrol / diesel generators in street trading,

[8] NRMM includes mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads, such as that on construction sites, but also generators and other machinery NRMM does not utilise the Euro emission standards as adopted by vehicles. Rather, the UK Government introduced new legislation via the Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018, where the most recent NRMM stage is Stage V. However, not all NRMM machinery will comply with the Stage V level as they were manufactured before the 2018 Regulations were established

Action 7.3 Continue to enforce against vehicle idling and expand awareness raising campaigns, including commercial fleet representatives at Events Planning and Oversight Group and consider the Council's own vehicle telematics data, and;

Action 7.4 Ensure Placemaking strategies and guidance including Place Briefs take account of air quality.

Action 8: Control Domestic Emissions

Open fires and wood-burning stoves have risen in popularity over recent years. They are now an additional form of heating for many households in both urban and rural areas. This increase in burning solid fuels in our homes is having an impact on our air quality and now makes up the single largest contributor to UK wide Particulate Matter emissions at 38%[9]. This compares with industrial combustion (16%) and road transport (12%). What people burn and the appliance they use will have a significant impact on emissions. A report by King's College London[10], measuring local concentrations, found that wood burning accounts for up to 31% of the urban derived $PM_{2.5}$ in London.

The Scottish Government have commissioned research, to provide the context for Scotland, focusing on urban air pollution issues, particularly domestic combustion and its distribution, its effects on particulate matter and the consequences for human health. Issues around solid fuel burning in urban areas like Edinburgh will be very different to rural areas of Scotland. Once this research is available, specific action(s) will be explored and an update to this Action Plan made for consideration if necessary. See Appendix B.

Smoke Control Area Orders cover the entire Edinburgh Administrative Area and significant improvements in air quality have been achieved since their introduction due to use of natural gas in the domestic and commercial sectors. However, within

[9] Clean Air Strategy 2019 https://www.gov.uk/government/publications/clean-air-strategy-2019

[10] Font, Fuller et al, 'Airborne particles from wood-burning in UK cities' (2017), https://uk-air.defra.gov.uk/assets/documents/reports/cat05/1801301017_KCL_WoodBurningReport_2017_FINAL.pdf

the Council administration area, there are an increasing number of complaints about domestic burning. The recent trend to install wood burning stoves in urban areas as a secondary or amenity heating source is evident.

There needs to be careful messaging around the reduction in solid fuel burning, especially in the urban area and the need to 'burn better' (e.g. by considering burning less, using a more efficient means/applicance, using cleaner fuels, maintenance etc); which may appear as an endorsement of solid fuel burning. A longer-term shift towards low carbon renewable sources of heat and power, as being implemented through the 2030 Climate Strategy will reduce the overall emissions of this sector and provide benefits from both a climate change and air quality perspective.

Nationally, CAFS2 provides a number of actions around solid fuel burning, including encouraging the uptake of Ecodesign stoves, working with business and industry to support educational schemes (such as Woodsure and Ready to Burn), taking forward potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, and restricting the sulphur content of smokeless fuels to 2% and prohibiting the sale of wet wood. In developing programmes to support households and businesses in transitioning to low-carbon heating solutions, consideration will be given to the needs of those affected by controls on the supply of the most polluting domestic fuels. At a policy level, the Scottish Government will consider what changes are needed to current permitted development rights for flues for woodburning stoves and consider revision of the Clean Air Act.

The Council will support work being undertaken by the Scottish Government in reducing emissions from this source, and where necessary undertake the following actions:

> ***Action 8.1*** Local information campaigns to support the national message – for example communications from the Council in winter on energy needs to work in partnership with air quality messaging. Direct campaigns on Solid fuel burning need to balance messages around reducing burning, verses 'burning better',
>
> ***Action 8.2*** Work with Scottish Government to review the Clean Air Act and encourage abolition of permitted development rights for flues for woodburning stoves and biomass boilers, and;

Action 8.3 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.

Action 8.4 Develop a Whole House Retrofit (WHR) delivery programme for retrofitting social housing across the city to the highest energy standards, to reduce energy demand and tackle fuel poverty.

Appendix A: Response to Consultation

Consultation on the Air Quality Action Plan (AQAP) was extensive and wide ranging, considering the detailed consultation process for the CMP and the statutory elements for the AQAP consultation itself.

A citywide consultation seeking views on five draft action plans (Active Travel, Public Transport, Road Safety, Parking, and Air Quality) and the emerging Our Future Streets (Circulation Plan) was undertaken over a 12-week period from 17 April until 9 July 2023.

Consultation activities were structured predominantly around stakeholder discussions including in-person workshops, market research, an online survey, public drop-in events, and focus groups capturing seldom heard and underrepresented groups.

The consultation gained further understanding of the some of the city's biggest priorities and difficult decisions needed to deliver committed targets, City Mobility Plan (CMP) objectives and ways in which we can further enhance related programmes such as Edinburgh's City Centre Transformation. Key targets include reducing car kilometres by 30% by 2030, reaching net zero by 2030, and achieving Vision Zero by 2050.

Support for the Air Quality Action Plan

The market research, which reflects the demographics of Edinburgh, indicated majority support for all of the actions specific to air quality and those which were designed to reduce emissions in the CMP. Within the online survey, although support for some of the measures was less than 50%, there was overall support for a transition to a zero-carbon bus fleet (65% support), electric vehicle charging infrastructure and discouraging biomass burning in commercial settings. Support for the transition to a zero-carbon bus fleet was also apparent in the Focus Groups.

The statutory consultees were also in support of the AQAP, some providing detailed comments on the drafting of the document (in particular to reduce the amount of information provided), with neighbouring authorities responding regarding actions which may impact on their areas, and the commitment to work collaboratively. In particular, perceived positive and negative effects of the Low Emission Zone (LEZ) on their areas were identified.

The Air Quality specific workshop with stakeholders provided detailed observations and suggestions around domestic solid fuel burning, integration of policy areas and strategic transport, which included public awareness campaigns, lobbying Scottish Government and working with partners across Edinburgh to deliver the actions discussed including the NHS and the University of Edinburgh.

The Focus Group participants supported the reduction of emissions but highlighted the equity issues of the LEZ (i.e., those experiencing poverty cannot upgrade vehicles to be compliant with the LEZ); better infrastructure for electric vehicles was supported.

A large number of air quality specific comments were also provided within written submissions as part of the wider CMP process from stakeholders such as Cycling Scotland, Sustrans, Edinburgh Bus User Group, Enterprise Holdings, University of Edinburgh, Homes for Scotland, residents groups and NHS Lothian. There was support for reducing emissions within Edinburgh, as well as for accelerating energy efficiency measures within homes. NHS Lothian commented that there are still health effects even where pollutant concentrations are below air quality objectives, which is supported by the more strategic actions within the AQAP (and also reflects Scottish Air Quality Policy). The University of Edinburgh offered support for the implementation of actions to raise public awareness.

Response to the consultation

In response to the consultation, we have ensured that the actions which have support have remained in the AQAP, and where there has been particular public support, these actions have increased in prominence and priority, including providing a more detailed implementation timescale. Concerns about the LEZ are reflected within the AQAP and in response to the consultation more signposting to available grants will be undertaken. Concerns about impacts of the LEZ outside of the zone will be monitored as part of the monitoring and evaluation of the scheme.

Following the Air Quality specific workshop there have been some changes to the actions, for example, it was suggested that rather than holding a workshop to increase collaborative working across the Council, the Steering Group should continue, and assist with the governance of the AQAP. We have widened the Steering Group out to further external partners, in order to ensure that actions are

delivered within the timescales in the plan. The Transport and Environment committee also agreed that Council should work with organisations like the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh continues to improve beyond the minimum standard set by the Scottish Government.

Whilst amending the AQAP, we have continued collaborative working across the Council, and with external stakeholders to ensure that the actions are deliverable. For example, meetings have been held with colleagues in Education and Planning, those working with the travelling community, SEPA, as well as more formal collaborative working through a Steering Group meeting, which already included some external partner organisations.

Other changes following continued collaborative working have included amalgamating draft Actions 2.1 and 2.4 (Action 2.1 is ensuring that air quality assessments are undertaken for traffic management projects, Action 2.4 is about making use of the National Modelling Framework (NMF) model to undertake such assessments), with 2.4 being a mechanism by which 2.1 can be implemented. Draft Action 4.1 (To incorporate air quality considerations within the Public Transport Action Plan), has also been removed, as the action is no longer relevant because of the integration to a streamlined CMP implementation plan and therefore implicit consideration of air quality. In addition, draft Action 8.4 (delivery of net zero community pilots) has been removed, because no funding source is currently relevant, and it is unclear how this action would be delivered in the timescale of the AQAP.

SEPA provided detailed feedback, and in response to this, and an updated Action Plan template issued by Scottish Government, changes to the structure of the document have been made, in particular a streamlining of the information contained within it, to focus more on the actions themselves. This theme of streamlining has also been taken through to the CMP, to reinforce the integrated approach needed to deliver place-based approaches. Supporting information papers on delivering actions for public transport, active travel, parking and road safety, with the CMP has been developed into an overarching Implementation Plan. This will reduce duplication across the plans, and simplified material for stakeholders. The updated AQAP also contains more detailed information on implementation timescales, where available, in line with the Action Plan template and integrating with the CMP Implementation Plan.

Related outcomes from the wider CMP consultation

Whilst the proposal to review on-street parking charges based on vehicle emissions to help reduce harmful emissions from transport was not considered among the highest priorities, consideration will continue to be given to this to support the Council in improving air quality to further incentivise the transition to sustainable mobility.

Proposals to provide public electric vehicle (EV) charging hubs to help reduce harmful emissions from transport received majority support. The Council will continue to work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity. A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.

General support was given to expanding the areas served by Car Club to help reduce harmful emissions from transport. This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel and will continue to be a key element of the Council’s strategy to support air quality improvements and support more sustainable travel.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision.

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Domestic Emissions Solid Fuel Burning	Review and action relevant outcomes of the national study on domestic solid fuel burning.	Once the research becomes available the Council will review the findings and take relevant action on outcomes, through working with Scottish Government under the Cleaner Air for Scotland Strategy 2. This process will be picked up in the Edinburgh Air Quality Annual Progress Reports for the city, which monitor the actions in this Plan.

Appendix C: Policy Context

Scotland Policy Context

National Transport Strategy

Transport Scotland published the National Transport Strategy in February 2020. The document identifies four priorities which form the basis upon which decisions will be made and policies evaluated with regards to transportation in Scotland. Two of these priorities are particularly relevant to air quality; 'Takes Climate Action' and 'Improves our Health and Wellbeing'. The Strategy states:

> *"As well as causing adverse impacts on climate change, our transport system has negative impacts on our air quality. Transport generates just over one-sixth of Scotland's total particulate matter (PM_{10}) and over one-third of the total emissions of nitrogen oxides (NOx). The majority of these emissions are caused by road transport."(p22)*

Regarding the 'Takes Climate Action' Priority, the Strategy sets out the following policy: "*Reduce emissions generated by the transport system to improve air quality*". The Strategy elaborates:

> *"More people wanting to access our city centres, often by private car, is impacting on air quality, and subsequently on people's health. While Scotland's four largest cities are introducing low emission zones, which through the restrictions on the most polluting vehicles will ultimately help improve air quality, more will need to be done. The Transport (Scotland) Act 2019 will enable local authorities to introduce schemes under which a charge may be levied for employers providing workplace parking places." (p49)*

Regarding the 'Improves our Health and Wellbeing' Priority, the Strategy sets out the policy to "*Reduce the negative impacts which transport has on the safety, health and wellbeing of people*". The Strategy states:

> *"People are more likely to walk and cycle where safe and accessible active travel infrastructure is available. By embedding the Sustainable Travel Hierarchy, Scotland's transport system will be designed with sufficient walking*

and cycling options to help us become a healthier, more active and fitter nation and tackle medical problems caused by poor levels of activity. It will also reduce the adverse impact on our air quality and the risks from diseases this causes."(p59)

"Our ongoing work on planning reform will continue to improve links with transport infrastructure, in the long term benefiting air quality and greenhouse gas emissions, and improving health."(p59)

Scottish Planning Context

The Scottish Government published Scotland's fourth National Planning Framework (NPF4) in February 2023. Part 1 of the NPF4 sets out an overarching spatial strategy for Scotland in the future, which includes priorities, spatial principles and action areas. These include the aims that:

"Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment", and that: "Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live".

Part 2 sets out proposed national developments that support the spatial strategy. Within this, Policy 1: 'Tackling the climate and nature crises' states that:

"When considering all development proposals significant weight will be given to the global climate and nature crises".

Policy 23: 'Health and safety' specifically refers to air quality, stating:

"Development proposals which are likely to have a significant adverse effect on health will not be supported" and "Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely".

Part 3 sets out policies for the development and use of land which are to be applied in the preparation of local development plans, local place plans and for determining the range of planning consents. Part 4 outlines how the strategy will be delivered.

The Scottish Executive Development Department has also produced 'Planning Advice Note (PAN) 51 (Revised 2006): Planning, Environmental Protection and Regulation'. It supports existing policy on the role of the planning system in relation the environmental protection regimes. The PAN quotes SPP1: "the planning authority should have regard to the impact of a proposal on air…quality, although the regulation of emissions or discharges will fall to be dealt with under other legislation". It then goes on to summarise the statutory responsibilities of the environmental protection bodies, as well as informing these bodies about the planning system, and the need for planning decisions to take account of a much wider range of material considerations and the weight to be accorded to them. This includes the LAQM regime.

Scottish Air Quality Context

Cleaner Air for Scotland has been superseded by Cleaner Air for Scotland 2 (CAFS2), which is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution to protect human health.

CAFS2 is shaped around 10 general themes, which are health, integrated policy, placemaking, data, public engagement and behaviour change, industrial emissions regulation, tackling non-transport emissions source, transport, governance, accountability and delivery, and further progress review.

CAFS2 recognises that air pollution, climate change, quality of the urban environment and mobility are strongly interconnected. From this, it follows that effective policy co-ordination across these broad themes, at both central and local government levels, will deliver co-benefits greater than those possible by considering each in isolation. Key to ensuring that these co-benefits are fully realised will be embedding placemaking principles, with a focus on nature-based solutions across policy areas to guide our way to a cleaner, healthier and more attractive environment.

Local Level Policy

City Mobility Plan

The Council published its City Mobility Plan (CMP) in 2021 which sets out the strategic approach to the sustainable, safe and effective movement of people and goods and a strong commitment to meeting the net zero carbon target by 2030 including through behaviour change, infrastructure provision and network management tools. It confirms a commitment to developing a LEZ scheme along with many other related measures such as electric vehicle charging infrastructure, expansion of Controlled Parking Zones and considering a Workplace Parking Levy, and a 'Pay as you Drive' scheme, if necessary, to tackle congestion and support cleaner air.

The CMP, alongside the adopted Local Development Plan and emerging City Plan 2030, aim to create a city where it is not necessary to own a car in order to get around. Development of the 20-minute neighbourhood concept reinforces the importance of having access to local services catering for daily needs within a 20-minute walk of anyone's front door (in Edinburgh's case, adopting a 10-minute walk there and 10-minute walk back principle).

The CMP contains objectives which this AQAP seeks to address directly or support in tandem with other measures to deliver improvements in Public Transport and Active Travel:

- Primary CMP Objective relevant to this AQAP:
    - Reduce harmful emissions from road transport.
- Secondary CMP Objectives relevant to this AQAP:
    - Increase the proportion of trips people make by active and sustainable travel modes,
    - Improve sustainable travel choices for all travelling into, out of and across the city,
    - Maximise the efficiency of our streets to better move people and goods,
    - Reduce the need to travel and distances travelled, and;

- Reduce vehicular dominance and improve the quality of our streets.

The CMP contains a number of policy measures which are also key to this AQAP including:

- Encouraging changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns,
- Requiring the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators,
- Expansion of the tram/ mass rapid transport network,
- Reviewing the city's bus network,
- City interchanges – public transport interchanges at key locations in the city, supported by taxi ranks,
- Bus priority measures,
- Other public transport improvements such as integrated, smart and flexible ticketing, bus and tram shelters,
- Regional interchanges (transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel),
- Supporting improvements to rail and rail integration,
- Enhance and where necessary expand the walking and wheeling network across the city,
- Expand and enhance the citywide network of cycle routes to connect key destinations across the city,
- Identifying opportunities for Mobility hubs that provide a range of sustainable travel choices and amenities,
- Strategic approach to road space allocation,
- Managing deliveries and servicing – edge of town consolidation and micro distribution centres,
- Encouraging the switch to cleaner vehicles,
- Supporting the transition to zero emission buses, and;
- 20-minute neighbourhoods to reduce the need for longer journeys.

City Plan 2030

Edinburgh's emerging new local development plan, City Plan 2030, sets out the strategy for development, proposals and policies to shape development and inform planning decisions in the city over the next 10 years and beyond. The representation period for the proposed City Plan 2030 concluded in December 2021 and the Council are currently considering the representations received prior to submitting the proposed plan to Scottish Ministers.

By 2030 the vision is for a sustainable city which supports everyone's physical and mental wellbeing, a city where you don't need to own a car to move around, a city which everyone lives in a home they can afford and a city where everyone shares in its economic success.

The City Plan reflects the target to be carbon neutral by 2030 as well as the commitment to build 20,000 affordable and low-cost homes over the next 10 years. The City Plan also reflects the programme to transform the City Centre and implement the City Mobility Plan, which will radically change how residents and visitors move around the city.

Within the current Edinburgh Local Development Plan which was adopted in November 2016, there is one policy that refers to air quality. Policy Env 22 refers to air, water and soil quality and states that:

"*Planning permission will only be granted for development where:*

- *there will be no significant adverse effects for health, the environment and amenity and either*
- *there will be no significant adverse effects on air, water or soil quality (…) or*
- *appropriate mitigation to minimise any adverse effects can be provided."*

2030 Climate Strategy

The vision of the 2030 Climate Strategy is that by 2030 Edinburgh will be a net zero and climate resilient city, with a transformed city centre connected to thriving local neighbourhoods where historic, natural and built environments are protected and valued for their contribution to people's wellbeing.

There are a number of synergies between measures being implemented through the Climate Strategy and those required to improve air quality. These include a reduction in travel (both through people working from home more of the time, or in local hubs reducing the need to travel for work), the city having a network of safe and attractive active travel routes and an integrated world-class sustainable public transport system which is affordable for everyone.

The Climate Strategy includes the vision that most citizens find they no longer need a car, with a network of Electric Vehicle (EV) charging hubs supporting electric commercial vehicles, car clubs and citizens who still need to own a private car, with the city centre a place for walking, cycling and wheeling with excellent public transport accessibility.

In relation to non-transport sources, the vision is that all homes will be well insulated, energy efficient and heated and powered by low-cost, renewable energy with a higher proportion of energy generated locally.

Although there are many co-benefits between the climate strategy and local air quality management, care is needed to ensure measures implemented to deal with greenhouse gas emissions do not inadvertently worsen local air pollution.

Low Emission Zone (LEZ)

In March 2022 the Transport and Environment Committee approved the City Centre Low Emission Zone (LEZ), following legal processes. The LEZ was introduced on 31 May 2022 and will be enforced from 1 June 2024. The ‘grace period’ of 2 years, aims to help individuals and organisations prepare for the scheme. National exemptions will apply for example, disabled persons (including blue badge holders), historic vehicles and emergency vehicles and there may be local time-limited exemptions that are approved by the council, although it is intended that these will be few and far between. Persons driving non-compliant vehicles into the LEZ will have to pay a penalty charge, effectively banning non-compliant vehicles.

The LEZ boundary includes the West End, Queen Street and the New Town, Greenside at the top of Leith Walk, Abbeyhill on the east, Pleasance, Meadows and Tollcross.

City Centre Transformation Programme

The Edinburgh City Centre Transformation (ECCT) Programme is an ambitious plan for a vibrant and people-focused capital city centre which seeks to improve community, economic and cultural life. It outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport in central streets while improving access for all.

Changes will include a walkable city centre right at the heart of the World Heritage Site, enabled by a pedestrian priority zone and a network of connected, high-quality, car-free streets, a connected network across the city centre of new segregated and safe cycle routes, enhanced bus priority measures, the creation of public transport interchanges and a reallocation of space in the city centre to reduce the impact of vehicles and free up space for other users. The ECCT is supported by the CMP and the emerging City Plan 2030.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan
AQC	Air Quality Consultants Ltd
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
APR	Annual Progress Report
BEAR	Bus Emission Abatement Retrofit
CAFS	Cleaner Air for Scotland
CEC	The City of Edinburgh Council
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
ECCT	Edinburgh City Centre Transformation
ESS	Environmental Standards Scotland
EU	European Union
EV	Electric Vehicle
HETAS	Heating Equipment Testing and Approval Scheme
HGV	Heavy Goods Vehicle

LAQM	Local Air Quality Management
LEZ	Low Emission Zone
LPG	Liquid Petroleum Gas
LTN	Low Traffic Neighbourhood
MOVA	Microprocessor Optimised Vehicle Actuation
NLEF	National Low Emission Framework
NMF	National Modelling Framework
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPF	National Planning Framework
OLEV	Office for Low Emission Vehicles
PAN	Planning Advice Note
PCM	Pollution Climate Mapping
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCOOT	Split Cycle Offset Optimisation Technique
SEPA	The Scottish Environment Protection Agency
SG	Scottish Government
SPP	Scottish Planning Policy

TBC	To be confirmed
TEOM	Tapered Element Oscillating Microbalance
TS	Transport Scotland
WHO	World Health Organisation

CMP Implementation Plan

Project Types and Examples

CITY MOBILITY PLAN 2021-2030

Contents

Project Types

Example 1: Street Transformation
(Lothian Road)

Example 2: Corridors and Routes
(A8 between Murrayfield Avenue and Maybury Road)

Example 3: Liveable Neighbourhoods
(Granton)

Example 4: Major Junctions and Crossings
(West End / Lothian Road)

Street Transformation

These projects aim to deliver **changes to major streets in the city with regards to how the available space is currently allocated**, improving the environment for people walking, wheeling, spending time in, cycling and using public transport, as well as businesses and the wider economic activity.

Some examples in this category include **George Street and First New Town, Lothian Road, Old Town Streets** and other shopping streets outside of the city centre.

Corridors and Routes

These projects are similar in nature to 'Street Transformation' projects. However, they normally extend to a longer corridor or route. Although these projects may have a marked focus on movement, **they will normally deliver some level of placemaking and walking and wheeling improvements**.

Examples include the **City Centre West East Link (CCWEL), the wider A8 corridor between Murrayfield Avenue and Maybury and the A90 corridor**.

Liveable Neighbourhoods

These projects aim to make Edinburgh's neighbourhoods **more accessible, comfortable, safe and convenient for people walking, wheeling and cycling**.

These projects will normally integrate the delivery of dropped kerbs and accompanying tactiles, footway improvements and reconstruction, clutter rationalisation, guardrail removal, tightening of junctions, cycle parking, school travel improvements, etc.

Major Junctions and Crossings

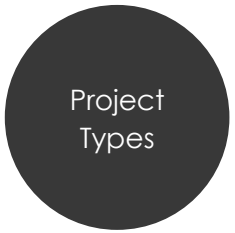
These projects aim to **improve the safety and functionality of junctions and crossings** across the city with the objective of removing barriers for people walking, wheeling, cycling and public transport.

These may be standalone projects or be part of wider 'Street Transformation', 'Corridors and Routes' or 'Tram' projects. For example, **the West End Junction (Princes Street), West Approach Road and Tollcross are all part of the emerging proposals under the Lothian Road street transformation project**.

Minor Works

These programmes deliver **localised improvements as required where there are no plans for other larger-scale projects**.

They include dropped kerbs, junction tightening, removal of guardrails, decluttering, new crossings, making pavements free from trip hazards, access improvements to the off-road path network, etc.



Infrastructure Projects and Programmes

Operational Workstreams

Project Types

Infrastructure Projects and Programmes

Tram

The delivery of the existing 'Tram' line had a transformational effect on movement across the city.

A Strategic Business Case (SBC) for a new line between Granton and the BioQuarter and beyond is now under development.

Although the main focus is to deliver new mass transit infrastructure, **the scale of the investment will have a city-wide impact on how streets operate**.

Operational Workstreams

Governance

These workstreams include the **implementation of changes to how the Council operates as an organisation and how it engages with its key partners**.

Some examples include **the reform of the city's transport Arm's Length External Organisations (ALEOs), the new Edinburgh Bus Alliance or setting up collaborative arrangements with Spokes** to monitoring the status of the cycle network signage.

City Operations

These workstreams refer to the development of plans and implementation strategies to **enhance the likely opportunities and mitigate any potential consequences as a result of changes introduced by individual projects**.

For example, the emerging City Centre Operations Plan is looking at individual projects within the scope of the City Centre Transformation (CCT) strategy to **ensure the efficiency of businesses, as well as maintaining adequate access for residents and those with mobility difficulties**.

Key operational themes include:

- ✓ Ensuring accessibility for all, including those with mobility difficulties, residents, home and medical care and servicing vehicles
- ✓ Public transport operations, both local and regional, including Park & Ride
- ✓ Maintenance and road renewals
- ✓ Deliveries (understood as the needs of businesses and residents with regards to the movements of goods, both inbound and outbound
- ✓ Design (ESDG) and wider guidance
- ✓ Legislation and enforcement

Behaviour Change

These initiatives are **key to encourage and support people's choice to travel more sustainably around the city**

Some examples include the work previously funded through the Smarter Choices Smarter Places (SCSP) programme and other awareness campaigns.

Other crucial initiatives to support equal and affordable access across the city include the **provision of concessionary travel on tram, integrated ticketing across all the Council's transport ALEOs and improved wayfinding across the cycle network**.

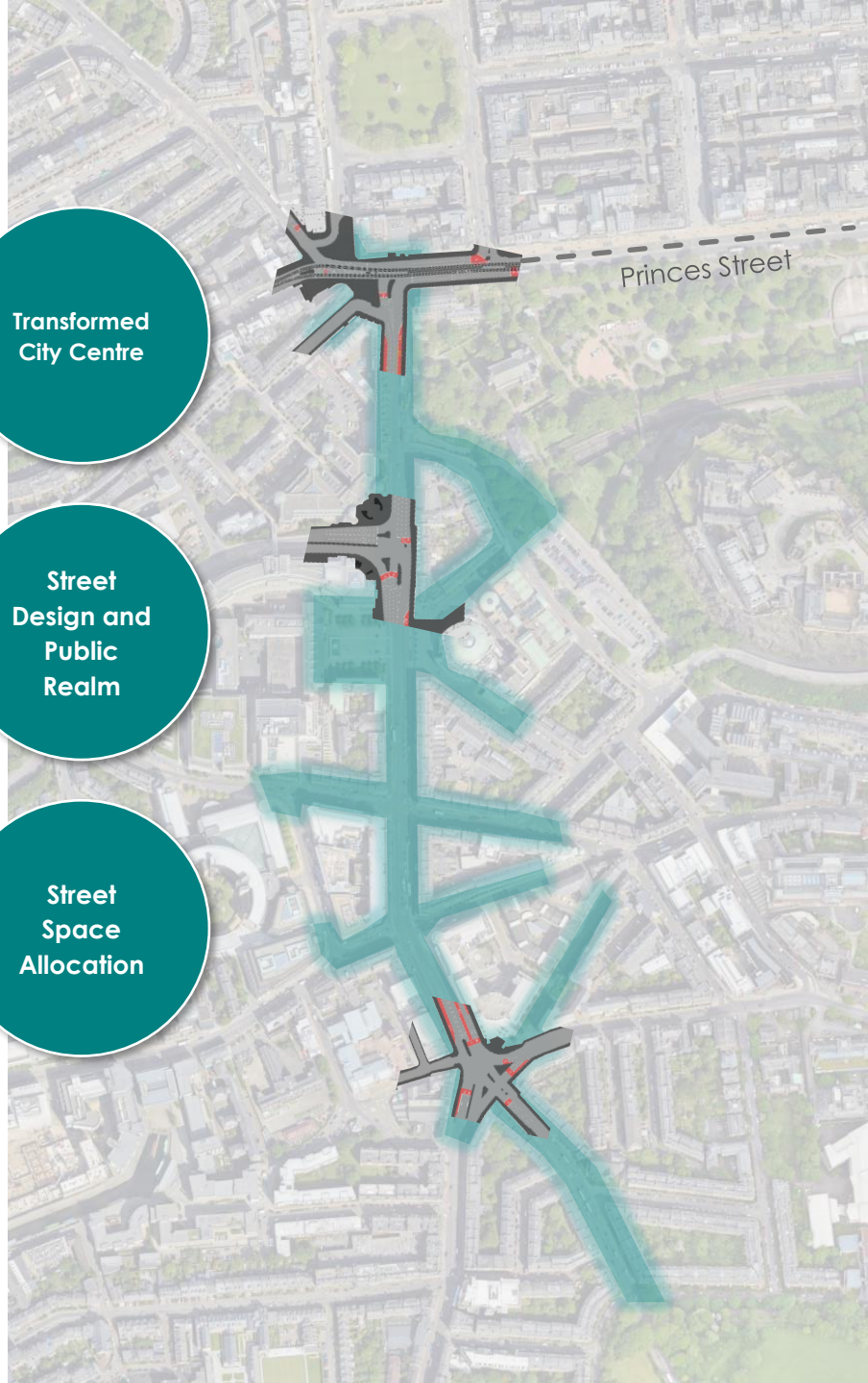
Example 1 – Street Transformation (Lothian Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install dropped kerbs and accompanying tactiles
- ✓ deliver smooth, trip-free and level pavements
- ✓ footway clutter rationalisation and guardrail removal
- ✓ identify priority locations for footway widening to resolve pinch points
- ✓ provide places to rest and benches
- ✓ pedestrian crossing improvements by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether single stage crossings may be suitable
- identify suitable locations for new pedestrian crossing facilities
- enhancing and expanding the cycle network
- installing public cycle parking, including for non-standard bikes
- ✓ school travel improvements (Tollcross Primary) focusing on safer road crossing facilities and active travel infrastructure
- ✓ develop proposals for each element of the Major Junctions Review programme
- ✓ improved perceived safety for everyone through improved lighting
- ✓ continue programme for bus shelter replacement
- ✓ deliver bus priority at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ review and amend waiting and loading restrictions
- ✓ manage available space for short stay parking and delivery and servicing arrangements
- ✓ deliver Circulation Plan subject to approval and funding
- ✓ deliver updated Edinburgh City Centre Transformation (ECCT) strategy subject to approval, including public realm schemes
- ✓ improve local access to community facilities and services

Project Themes (CMP Implementation Plan)

- Active Travel
- Transformed City Centre
- Public Transport
- Street Design and Public Realm
- Road Safety
- Street Space Allocation
- Parking



Example 2 – Corridors and Routes (A8 between Murrayfield Avenue and Maybury Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install dropped kerbs and accompanying tactiles
- ✓ deliver smooth, trip-free and level pavements
- ✓ footway clutter rationalisation and guardrail removal
- ✓ identify priority locations for footway widening to resolve pinch points
- ✓ pedestrian crossing improvements by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether single stage crossings may be suitable
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ enhancing and expanding the cycle network
- ✓ installing public cycle parking, including for non-standard bikes
- ✓ school travel improvements focusing on active travel infrastructure
- ✓ identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist
- ✓ develop proposals for each element of the Major Junctions Review programme
- ✓ improved perceived safety for everyone through improved lighting at walking routes to bus stops
- ✓ continue programme for bus shelter replacement
- ✓ deliver bus priority at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ identify corridor journey time targets and action plans to achieve these for priority corridors, integrated with active travel and town centre proposals
- ✓ review and amend waiting and loading restrictions
- ✓ manage available space for short stay parking and delivery and servicing arrangements
- ✓ deliver Circulation Plan subject to approval and funding
- ✓ improve local access to community facilities and services

Project Themes (CMP Implementation Plan)

Example 3 – Liveable Neighbourhoods (Granton)

Potential Project Actions (CMP Implementation Plan)

- ✓ install dropped kerbs and accompanying tactiles
- ✓ deliver smooth, trip-free and level pavements
- ✓ footway clutter rationalisation and guardrail removal
- ✓ provide places to rest and benches
- ✓ pedestrian crossing improvements by tightening up radii on side roads
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist
- ✓ investigate opportunities to trial low-cost zebra crossings
- ✓ create a programme to inform the delivery of crossing, pavement and path upgrade improvements
- ✓ improved perceived safety for everyone through improved lighting at routes to bus stops
- ✓ adopt road markings to provide directions on cycle network
- ✓ installing public cycle parking, including for non-standard bikes
- ✓ continue rollout of secure cycle hangars
- ✓ school travel improvements focusing on safer road crossing facilities and active travel infrastructure
- ✓ 20mph speed limit extension
- ✓ deliver Circulation Plan subject to approval and funding
- ✓ improve local access to community facilities and services
- ✓ complete citywide analysis and programme for delivery of liveable neighbourhoods

Project Themes (CMP Implementation Plan)

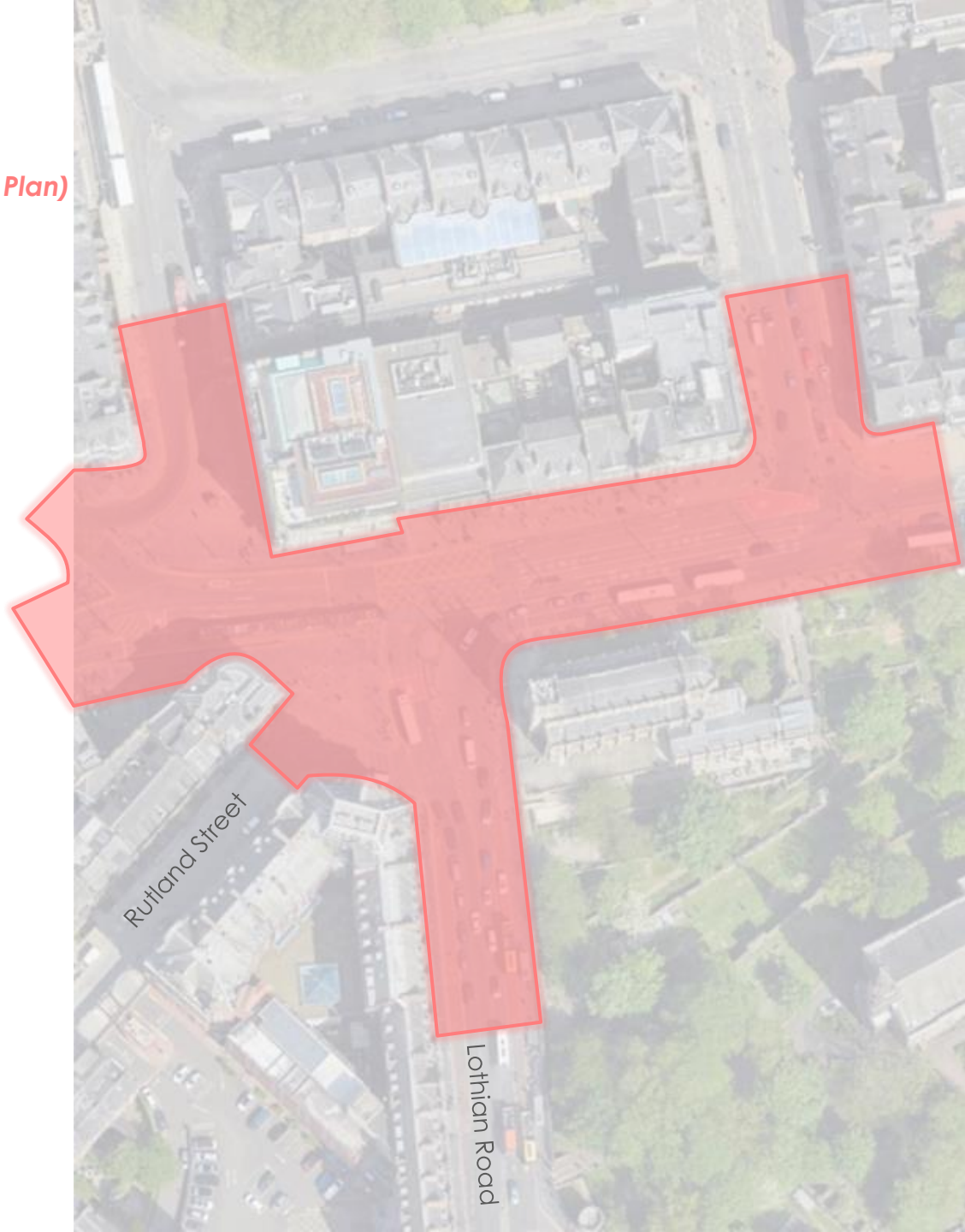
Example 4 – Major Junctions and Crossings (West End / Lothian Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install dropped kerbs and accompanying tactiles
- ✓ deliver smooth, trip-free and level pavements
- ✓ footway clutter rationalisation and guardrail removal
- ✓ identify priority locations for footway widening to resolve pinch points
- ✓ provide places to rest and benches
- ✓ pedestrian crossing improvements by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether single stage crossings may be suitable
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ investigate opportunities to trial low-cost zebra crossings
- ✓ review signalised junctions to improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle
- ✓ Maintain the number/proportion of standalone signalled crossings that give a pedestrian green on demand
- ✓ consider the provision of safe pedestrian and cyclist crossing infrastructure
- ✓ installing public cycle parking, including for non-standard bikes
- ✓ develop proposals for each element of the Major Junctions Review programme
- ✓ deliver bus priority at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ deliver Circulation Plan subject to approval and funding

Project Themes (CMP Implementation Plan)

- Road Safety
- Active Travel
- Public Transport
- Street Space Allocation



Appendix 12 - Carbon impact of reducing car kilometres driven and speed limits in Edinburgh

The City of Edinburgh Council
Placemaking & Mobility Strategy & Development

17 January 2024

1. Summary

1.1 The City of Edinburgh Council ('the Council') declared a Climate Emergency in 2019 and is committed to achieving its net zero carbon emission target by 2030. The Council also declared a Nature Emergency in 2023.

1.2 The Council's City Mobility Plan ('CMP') has committed to reducing car kilometres driven by 30%, by 2030. The Scottish Government has committed to reducing car kilometres driven by 20%, by 2030.

1.3 To help better understand the citywide carbon implications of reducing car kilometres driven and reductions to speed limits, the Scottish Environment Protection Agency ('SEPA') have developed a tool for local authorities in Scotland to use. This report summarises the application of the tool to the Council's networks, Our Future Streets (circulation plan) and City Mobility Plan.

1.4 Findings from the tool scenarios indicate that the total carbon emissions of road transport in Edinburgh is approximately 644,204 tonnes of CO2 per annum, according to current data. Carbon emissions would reduce by 19% if all streets and roads within the Council area achieved a 30% reduction in car kilometres, according to current data. Increasing the rollout of 20mph streets in Edinburgh, from 86% coverage to 90%, would have a negligible impact on carbon emissions.

1.5 Applying multiple policies and proposals that encourage and accelerate modal shift to sustainable modes, reallocate streetspace more rationally and equitably, reduce demand by unsustainable modes, and accelerate the decarbonisation of vehicles using the City's streets will help the Council achieve its net zero target by 2030.

2. Background

2.1. Transport is the largest contributor to climate change in Scotland, responsible for over a quarter of all greenhouse gas emissions, with cars accounting for more than a third of these. In Edinburgh, transport emissions represented 29% of total greenhouse gas emissions in 2021, with more than 60% of road transport emissions coming from cars.

2.2. As part of the CMP, a method for reallocating street-space more rationally and equitably has been developed ('Our Future Streets') which seeks to reduce carbon emissions from

transport, by maximising opportunities to re-allocate street space to prioritise sustainable modes, reduce car kilometres driven and provide space for placemaking and blue-green infrastructure.

2.3. To improve safety, reduce severance and promote active travel, a 20mph (32kmh) network was introduced across many streets in Edinburgh, in 2018. Positive outcomes included reductions in collisions, fatalities and injuries and increased perception of safety for those walking/wheeling and cycling. Air quality impacts of 20mph restrictions are mixed. Reductions in speed limits can have negative impacts on carbon emissions, which the scenario exercise seeks to address in relation to the Council's proposed expansion of the 20mph network to cover 90% of streets (from 86%).

2.4. Use of tools at strategic scales can help the Council provide supporting carbon information for transport policy and project appraisal. For example, SEPA completed modelling on carbon impacts of LEZ options, presented to Committee in January 2022, in addition to air quality modelling evidence. Findings from modelling showed that all LEZ options would have air quality benefits but would not have significant impacts on carbon emissions, indicating that other tools would be required to fully address the net zero question.

3. Carbon impact tool impacts

Tool methodology

3.1. The tool presents the impacts of all vehicle kilometres driven by street/road type (local or trunk) and by vehicle type (car, LGV, HGV etc.). The trunk network is defined as those which are the responsibility of Scottish Ministers and comprises all motorways and some of the main A roads. The local network is all other streets within the Council's boundary for which the Council maintains responsibility. It then combines this with fleet data, including fuel type, engine size and weight class to calculate total carbon emission impact

3.2. Based on SEPA's tool, for 2020, Edinburgh's total transport emissions are 644,204 tonnes of CO2 equivalent, which can be broken down by road/street type:

- 67% - local
- 33% - trunk

3.3. Edinburgh's transport emissions can also be broken down by vehicle type:

- 63% - car
- 18% - HGV
- 16% - LGV/van
- 3% - bus

3.4. An input to the tool assumes that 86% of the local network operates with a 20mph (32kmh) speed limit, as according to the latest report to Committee on speeds review.

Scenario 1 – reducing car kilometres driven according to targets

3.5. The tool can develop scenarios on estimated carbon impact of reducing vehicle kilometres by type (car, HGV, LGV etc.).This report focuses on scenarios 1A to 1D which look at changes within the Council boundary area, and according to the Council's and Scottish Government's respective car kilometre reduction targets.

3.6. Scenario 1A reduces car kilometres on local streets only (i.e. Council controlled) according to the Council's committed target of 30%. This leads to a 14% reduction in total carbon emissions.

3.7. Scenario 1B reduces car kilometres on trunk roads only (i.e. Scottish Minister controlled) according to the Scottish Government's committed target of 20%. This leads to a 3% reduction in total carbon emissions.

3.8. Scenario 1C combines 1A and 1B and reduces car kilometres on local and trunk streets/roads (i.e. both Council and Ministerial control) according to their respective targets. This leads to a 17% reduction in total carbon emissions.

3.9. Scenario 1D reduces car kilometres on local and trunk streets/roads within the Council boundary area (i.e. both Council and Ministerial control) according to the Council's 30% target. This leads to a 19% reduction in total carbon emissions.

3.10. Table 1, below, summarises scenarios 1A to 1D:

Table 1. Scenarios for car kilometre reduction targets and CO2 savings

Scenario	*Street/road type*	*Vehicle type*	*Vehicle km target*	*Total carbon savings (kilotons of CO2)*
1A	Local only	Car only	-30%	-14% (-91ktCO2)
1B	Trunk only	Car only	-20%	-3% (-21ktCO2)
1C	Local and trunk	Car only	Local: -30% Trunk: -20%	-17% (-112ktCO2)
1D	Local and trunk	Car only	Local: -30% Trunk: -30%	-19% (-122ktCO2)

Scenario 2 – reducing speeds on all local streets to 20 mph

3.11. Pivoting off scenario 1A, 1C and 1D the tool allows the carbon impact of reductions in speed limits on local streets to be assessed. Scenario 1B was not compared as the tool does not allow reductions of speed on the trunk network.

3.12. Table 2, below, shows local streets speed limit set to 20mph (32kmh) applied to 90% of all local streets and the differential impact in relation to making no changes to speed.

Table 2. Scenario testing combining car kilometre reduction with 20mph restrictions and CO2 impact

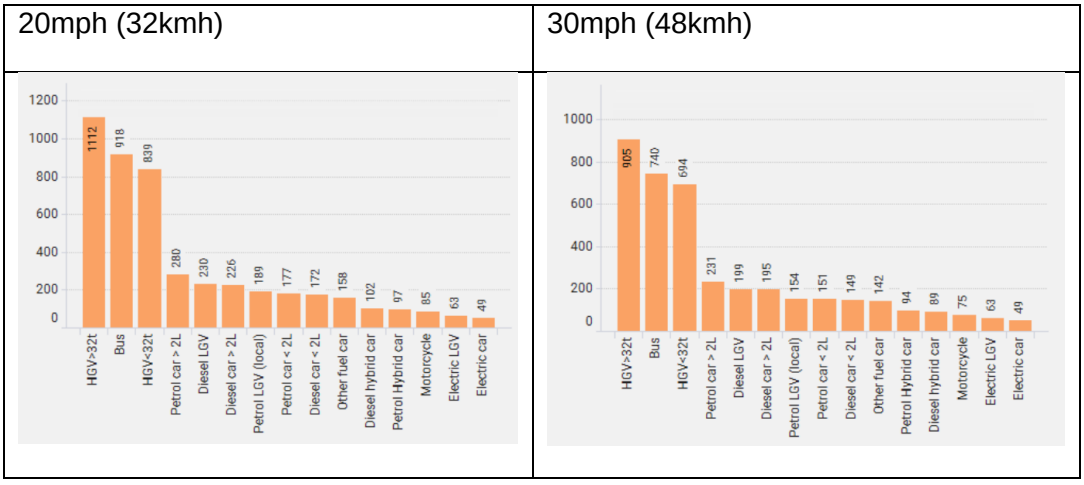
Scenario pivot	*Total carbon savings – no change to current speed limits*	*Total carbon savings – 90% local streets 20mph*	*Differential impact*
1A	-14% (-91ktCO2)	-14% (-90ktCO2)	<1% (+1ktCO2)
1C	-17% (-112ktCO2)	-17% (-111ktCO2)	<1% (+1ktCO2)
1D	-19% (-122ktCO2)	-19% (-121ktCO2)	<1% (+1ktCO2)

3.13. The tool indicates a negligible increase in carbon emissions (+ 1kt or 1,000 tCO2) associated with extending the roll out of slower speed limits from 86% to 90% of local streets.

3.14. This slight increase reflects the fact that fossil fuelled internal combustion engines (ICEs) are generally less efficient when operating below 30 mph (48kmh), compared with higher speeds. Evidence shows that 20 mph speed limits increase safety, reduce noise pollution, and can improve air quality. In practice, carbon savings could also be achieved from smoother, more consistent driving speeds when reducing congestion and significantly via modal shift. Results from the speed reduction scenario testing should be situated within the wider policy contexts.

3.15. Emission factors for CO2 at different speeds is presented by vehicle type, in figure 1 below. Buses and HGVs have a significantly higher emission factor than other vehicles but the overall combined impact is much lower than cars and vans combined due to traffic volumes (see 3.3).

Figure 1. CO2 emission factors, by vehicle type and speed



4. Conclusions

4.1. The scenarios indicate that the carbon impact of reducing distances travelled by car is significant and would contribute towards the 2030 net zero target. Proposals to reduce speed limits on local streets are not expected to have significant impacts on carbon emissions, however they contribute to making active travel alternatives more desirable and accessible.

4.2. The scenarios also indicate that other measures are required to reach net zero emissions for transport and streets. These will include policies and projects that encourage and accelerate modal shift to sustainable modes, reallocate streetspace more rationally and equitably, reduce demand by unsustainable modes, and accelerate the decarbonisation of vehicles using the City's streets.

4.3. Carbon savings associated with shifts to sustainable modes are anticipated to outweigh any localised increases in carbon emissions that may occur over short-term scales as traffic adjusts to new routes. The Council is interested to further develop tools to assess such impacts in partnership with key partners including SEPA and Transport Scotland.

4.4. Transport emissions will continue to be closely monitored as part of the CMP and related projects to better understand impact on modal shift and reduction in harmful emissions.

5. References

Data

5.1. Road traffic statistics (Department for Transport, 2018)

5.2. Scottish Transport Statistics No. 39 2020 Edition (Transport Scotland, 2021)

5.3. UK greenhouse gas emissions: local authority and regional (Department for Energy Security and Net Zero, 2023)

5.4. Vehicle licensing statistics data tables (Department for Transport and Driver and Vehicle Licensing Agency, 2022)

5.5. The Restricted Roads (20mph Speed Limit) (Scotland) Bill - Evidence on the impact of 20mph Speed Limits (Scottish Parliament, 2019)

Committee Reports

5.6. Low Emission Zone - Carbon Impact (Transport and Environment Committee - The City of Edinburgh Council, January 2022)

5.7. Speed Limits Review: 20mph (Transport and Environment Committee – the City of Edinburgh Council, October 2023)

Transport and Environment Committee

10.00am, Thursday, 1 February 2024

Our Future Streets – a circulation plan for Edinburgh

Executive/routine	**Executive**
Wards	**All**

1. Recommendations

1.1. It is recommended that Committee:

1.1.1. Agrees the Streetspace Allocation Framework (SAF) aims, revised principles and mapping (as set out in Appendix 1);

1.1.2. Agrees to take forward an enhanced plan for Edinburgh City Centre Transformation (ECCT) including an experimental closure of the Cowgate to some or all through traffic in 2024;

1.1.3. If recommendation 1.1.2 is agreed, notes that a further report will be prepared for Committee with a programme for implementation and an associated Operations Plan for the city centre;

1.1.4. Agrees to progress designs for an integrated street upgrade for the A8 as a key corridor from Roseburn to Gogar, incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability; and

1.1.5. Agrees the proposed outline approach to investment for 'Liveable Neighbourhoods'.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head of Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Report

Our Future Streets – a circulation plan for Edinburgh

2. Executive Summary

2.1. This report summarises the outputs of Our Future Streets (formerly known as a ‘circulation plan’).

2.2. It recommends adoption of a Streetspace Allocation Framework (SAF). The Framework seeks to ensure that limited space on the city’s streets is used to best effect, in line with the aims and objectives of the City Mobility Plan (CMP), seeking ito address the Climate and Nature Emergencies, with individual projects and initiatives always taking the SAF as the starting point.

2.3. The report recommends taking the Edinburgh City Centre Transformation (ECCT) further, with the aim of delivering a thriving, people-friendly, nature positive and climate adapted centre that works better for residents, businesses, shoppers and visitors and facilitates further investment in the expansion of the city’s tram system. Achieving this requires removing through traffic from a significant area, though retaining access for all.

2.4. Complementing the SAF and city centre proposals, the report recommends adopting a ‘place-based’ approach to future delivery - with future projects’ starting point being to address all issues on the street concerned. Following a citywide prioritisation, the report includes a proposal for an integrated street improvement project on the A8. It also proposes a pedestrian-oriented Liveable Neighbourhoods programme, aligned with the Council’s 20-minute neighbourhood strategy.

3. Background

3.1. Good progress has been made in improving the city’s streets’ so they are more attractive places that help move people around more efficiently and more sustainably. However, Edinburgh faces many ongoing transport challenges across its network of streets including congestion, vehicular dominance, occasional flooding and harmful emissions that negatively impact on public health and contribute to climate change. Edinburgh’s population is growing by 6.6%, three times the rate of Scotland, which risks worsening these impacts without action.

3.2. The Council's adopted policies and supporting evidence indicate that change is required. The Council's City Mobility Plan (CMP), Edinburgh Street Design Guidance (ESDG), Strategic Green Blue Network Plan, adopted Local Development Plan and Proposed City Plan 2030 aim to improve provision for place, pedestrians, and cyclists, making streets safer, managing parking, and protecting and strengthening public transport provision whilst adapting the streets to the known risks of climate change. The city's target to reduce car kilometres by 30% is an important step towards delivering a net zero carbon city by 2030, but scenario testing indicates further measures will be required to do so (see CMP 1st review report).

3.3. To realise the CMP's objectives, a just transition and the city's 2050 Vision, many of the city's streets will need to re-designed so they support more equitable outcomes. Our future streets must follow the principles of sustainable development, simultaneously providing better economic, social and environmental conditions for all:

3.3.1. For businesses, the aim is to provide the most attractive and competitive environments, with 21st century operating and servicing that supports high quality placemaking and sustainable modes;

3.3.2. For everyone, the aim is to improve accessibility across all parts of the city and remove the barriers to travel regardless of need or ability; and

3.3.3. For the environment, the aim is to address the Climate Emergency and Nature Emergency by redesigning streets and, if necessary, the neighbourhood area. This would better reflect knowledge about surface water flooding and how green infrastructure can help create more resilient, nature positive places.

3.4. In February 2023, Committee agreed to continue developing Our Future Streets (then known as a 'circulation plan') and agreed to consult on its emerging outputs alongside draft CMP actions across the themes of active travel, air quality, parking, public transport and road safety. The consultation outcomes were reported to Committee in October 2023.

3.5. A biennial review of CMP, taking into account consultation feedback, and a report recommending consultation on extending Edinburgh's tram network are also being considered by today's Committee.

3.6. As proposed in February 2023, work has now been undertaken as follows:

3.6.1. Further development on the SAF, in particular applying the decision-making principles to refine network proposals, in parallel with emerging stakeholder and public consultation feedback as well as further data-based technical work;

3.6.2. Exploring and appraising options for taking ECCT further, including modelling to determine the impacts of varying levels of intervention;

3.6.3. Consideration of the approach to future investment on Edinburgh's main strategic corridors;

3.6.4. Developing proposals to deliver Liveable Neighbourhoods; and

3.6.5. Initial stages of the green-blue network mapping to understand how the city may address climate adaptation and the Nature Emergency.

4. Main report

A strategic 'place–based' approach to investing in the city's future streets

4.1. In working towards its CMP objectives for Our Future Streets, the Council is taking forward a substantial programme of investment in public transport, active travel and placemaking. Key projects and programmes are summarised in the related reports on today's agenda.

4.2. The proposals in this report would involve Edinburgh adopting a similar approach to other successful cities that have adopted a citywide strategic approach to allocating street space. These approaches are often combined with a clear decision to prioritise pedestrians and streets' place functions throughout their city centre. In summary, this would include:

4.2.1. Using a strategic method – the SAF - as a starting point for the design of all future street projects, no matter their funding stream(s);

4.2.2. Adopting a place-based approach to investment throughout the city, with all projects aimed at delivery in line with the SAF, and a move towards integrated corridor-wide investment that takes into account the full range of Council priorities;

4.2.3. As part of the place-based approach, there is the potential to take a more ambitious version of ECCT forward, aimed at delivering a truly people-friendly centre. This could involve removing through car traffic from an extensive area, prioritising space for a climate adapted public realm, for pedestrians, for safe cycling and for reliable and efficient public transport (including, in the future, the proposed expansion of the tram network from north to south); and

4.2.4. A pedestrian-focused package of investment in neighbourhood streets, integrated with other measures to support '20-minute Neighbourhoods'. This would focus on measures like dropped kerbs, narrowing side road junctions, better pavements around local shops and new crossings, managing flooding and greening streets, tackling through-traffic where there is local support, and helping to deliver cycling on quiet routes. The main aim would be to deliver streets and pavements that allow everyone to get around easily in their local neighbourhood.

Streetspace Allocation Framework

4.3. The SAF is a method-based approach that principally consists of maps and principles that work towards clearly defined aims.

4.4. These aims, maps and principles, all build on the work previously reported to this Committee and are presented in Appendix 1.

4.5. Delivering better conditions for walking/wheeling, cycling and public transport that is suitable for a future climate requires space for wider pavements, for cycle tracks, for bus priority lanes and for green-blue infrastructure (such as rain gardens and street trees). As such, these are often in competition with each other, and can also be in competition with space for parking, for loading, for placemaking, for sustainable drainage measures and for moving general traffic.

4.6. The SAF principles seek to achieve a balance between the demands on space, by prioritising place, walking/wheeling, cycling and public transport over private motorised traffic and parking.

4.7. In some cases, necessary trade-offs will mean a significant reduction or removal of parking on main roads and high streets in the city, and changes in how loading works for businesses. The approach would always maintain access for businesses and those with mobility issues. This approach was supported in the CMP consultation, both in the online surveys, market research and in stakeholder workshops.

4.8. Maps will outline the desired place function of streets for walking/wheeling, cycling, bus, tram and general traffic networks, as well as the emerging green-blue networks. There is also an ‘integrated network map’ which provides guidance on allocating street space between these various functions.

4.9. The place and movement maps identify what are primary, secondary and local networks. Definitions of each network level are detailed in Appendix 1.

4.10. The place and walking/wheeling networks are different in nature to the other networks. The primary and secondary place network consists of streets where there is the greatest need for additional space to cater for non-movement functions, such as seating and greening (generally streets with buildings that generate activity, such as shops, other services and businesses). The primary and secondary walking/wheeling network identifies streets which have higher levels of pedestrian movement, as well as some of the key sources of this movement such as schools.

4.11. The maps have been developed using the following process:

4.11.1. Initial desired networks for walking/wheeling, cycling, public transport and general traffic were set alongside mapping of overall street width (including pavements); and

4.11.2. Where there was insufficient space to accommodate all desired uses with an acceptable level of service (this applies to most major streets and roads), the

desired networks were reviewed taking account of the overall aims and trade-off principles of the SAF.

4.12. The main changes resulting from the review are to the networks for general traffic and cycling. These networks will also present the greatest opportunities for adapting the city to the future climate by occasionally using some roads as conveyance routes and incorporating Sustainable Drainage Systems (SuDs) and tree planting. Above-ground SuDs measures include raingardens, swales which provide drainage, amenity and biodiversity functions.

4.13. In the city centre, and in town centres where there is an alternative route (Portobello, Gorgie/Dalry), it is proposed to consider managing general traffic as part of the design process. This should deliver a much better street environment and better conditions for public realm, public transport, climate resilience, walking/wheeling and cycling.

4.14. Wherever possible, the SAF aims to provide networks that allow general traffic to get around via clear and coherent routes. Optimising some routes helps create space for street life, servicing/loading, improving accessibility and improving journey times by public transport.

4.15. The cycle network has been amended for two main reasons:

4.15.1. To account for the impact that providing segregated space for cycling would have on place, walking/wheeling or public transport; and

4.15.2. To take account of streets where there is insufficient space for segregation, regardless of what other changes are made - this has resulted in many sections of route being amended from primary to secondary.

4.16. In addition to revised network maps for place and each mode of transport, an integrated network map has been prepared. This indicates the future nature of provision expected for various means of transport and the ‘place’ function of streets across the city.

4.17. It is not possible to resolve all conflicts by moving networks. The integrated network map and the SAF principles seek to guide dealing with remaining conflicts.

4.18. To complement the SAF mapping, cross-sections would be prepared to support the delivery of integrated networks (example in Appendix 2). These would form a starting point for future design work and engagement. They would give a clear starting point for the design process: on pavement width; width for ‘place’ functions; width for loading or parking; and provision of bus lanes and/or segregated cycle tracks. However, they would be the start rather than the end of the design process as every project will involve tailored local engagement and consultation to ensure that projects serve the needs of each individual street and local communities as much as possible.

4.19. To provide easy access for the public and stakeholders, it is intended to publish the SAF and relevant supporting information on the Council’s website by Summer 2024.

City centre

4.20. Conditions for pedestrians on many city centre streets remain unacceptably poor and this was reflected in the 2023 CMP consultation that showed significant support for measures to address this issue. The previously agreed ECCT proposals seek to make improvements in the city centre but would still leave general traffic passing through its core - most notably on the Bridges corridor and on the Cowgate. On both of these streets, pedestrian numbers are such that for large parts of the year there is crowding and pedestrian congestion.

4.21. During busier times, many pavements are so busy that people routinely spill on to (sometimes heavily-trafficked) carriageways simply to make progress. On the Cowgate in particular, pavement widths are wholly inadequate. Pedestrian crowding impacts bus services, particularly on the Bridges corridor during the busiest summer period.

4.22. To address these issues by seeking to re-allocate sufficient space to pedestrians and deliver a much better street environment, it is essential to reduce the volume of general traffic passing through the centre. Such a reduction, and associated changes in travel habits to and through the city centre, can make a material contribution to achieving the target of 30% reduction in car kilometres by 2030.

4.23. Within this context, the February 2023 report noted that it was intended to explore taking ECCT further by considering a city centre that is far less vehicle dominated.

4.24. To this end, four options have been appraised based on the SAF approach. Broadly, the position described above is a consequence of providing space for primary/secondary general traffic on streets which also have a primary place function; are primary walking/wheeling and public transport routes; and desirably would also be primary cycle routes.

4.25. In the city centre, there is the opportunity to relocate general traffic away from streets where it has the most negative impact. Each of the four options takes a further step in seeking to remove intrusive through traffic and thereby release street space for other uses and deliver quieter, less polluted, inclusive and more people-friendly streets. The options, and their appraisal against objectives, are mapped and described in detail in Appendix 1.

4.26. Following appraisal, including relevance to the proposed SAF, the option which emerged as the clear preferred option (hereafter referred to as option C) builds on the 2019 ECCT proposal – incorporating the Meadows to George Street, George Street, Lothian Road and Old Town Streets projects. It includes two key additions, removal of through general traffic from the Bridges corridor – complementing the Granton to Bioquarter tram proposals, and the removal of through general traffic from the Cowgate and Canongate (see chapter 5, Appendix 1).

4.27. Option C would create an extensive area between Lothian Road, Lauriston Place, Holyrood Park and Queen Street and without through general/car traffic, enabling:

4.27.1. Efficient bus services, a better pedestrian environment and safer cycling conditions on the Bridges;

4.27.2. Pedestrianised/ pedestrian priority streets in the core of the Old Town, including Canongate, Victoria Street, Waverley Bridge, Cockburn Street, Grassmarket and Cowgate;

4.27.3. A much better experience for those shopping, visiting, walking/wheeling around, or living in the area, with wider pavements, streets that are easier to cross and a quieter environment with less air pollution;

4.27.4. Better operating conditions for buses;

4.27.5. Safer conditions for cycling, with segregation and/or safer, low traffic, streets; and

4.27.6. Clarity for drivers that they can access this area of the city and all the important facilities within it, but that they cannot drive through it.

4.28. More widely, option C is a key component in moving towards the Council's target of reducing car kilometres by 30%. By reallocating space away from general traffic and towards other ways of getting around, this option would significantly shift the balance in favour of public transport, walking/wheeling and cycling for journeys to and across the city centre.

Times of operation, servicing, and complementary parking control changes

4.29. A key lesson from other cities that have implemented similar approaches is the importance of measures being clear, consistent and easy to understand. Option C would create a clearly defined area that affected vehicles would be able to drive to, but not through.

4.30. Clearly the centre and its businesses need to continue to function effectively and efficiently alongside changes to how traffic circulates, and work is underway on a City Centre Operations Plan. Subject to Committee approval, further work will explicitly address the delivery of option C and associated restrictions for various classes of vehicle. It will do so across the themes of accessibility (e.g. residents, visitors, businesses, those with mobility issues, permitting requirements), deliveries (e.g. timing of restrictions, cargo bike strategies, consolidation) and buses (e.g. tour buses, coaches, night buses). A report on the next stages of the Operations Plan will explore these topics and will be developed in discussion with stakeholders and to be brought to Committee by autumn 2024.

4.31. At present, parking restrictions in the city centre finish at 6.30pm, and on Sundays do not start until 12.30pm. The resulting uncontrolled parking creates worse conditions for pedestrians, hinders public transport competitiveness, encourages car use over other forms of transport, and removes the protection afforded by residents parking bays. Consequently, it is proposed to extend the hours of operation of controlled parking in parking zones 1-8 into the evening, seven days a week and to review morning start times.

4.32. In developing the recommended proposal, work is underway to consider implications for delays and potential displacement. This includes interactions with other proposals such as Lothian Road and Historic Environment Scotland's future management of Holyrood Park and resilience issues (e.g. construction projects and roadworks).

Potential delays and displacement

4.33. Initial modelling work has found that option C is deliverable and compatible with the Council's 30% car kilometre reduction target. It is forecast to significantly reduce bus journey times on the Bridges corridor. However, additional pressure would be placed on Lothian Road and some streets to the east of the centre (see below).

4.34. Where the potential for increased bus delay is forecast, development work on the Operations Plan would seek to minimise this, with the aim of delivering an overall benefit to bus operations.

4.35. In addition, the clarity of the approach, improvements in conditions for walking/wheeling and cycling, and targeted reduction of parking provision, should help deliver overall reductions in traffic levels that will enable satisfactory travelling conditions for general traffic.

Interaction with other proposals, including Meadows to George Street, Lothian Road and Holyrood Park.

4.36. Option C assumes implementation of the Meadows to George Street and George Street projects. Development work is currently underway for Lothian Road, with a view to consulting in early 2024. Option C is likely to require retention of more street space for buses and general traffic on Lothian Road than if the Bridges corridor were to remain open for through general traffic. Nevertheless, the Lothian Road project can still bring forward substantial improvements in conditions for walking/wheeling and cycling, protection of buses from delays, and for example a much better connection between Festival Square and the Usher Hall/Theatre Quarter.

4.37. To avoid the most significant impacts on circulation of general traffic, option C would require the Holyrood Gait - Queens Drive - Horse Wynd connection within Holyrood Park to be open to traffic, potentially including goods vehicles. Other street sections, notably the Holyrood Gait to Pollock Halls connection, also interact significantly with option C. To date, all work has been carried out in close co-operation and liaison with Historic Environment Scotland and their plans for the street network within Holyrood Park. This will continue and further reports will give more detail.

Complementary measures to protect adjoining communities

4.38. Development work has considered impacts on adjoining communities. Some impacts are predictable, and measures such as street closures would be brought forward as part of option C to address these.

4.39. However, there is a high level of uncertainty in other impacts (for example potential traffic displacement into the Second New Town) and these may not materialise to any significant extent. Consequently, it is proposed to develop contingency plans for measures that, in response to traffic monitoring, could be implemented using experimental traffic regulation orders at short notice.

Learning from other cities

4.40. Other cities have used frameworks to allocate street-space strategically for long term planning, most notably in Amsterdam, Netherlands ('Plusnet') and Auckland, New Zealand ('Future Connect'). Such approaches can help stakeholders and decision-makers better understand the complexities of allocating street-space and support the delivery of integrated networks for all modes.

4.41. For historic city centres, Ghent (Belgium) provides a useful case study with their 2017 circulation plan. This restricted through access for cars but maintained access to most streets, unlocking significantly improved street environment for placemaking, pedestrians, cycling and public transport. Importantly, the 2017 circulation plan was implemented over one weekend following two years of preparation, robust network planning and was well communicated to users before changes were made.

4.42. Edinburgh has unique circumstances which is why a bespoke approach is being taken in accordance with the city's policy objectives.

Corridors

Applying the SAF and place-based approach to active travel, public transport and other upgrade programmes

4.43. In parallel with the SAF it is proposed to move, as fully as possible, towards a 'place based' approach to investment. What this means in practice is that all projects would take into account the full range of the Council's objectives for streets, no matter what the initial impetus for a project, or the funding stream financing it.

4.44. An important part of the place-based approach would be to develop corridor briefs (see paragraph 4.18 and Appendix 2).

4.45. Fundamental to the place-based approach will be its application to the expansion of the tram network.

4.46. Applying this approach in the current funding landscape will be challenging due to its mode-specific nature. Significant engagement with Transport Scotland, and intermediaries for Transport Scotland funding (such as Sustrans), will be needed in furtherance of a fully integrated approach. It is also proposed to engage with other Councils interested in an integrated place-based approach (for example, Glasgow City Council is also taking forward a SAF).

4.47. In areas that have been identified as high risk for surface water flooding, project scopes will be expanded as necessary to ensure a combined approach to street and water/biodiversity management.

Applying the SAF and place-based approach to renewals

4.48. As noted above, the Council's biggest capital investment in streets is its roads and pavements renewal programme. The primary objective of this programme is to keep the infrastructure in acceptable (preferably good) condition.

4.49. It is often significantly more expensive, and requires much more design and other preparatory work, to make major changes to a street as part of a renewals project. Recognising this, a recent report to Committee noted that the 2023/24 Carriageway and Footway capital programme would only incorporate basic street design improvements, such as dropped kerbs. Nonetheless, carrying out major street changes in co-ordination with carriageway and footway renewals can present economies of scale and reduce the disruption associated with carrying out two sets of works in the same place. It can also help prepare the city for the future climate.

4.50. With the above in mind, and building on recent practice, it is proposed to adopt the following approach to carriageway and footway renewals projects moving forward:

4.50.1. Regular review of the forward programme to identify projects with the greatest potential to take a whole street approach (projects in Portobello and Dalry are currently being taken forward on this basis); and

4.50.2. Adoption of the place-based approach, SAF and street design guidance to the renewals programme, with a view to:

- Making the most of opportunities to deliver improvements at the same time as carrying out renewals;
- Securing additional external finance to fund enhanced projects; and
- At the same time, ensuring that essential renewal works can be carried out in a timely manner.

4.51. Taken together, the above will result in a programme where some projects (including those deemed urgent due to factors such as rapid weather-related deterioration in condition), will progress with minimal changes to the current street layout, many with modest changes, but some will be selected for a more comprehensive approach. All will aim to contribute to the direction of travel towards the future streets vision set out in the SAF.

Strategic appraisal of main corridors – a new proposal for the A8

4.52. In moving towards the place-based approach, an appraisal of the need and opportunity for integrated investment on key corridors has been conducted. This appraisal is summarised in chapter 4 of Appendix 1.

4.53. The A8 emerges from this appraisal as the highest combined priority for investment. Subject to securing funding and associated resource, it is proposed to initiate steps towards progressing an integrated project encompassing the following elements:

4.53.1. A town centre improvement for St Johns Road, focussing on better conditions for shopping, walking/wheeling and cycling;

4.53.2. A safe cycling connection, as far as possible segregated from motorised traffic, along the whole route (extending City Centre West to East Link west from Roseburn);

4.53.3. Bus priority at junctions and using bus lanes to best effect to bypass congestion whilst reallocating some space to walking/wheeling and cycling (integrating into the project work identified through the Bus Partnership Fund Strategic Business Case);

4.53.4. Major junction reconfigurations at Maybury and Drumbrae, supporting other measures; and

4.53.5. Subject to further assessment and local consultation, complementary measures on surrounding residential streets.

Neighbourhoods

4.54. A key theme of the Council's 20-minute neighbourhood strategy is 'improving sustainable and active travel access to services and facilities'. Examples relating to walking/wheeling include dropped kerbs (or sometimes raised crossings/ continuous footways), 'tighter' junctions – reducing crossing distances on side roads and crossings of busier roads.

4.55. The Council's approach to most walking/wheeling-related actions outside the city centre has tended to be reactive, responding to requests from communities or individuals, for example for new or better crossings. This 'bottom up' approach does have value in that it can address needs identified by others, but it can also lead to piecemeal and uncoordinated change.

4.56. The scale of improvements needed to deliver good quality access to local facilities is considerable. For example, there are around 17,000 substandard or completely absent dropped kerbs in the city.

4.57. It is now proposed to address this, and other local improvements, in a more strategic way, whilst continuing to respond to community and public requests. A programme of area-wide 'Liveable Neighbourhood' initiatives is proposed, focussing on measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings, and incorporating nature-based solutions to address climate adaptation measures.

4.58. Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. Issues of intrusive through traffic would also be addressed where there is local support, as would measures such as crossings to help deliver cycling quiet routes. The main aim would be to deliver streets, pavements and places that allow everyone to get around easily locally, improving peoples' health and wellbeing.

4.59. An assessment of suitable areas has been undertaken, relevant factors (including the proportion of local populations who are elderly, disabled, whether areas suffer from multiple deprivation, and car ownership) have been considered, along with the

potential for integration with initiatives that are already in progress. This has resulted in the selection of priority areas, for example, in Pennywell/Muirhouse and Niddrie/Craigmillar.

5. Next Steps

5.1. Subject to Committee approving the report recommendations, most of the following next steps are dependant, to a greater or lesser extent, on funding bids and associated increases in employee resources.

City Centre

5.2. The approach set out in this report proposes a staged implementation of option C, building on Edinburgh City Centre Transformation.

5.3. Conditions for pedestrians on the Cowgate are particularly poor. The street is currently closed between 10pm and 5am to improve pedestrian safety. Furthermore, recent traffic management associated with construction work suggests that the centre could function effectively with the Cowgate closed.

5.4. Progress an Experimental Traffic Regulation Order (ETRO) to close the Cowgate and associated streets (e.g. Blair Street, Niddrie Street etc.), in 2024.

5.5. Develop a programme of implementation and an associated Operations Plan for option C in 2024.

Corridors

5.6. Review existing and forthcoming active travel and public transport projects (including Active Travel Investment Programme, Local Development Plan Action Programme and Bus Partnership Fund projects) and investment priorities across all corridors, attempting to combine separate projects and co-ordinate funding.

5.7. Develop the A8 corridor project as an integrated street upgrade from Roseburn to Gogar, incorporating a transformation of St Johns Road as a shopping street for people, better provision for people walking/wheeling, protected cycling infrastructure and measures to improve bus journey times and reliability.

Neighbourhoods

5.8. Develop and take forward a programme of Liveable Neighbourhood projects based on the approach outlined in 4.55 to 4.60.

6. Financial impact

6.1 If the recommendations in this report are to be delivered, significant additional resource and funding will be required. As part of this approach, officers will seek opportunities to maximise external funding (e.g. from Transport Scotland and

developer contributions). Officers will also revisit existing major capital investment allocations to ensure that they are aligned to priorities within this plan.

6.2 The targeted reduction of parking provision and extended hours of parking control impacts on future parking revenues. This will be modelled in detail and brought back to Committee.

7. Equality and Poverty Impact

7.1. The actions herein are anticipated to present significant opportunities and benefits to improve accessibility, modal choice, affordability and provide more equitable street-space allocations, reducing inequalities.

7.2. An Integrated Impact Assessment (IIA) has been completed, with mitigations to be taken forward.

8. Climate and Nature Emergency Implications

8.1. As a public body, the Council has statutory duties relating to climate emissions, air pollution and biodiversity and flood risk.

8.2. For climate change impacts, the Council must: *"in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets"* according to The Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 and "*act in the best way calculated to deliver any statutory adaptation programme*." This includes mandatory Public Bodies Climate change reporting.

8.3. Scenario testing with the Scottish Environmental Protection Agency's (SEPA's) carbon tool indicates that a 30% reduction in car kilometres would lead to a CO2 reduction of 19%. This analysis and climate change impacts are further detailed in the CMP 1st review report.

8.4. For biodiversity and nature impacts, the Council must *"in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions" according to* The Nature Conservation (Scotland) Act 2004. The Proposed Delivery Plan for Scotland's National Biodiversity Strategy states: "*every new transport and active travel infrastructure project should incorporate elements of blue-green infrastructure (and seek opportunities for enhancing/expanding blue green infrastructure) by 2030*".

8.5. The response to the Nature Emergency relating to 'Our Future Streets' is anticipated to be positive as 'place' design will ensure space for nature is made within the SAF as far as possible (for example, additional tree planting). The framework points designers to the need to adapt streets to climate change impacts and build resilience by using green-blue infrastructure. These needs are linked to strategic priorities for reducing and adapting to flooding/climate impacts.

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

ECCT

9.1. When ECCT was approved in 2019, the 10-year delivery plan highlighted that the cost of implementation would be £314m, bringing economic benefit of over £420m.

Prioritising future actions – you said, we did

9.2. Consultation with the public, communities and other stakeholders on how they would like to prioritise actions to deliver changes to our future streets, across the following themes which transect all three Our Future Street themes:

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

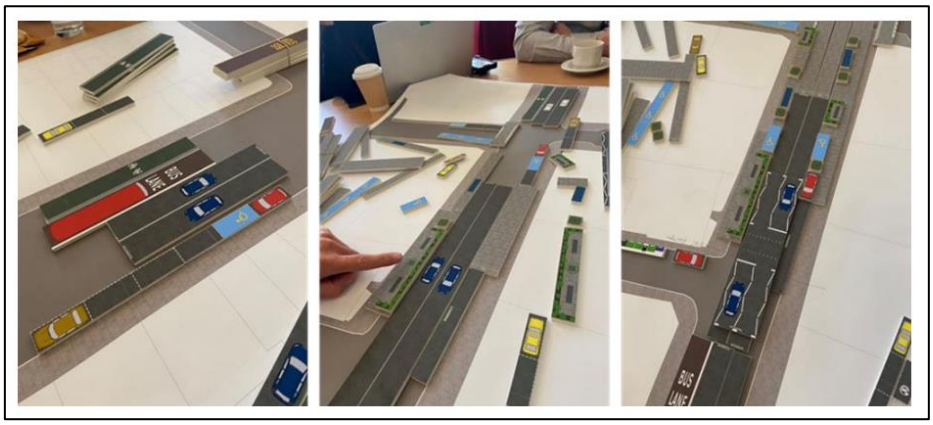
9.3. Feedback received has helped develop the Our Future Streets approach and informs early actions and investment programmes, as detailed in the CMP Implementation Plan and Actions.

Towards better consultation and engagement processes

9.4. Our Future Streets has been developed with the various perspectives and views conveyed through CMP consultation and engagement media (surveys, workshops) and during IIA workshops.

9.5. The CMP consultation 2023 introduced an interactive toolkit at stakeholder workshops; allowing users to create new and innovative street-space allocations, for various street typologies (high street, main road etc.) that reflected actual building-to-building widths in Edinburgh. Importantly, it presented a platform for open discussion on priorities and helped stakeholders reach acceptable compromises on place/modal priorities, could help engage stakeholders with the complexities of designing our future streets. It also potentially offers opportunities for stakeholders to meaningfully feed into future detailed design proposals. The image below illustrates Our Future Streets' toolkit being used by stakeholders during consultation.

9.6. This toolkit has potential for use in future projects to significantly alter streets, to illustrate the challenges, discuss design considerations openly and reach compromises across disparate user groups.



Impacts and risks

9.7. The IIA highlights the anticipated impacts and mitigations which will be continually considered as part of the next steps of this work.

10. Background reading/external references

Committee Papers

10.1. Circulation Plan: delivering the City Mobility Plan, Transport and Environment Committee – February 2023

10.2. Circulation Plan: delivering the City Mobility Plan, Transport and Environment Committee – December 2022

10.3. Our Future Streets: Edinburgh's approach to a circulation plan (Item 7.1), Transport and Environment Committee – October 2022

10.4. Actions to Deliver Edinburgh's City Mobility Plan - Consultation Update, Transport and Environment Committee – October 2023

10.5. Low Emission Zone – Carbon Impact, Transport and Environment Committee – January 2022

10.6. City Mobility Plan, Transport and Environment Committee - February 2021

10.7. Edinburgh as a Feminist City, Planning Committee – November 2023

10.8. Draft Climate Ready Edinburgh Plan 2024-2030 for consultation, Policy and Sustainability Committee – December 2023

Background – the Council

10.9. City Vision 2050 webpage (The City of Edinburgh Council, February 2023)

10.10. Future Edinburgh webpage (The City of Edinburgh Council, February 2023)

10.11. City Plan 2030 (The City of Edinburgh Council, September, 2021)

10.12. 20 Minute Neighbourhood Strategy (The City of Edinburgh Council, August 2023)

10.13. Edinburgh Street Design Guidance (The City of Edinburgh Council, February 2024)

10.14. Sustainable Rainwater Management Guidance (The City of Edinburgh Council, February 2024)

Background – Edinburgh/Scotland evidence

10.15. Road space reallocation in Scotland: A health impact assessment (Journal of Transport and Health, 2023)

10.16. Just transition for the transport sector: a discussion paper (Scottish Government, June 2023

Background – cities best practice

10.17. Future Connect – Auckland Transport's Network Plan (Auckland Transport, 2023)

10.18. Multimodal Optimisation of Roadspace in Europe (MORE) (University College London, 2017-22)

10.19. Evaluation of Ghent's Circulation Plan [DUTCH] (Transport and Mobility Leuven, 2019)

10.20. 'Plusnet': Amsterdam's Plus Networks and Main Networks Infrastructure Map (City of Amsterdam, 2022)

10.21. Spaced Out: Developing a Streetspace Allocation Framework for Glasgow (Glasgow City Council, Jacobs 2022)

10.22. Street Shift: The Future of Low-Traffic Neighbourhoods (Centre for London, June 2022)

10.23. The Copenhagen Metropolitan 'Finger Plan': A Robust Urban Planning Success Based on Collaborative Governance (Sørensen, Torfing, 2019)

11. Appendices

Appendix 1 Our Future Streets – technical report

Appendix 2 Corridor 'design intent' example

Appendix 3 Our Future Streets - Integrated Network Map city and city centre

The City of Edinburgh Council

Our Future Streets (Circulation Plan) Technical Summary Report

January 2024

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004	23/01/23	For Committee (maps to be finalised)
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006	25/01/23	For Committee (front cover updated)

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1 Introduction

1.1 What is 'Our Future Streets'?

Our Future Streets (circulation plan) is a strategic approach to allocating space on different sections of Edinburgh's streets and wider transport network to ensure the balance of space between place functions and different modes of travel reflects the city's committed policy outcomes. The City of Edinburgh Council (the Council) has set out ambitious plans for the city in terms of placemaking, active travel and public transport in the context of a changing climate. On many parts of the network these plans will be competing for the same space, which in turn may limit the full benefits of these sustainable modes from being realised.

Our Future Streets provides a robust, rational, consistent, and transparent decision-making process for Council teams and stakeholders to re-allocate street space to achieve acceptable outcomes. This helps the Council to achieve the overarching aims of its local transport strategy - the City Mobility Plan (CMP) and its Climate Ready Edinburgh Plan - and enhance the city's streets and places for everyone who uses them. In doing so, it sets out an agreed method for the medium- and long-term planning of the transport network, by outlining modal and place priorities strategically for transport corridors, the city centre, and neighbourhoods, to inform priorities for investment. It also assesses alternative options for the city centre and recommends priorities for investment.

This Technical Summary Report sets out the approach and analysis that has been applied to develop this decision-making process and the technical appraisal that has informed the development of alternative city centre options and corridor investment priorities.

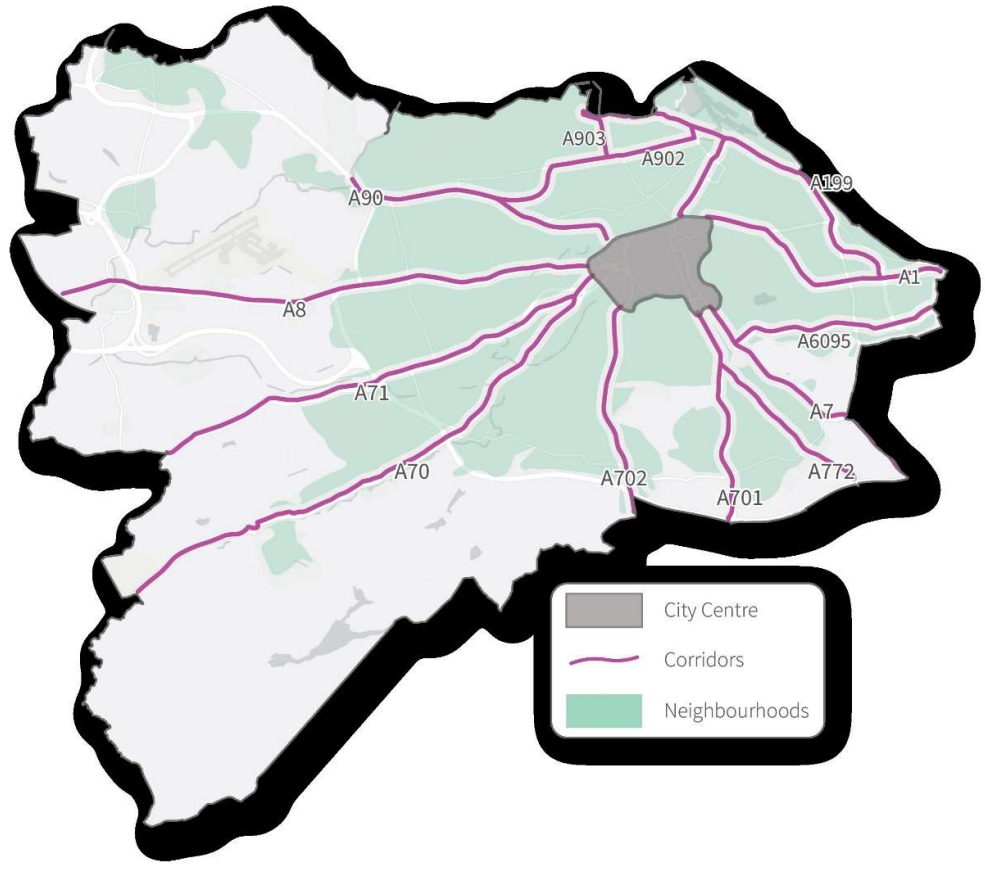


Figure 1.1 – Scope of Our Future Streets

Currently, some strategic decisions are made at a project-specific level. Our Future Streets will help ensure that strategic decisions are taken at network levels, leaving individual projects to focus on design and delivery. An overview of this process is set out in Figure 1.2.

The outputs of Our Future Streets will provide:

- Interactive mapping, showing the intended allocation of space across the city's transport network and desired future networks for place and each mode
- Space Allocation Intents for each key corridor in the city, which can be used to inform future design briefs
- An assessment of alternative options for the city centre within this context, building on earlier work for Edinburgh's City Centre Transformation (ECCT) Strategy
- Recommendations on the priorities for investment over the short-medium term

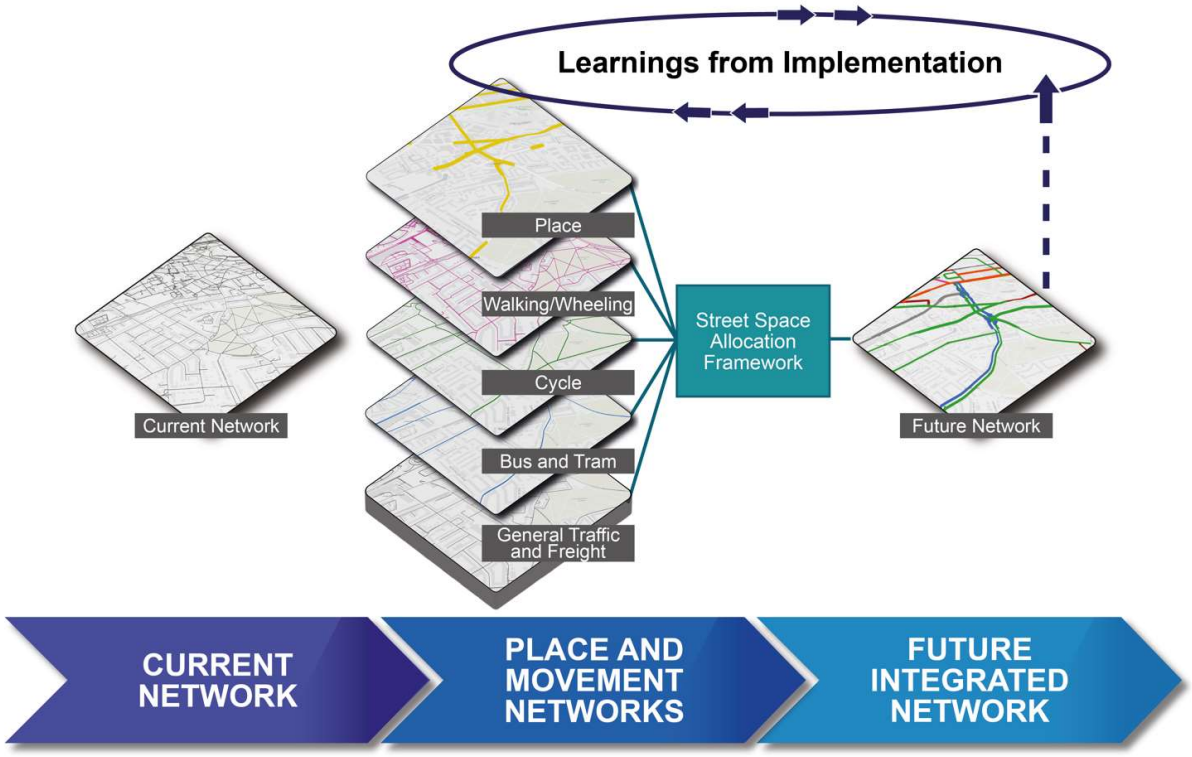


Figure 1.2 – Summary of Network Review Process Undertaken by Our Future Streets (Circulation Plan)

1.2 Why Does Edinburgh Need This?

The City Mobility Plan (CMP) sets a clear direction for the transport priorities across the city from 2021-2030, including a commitment to work towards a net zero carbon city by 2030. An important part of the route to net zero is the target to reduce car kilometres by 30% by 2030.

Achieving this via shorter journeys, better public transport for all and more journeys on foot and bike would bring many benefits over and above reduced greenhouse gas emissions. Less traffic results in reduced air pollution with associated health, economic and quality of life benefits. It enables the reallocation of street space, providing more footway and public space, enhancing the quality of streets and the wider urban realm and preparing Edinburgh for our future climate.

Our Future Streets has a big part to play in moving towards this lower traffic, more liveable and more sustainable city. The City Mobility Plan's Policy Movement 25 sets the requirement to *"develop and deliver a strategic approach to allocating street space between modes of travel to define the degree of priority to be given to different modes on different streets."*

The reallocation of space on the city's streets is therefore fully aligned to the city's wider policy aims and will be a critical component of making sustainable travel more attractive in relation to private car travel, and in turn working towards the city's 30% car kilometre reduction target.

In doing so, Our Future Streets will establish a consistent and robust approach to the allocation of space across the network to allow a more efficient and co-ordinated design process. At the same time, it will contribute to the city's wider policy objectives, which include improved outcomes for health and the environment, increasing physical activity and reducing the air quality and carbon emission impacts associated with vehicle traffic.

1.3 Overall Approach

Our Future Streets has been developed to ensure that the future transport network takes account of the specific needs of the city centre, neighbourhoods and the corridors that connect them, and that each of these components work collectively to achieve the CMP objectives and can be adaptable to future changes and new priorities.

The key aims of Our Future Streets are firstly set out in Chapter 2, which are aligned to CMP policy outcomes. These aims set the foundation for a set of principles in Chapter 3 that guide the Streetspace Allocation Framework (SAF) at a city network level, to robust decision making linking back to wider policy intentions. Within the context of the SAF, additional analysis is presented for city centre development options, corridor investment priorities, and neighbourhoods.

As such, the development of Our Future Streets has been developed through the following inter-related tasks, which are described in the following chapters of the report.

- Chapter 2: Policy and Principles – describes the policy context for Our Future Streets and the principles that underpin it
- Chapter 3: Streetspace Allocation Framework (SAF) – sets out how potential conflicts for space have been identified and resolved across the full network
- Chapter 4: Corridor Investment Priorities – sets out the need to prioritise investment in the coming years, and how priority corridors have been identified
- Chapter 5: City Centre – describes alternative options for enhancing the desired ECCT outcomes for the city centre, and an appraisal of these options
- Chapter 6: Neighbourhoods – summary of how Our Future Streets will support the delivery of Liveable Neighbourhood proposals
- Chapter 7: Next steps – summary of recommendations and actions to be taken forward following February 2024 Transport and Environment Committee meeting

2 Policy and Aims

2.1 Policy Context

The development of Our Future Streets is fully aligned to the policy objectives set by Edinburgh's local transport strategy from 2021-2030 (the City Mobility Plan) and its associated Edinburgh City Centre Transformation strategy. These strategic plans set the direction for transport and placemaking investment priorities in the coming years, seeking to contribute to wider policy outcomes on climate, health, wellbeing, and economy.

2.1.1 Policy Specifically Relevant to 'Our Future Streets'

Local

The **City Mobility Plan (CMP) (2021 – 2030)** provides a framework for safe and effective movement of people and goods around Edinburgh up to 2030. It focuses on mobility's role in maintaining Edinburgh as a vibrant, attractive city while addressing the environmental and health impacts associated with how we move around. The objectives of the plan include:

- People Objectives - to improve health, wellbeing, equality and inclusion
- Place Objectives - to protect and enhance our environment and respond to climate change
- Movement Objectives - to support inclusive and sustainable economic growth, and specifically including a policy on the development of a strategic approach to allocating streetspace

The basis for Our Future Streets is contained in CMP Policy Movement 25, which sets the requirement to *"develop and deliver a strategic approach to allocating street space between modes of travel to define the degree of priority to be given to different modes on different streets".* This allows the Streetspace Allocation Framework of Our Future Streets to create a more detailed spatial definition of the intended outcomes of CMP, balancing the needs of the different transport and place policy priorities of the strategic CMP document.

Edinburgh City Centre Transformation (ECCT) (2019-2030) is an ambitious plan for a vibrant and people focused capital city centre which seeks to improve community, economic and cultural life. The vision is for *'An exceptional city centre that is for all, a place for people to live, work, visit and play. A Place that is for the future, enriched by the legacy of the past'*. ECCT seeks to deliver a walkable city centre with a pedestrian priority zone and high-quality streets and public spaces over a 10-year period, whilst retaining access and appropriate levels of parking and loading for city centre residents and businesses. The key principles which underpin this ECCT vision are:

- People First – giving priority to those walking, wheeling, cycling and using public transport
- Inclusive and accessible – in the design and management of city centre streets
- Enhanced open spaces – better linking green spaces, open spaces and street networks
- Unique character and identity – celebrating and enhancing the unique built and natural environment
- Liveable – enhancing local centres for those living in the city centre
- Integrated policies and projects – creating a co-ordinated approach to city centre planning and management

At city centre level, Our Future Streets will examine options to build on the ECCT proposals, within the context of current policy and the wider city network. In doing so, it will remain fully aligned to the ECCT vision and principles set out above and assess how these can be met through different spatial options for the city centre.

Edinburgh's **20 Minute Neighbourhood Strategy (2021-2030)** sets out an approach to provide inclusive places where everyone has better access to local services, facilities, open spaces, and sustainable travel links to the rest of the city. Development and delivery of the improvements needed to meet these aims will be undertaken collaboratively with local communities to ensure that each neighbourhood is considered individually to meet local needs.

National

The second **Strategic Transport Projects Review (STPR2) (2022-2042)** will inform transport investment in Scotland for the next 20 years. STPR2 is a Scotland-wide review of the strategic transport network across all transport modes, including walking, wheeling, cycling, bus, rail, and car. STPR2 will help to deliver the vision, priorities, and outcomes of the second National Transport Strategy (NTS2). For Edinburgh, the key intended outcomes of STPR2 are well aligned to the aims and principles of Our Future Streets, including improved accessibility, sustainable connectivity and enabling economic growth. Of particular importance is Recommendation 12 (Edinburgh and South East Scotland Mass Transit) which sets out strategic plans for the further expansion of the city region's mass transit system, which will require careful consideration for the allocation of street space.

2.1.2 Wider Context

By aligning to these specific strategies, Our Future Streets will in turn be fully aligned with the policy direction at local, regional, and national level, including:

Local

- The **2030 Climate Strategy (2021-2030)** which outlines how to deliver a net zero, climate ready city by 2030 as well as a healthier, thriving, and inclusive capital for people to live and work in. The strategy sets the Council's role to show leadership in delivering high-quality, low carbon infrastructure, which is directly pertinent to the layouts and operation of the city's network of streets
- **Edinburgh's City Vision 2050** was established in 2016 and engaged with thousands of city residents to shape the future direction for the city. Focused around the four key principles of a Fair, Pioneering, Welcoming and Thriving city, the 2050 Vision provides a unifying direction for all public policies and strategies to follow
- **Edinburgh's Water Management Vision 2020** sets out objectives and proposals for projects that will help adapt the city to the risks associated with all types of flooding resulting from the changes to the climate and the predicted future changes
- The Local Development Plan and **Edinburgh City Plan 2030** set out policies and proposals for development in Edinburgh to 2030. It plans for the housing and other developments that the city is anticipated to need, whilst supporting inclusive, sustainable growth and improving the attractiveness of Edinburgh as a place
- The **Draft Climate Ready Edinburgh Plan (2024-2030)** sets out what is needed for the city to meet the target of being net zero on carbon by 2030, and related goals driven by the council's declaration of climate and nature emergencies. It reaffirms the case for adaptation to a changing climate, and provides an action plan for meeting the council's ambitious 2030 target
- The **End Poverty in Edinburgh Delivery Plan (2020-2030)** sets out an action plan to tackle the causes of poverty across the city, identifying six areas for action: fair work, a decent home, income security, opportunities to progress, connections and belonging, health and wellbeing and one cultural challenge serving as a lens through which each action should be approached
- **Edinburgh's Green Blue Network Strategy** collated all environmental, planning and social information to create an integrated strategic green blue network for the city. This included information on all types of flooding and is highlighted as a National Project in NPF4 (blue green Infrastructure). It also identified and embedded a Local Nature Network and the slow cycle network. Priority areas for action were identified and are being progressed.
- Edinburgh's draft World Heritage Site Management Plan (2024-2035) provides an updated framework for the preservation and enhancement of the city centre's cultural heritage as a requirement for UNESCO. It contains a vision, sets out objectives and delivery mechanisms for its achievement. The Council continues to work with key partners at Historic Environment Scotland and Edinburgh World Heritage Trust to develop and deliver the Plan
- The appointment of a Working Group in 2023 for **Edinburgh as a Feminist City** will ensure that Edinburgh can deliver gender equality through its design and culture fostering the creation of safe and inclusive spaces for women and people of marginalised genders

- The appointment of an **Edinburgh Accessibility Commission** in 2024 to make sure Edinburgh's public spaces are as inclusive as possible for disabled people

National and Regional

- The **National Transport Strategy 2 (NTS2) (2020-2040)** sets out a vision for Scotland's transport system for the next 20 years to protect the climate and improve lives through a sustainable, inclusive, and accessible transport system. The vision of NTS2 is that Scotland *'will have a sustainable, inclusive, safe and accessible transport system, helping deliver a fairer and more prosperous Scotland for communities, visitors and businesses'*. This is underpinned by four outcomes, all of which Our Future Streets will directly contribute to at a local level:
  - Reduces Inequalities
  - Takes Climate Action
  - Helps Deliver Inclusive Economic Growth
  - Improves our Safety and Wellbeing
- The **National Planning Framework 4 (NPF4) (2023-2045)** is Scotland's long-term development strategy, the spatial expression of the Scottish Government's economic strategy and of the government's plan for infrastructure investment. Key themes relate to economic growth, promoting social inclusion, protecting the environment and improving health, improving the safety of journeys, and improved transport integration.
- **Scotland's Climate Change Plan (2018-2032)** sets out the Scottish Government's pathway to our new and ambitious targets set by the Climate Change Act 2019, setting a strong platform and aligning to Edinburgh's own Climate Ready Plan.
- The **SEStran 2035 Regional Transport Strategy** (RTS) was published in 2023, setting a vision for a fully integrated transport system that contributes to wider accessibility, environmental and economic outcomes. Again, each of the objectives set by the RTS are well aligned with the intentions of Our Future Streets: a sustainable transport system, healthier travel options, transforming public transport access, and the safe and sustainable movement of people and goods.
- Ongoing delivery programmes including the Active Travel Investment Plan, 20mph programme and ongoing roads and footway maintenance and improvement programme

2.2 Stakeholder and Public Appetite for Change

The Council ran a consultation and engagement process on the 'Actions to Deliver Edinburgh's City Mobility Plan', which ran for 12 weeks from 17 April until 9 July 2023. The programme was developed in collaboration with the Council's Consultation Advisory Panel alongside inputs from the Transport and Environment Committee and other key stakeholders. It sought feedback on the emerging actions being developed to implement the CMP including Our Future Streets.

Overall, the consultation provided a guiding steer 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, spaces, and priorities.

In addition to the online survey for residents, market research was undertaken which took a representative sample of users in Edinburgh. 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. The market research figures are considered more representative of the population than the online survey responses, due to the nature of gathering responses in a more controlled environment that improves statistical significance through representative sampling of the population.

The key points emerging from the consultation relevant to the development of Our Future Streets include:

- Strong support (up to 79% from online survey and up to 81% from market research) for measures to improve walking, wheeling and placemaking, including improved footways, pavement car parking ban and more rest places

- Support (51% from online survey and 61% from market research) for the proposed expansion of the city cycle network, with a greater focus of this support from younger age groups
- Strong support (up to70% from online survey and up to 73% from market research) for improvements to bus stops and real-time information
- Support (up to 47% from online survey and up to 60% from market research) for additional bus priority measures, including extended bus lanes and signal priority at traffic signals
- From under-represented and seldom heard groups: restrictions to traffic need to come alongside provisions for disabled drivers and accessibility improvements to the city centre by public transport
- Strong support (56% from online survey and 74% from market research) for taking action to protect vulnerable road users at major junctions which may impact motorised traffic
- Support (47% from online survey and 64% from market research) for examining further restrictions to traffic through the city centre, with the Bridges corridor, Cowgate and Lothian Road all identified as strong candidates for this
- Support (52% from online survey and 65% from market research) for the removal of on-street car parking on key shopping streets
- An interactive street design toolkit was used during in-person stakeholder workshops, allowing participants to clearly visualise and navigate the trade-offs involved in all such design processes. The workshops typically resulted in a high level of consensus among participants around allocating street space to favour placemaking, public transport and active travel

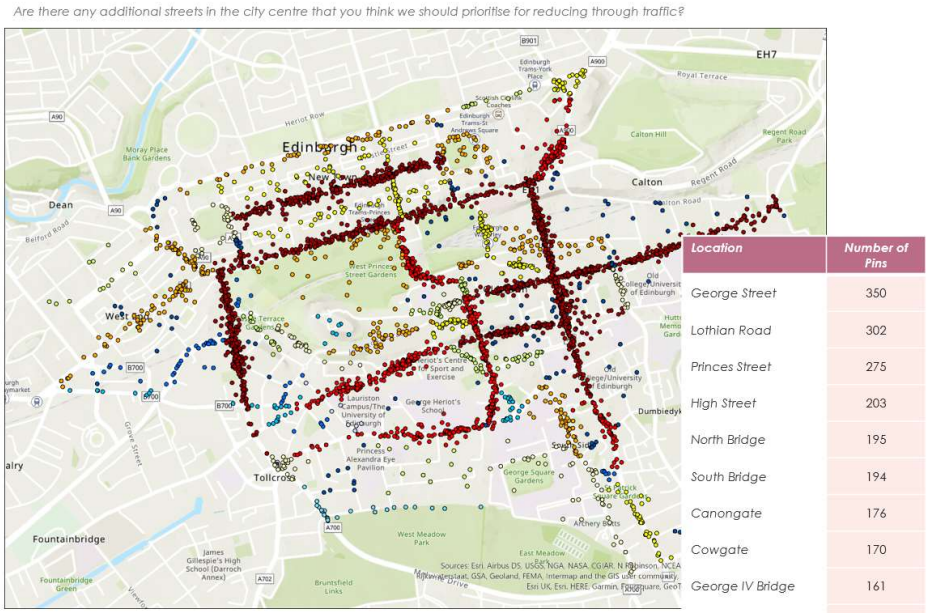


Figure 2.1 – Heatmap of Survey Respondents' Suggested Traffic Restrictions from 2023 CMP Consultation

Figure 2.1 above indicates the areas of the city centre where those responding to the survey suggested that the reduction of through traffic should be prioritised, to facilitate improvements to placemaking and sustainable travel. Respondents highlighted key streets previously identified by ECCT for such measures (George Street, The Mound, Lothian Road, High Street and Canongate), as well as additional streets including North Bridge, South Bridge, Cowgate and Lauriston Place.

The potential to establish measures on these additional streets has been examined through the development of Our Future Streets, with options and recommendations set out in Chapter 5 of this report.

2.3 Aims of Our Future Streets

The principles that have underpinned the development of Our Future Streets were reported and agreed at the December 2022 Transport and Environment Committee. These principles, which aim to balance competing demands for space, have been developed further to guide the allocation of space across the network and to inform how decisions should be taken where trade-offs are needed between competing priorities. In summary, the principles aim to:

- Enable safe, accessible travel around Edinburgh for everyone, at all times
- Embed streets' roles in helping the city adapt to a changing climate (sustainable drainage, tree planting, greening)
- Put placemaking, walking and wheeling at the heart of street design, especially in high streets and other locations with the highest levels of pedestrian activity
- Create a well-connected citywide cycle network, protected from busy traffic
- Reduce bus journey times and improve journey time reliability
- Help to deliver an effective and reliable tram system
- Enable necessary vehicular access to businesses and residences for deliveries, and maintain suitable car parking for all residents. However, recognise that on-street loading and especially car parking may need to be relocated from key streets in favour of placemaking or provision for public transport, walking, wheeling and/or cycling
- Ensure a clear and connected network of routes for general motorised traffic
- Enable the delivery of other key public services that require street space, notably waste collection

The principles and the trade-off process are set out in detail in Chapter 3 of this report.

2.4 Lessons Learned from Other Cities

Edinburgh is not the only city to be considering and implementing a strategic approach to allocating space across the city transport network. The benefits of doing this (to allow strategic decision making to be taken at a strategic level, rather than waiting for a project-specific decision) has been recognised by other cities across the UK, Europe and further afield, with strategies applied in different ways to achieve these benefits for each local context. Some examples of this are provided below:

- Amsterdam, Netherlands – the 'Plusnet' model has guided Amsterdam's approach to multi-modal network planning at a strategic level, by identifying 'Plus' (primary), 'Main' (secondary) and 'Local' networks for each mode. Where conflicts for space occur and where networks cross each other at junctions, decisions on the priority given in both space and time for each mode is then governed by the relative importance of the route as part of this 'Plusnet' hierarchy. This approach ensures that routes designed to transport the greatest number of people on each modal network are given priority where needed. Importantly, the Amsterdam network does not have a high-capacity inner orbital corridor (as other examples below do), meaning that fewer options are available for the 'sectoring' of the city.

- Ghent, Belgium – the Circulation Plan was implemented in 2017 and involves the division of the city centre and inner city into distinct areas, between which private cars cannot travel directly. The presence of both an inner and outer orbital corridor in the historic urban planning of the city facilitates this approach, by requiring vehicles to use these orbital links to connect between areas of the city rather than directly via side streets. This frees space and capacity on these local connecting streets for those walking, wheeling, cycling, and using public transport within and between sectors of the inner city. The Circulation Plan was implemented in 'one-go' in 2017, resulting in significantly lower traffic levels in the city and positive shifts towards sustainable modes.

- Birmingham, England/UK – inspired by the Ghent model, Birmingham set out a similar plan in 2020 to create sectors within the inner city, framed by the circular A4540 Middleway. Each sector would be accessed from this road and from the strategic radial routes connecting Birmingham to the surrounding motorway network. Travel between the sectors directly would be restricted to active and public transport movements in a similar fashion to Ghent. Implementation of the strategy is likely to

have similar challenges to Edinburgh, so the opportunity to learn from Birmingham as it progresses this implementation should be monitored.

- Glasgow, Scotland/UK – taking a slightly different approach, in 2022, Glasgow set out its plan for a Streetspace Allocation Framework (SAF) to guide strategic decision making. Not a circulation plan in the sense that no 'sectoring' of the city is proposed, the SAF is instead a recognition of the competition for space between various transport projects and the need to resolve these conflicts at a network level rather than a project-specific level as has happened in the past, risking a fragmented network for each mode. The main difference between Glasgow's approach and Edinburgh's is that Glasgow's SAF is being used to *inform* its emerging city transport strategy, whereas Edinburgh's equivalent is being developed to *deliver* its CMP. Nevertheless, there are several similarities between the two cities' approaches that have allowed collaboration and learning between them, which is aimed to continue as each SAF is implemented.

- Auckland, New Zealand – Auckland Transport have developed a framework like Amsterdam's called 'Future Connect'. This presents desired future networks at various tiers, for public transport, general traffic, freight, cycling and micromobility and walking. It was first published in 2021, covering the period 2021-2031. Networks were updated in 2023, covering the period 2024 – 2034. Auckland's approach highlights a need for updates to future desired networks for long term planning and to reflect the ever-evolving nature of the city's requirements.

3 Streetscape Allocation Framework (SAF)

3.1 Our Approach to Allocating Streetspace

The purpose of the Streetspace Allocation Framework (SAF) is to establish how space will be allocated on each part of the network, to optimise the level of service for sustainable transport modes, placemaking functions and to deliver a clear and coherent general traffic network.

As reported to the December 2022 Transport and Environment Committee, this requires an objective and transparent decision-making process that is applied consistently across the Council's network of streets located within the local authority boundary, using the following four steps:

1. Production of individual network maps, to establish desired place and movement priorities (prior to conflict identification and resolution)
2. Identification of conflicts where these desired priorities cannot all be accommodated
3. Use of strategic decision framework to resolve conflicts, either through further design or relocation of some modal priorities
4. Production of integrated mapping

In developing the Edinburgh SAF, the approaches of other cities that have sought to take a similarly strategic approach to streetspace allocation, for example Amsterdam and Auckland, have been carefully considered (see section 2.4). At the same time, it has been important to also consider Edinburgh's unique characteristics. This has resulted in a method, the SAF, that is tailored to Edinburgh.

3.2 Future Land Use Planning

The approach to Edinburgh's SAF accounts for future land use changes in two ways:

- Changes in future travel demand (that are expected from the significant land use changes set out in the City Plan 2030) are accounted for in the desired future transport networks for each mode. This means that transport networks needed to provide connectivity to significant planned trip generators and development sites will act as an input to the SAF process as part of the wider transport network proposed for each mode
- Any changes in available space resulting from future development plans are identified and checked as part of the conflict identification process, which can be updated and reviewed as future development plans are further developed and refined.

The intention is that the SAF will be a dynamic tool that can be updated and applied by the Council in future. Although a set of initial outputs are presented in this report from the current network inputs, it is expected that the SAF process will be revisited and the outputs updated in future in the context of further relevant information, for example travel demand or space constraints of future development sites.

3.3 Initial Place and Movement Networks

The first step of the process was to establish the initial network for each mode of transport, and to define the level of service (LOS) desired for each part of its network. Place is included as a 'network' so that it is always considered as a function of street space and links to urban planning decisions locally and strategically.

These individual modal networks were developed in draft form in 2022 by the Placemaking and Mobility Strategy team and shared with the Transport and Environment Committee in December 2022. These are presented below. For place, walking, cycling, bus, and tram, they represent long-term aspirations for the development of these networks in the city, to meet the aims and objectives of the City Mobility Plan. For general traffic (including freight and deliveries) the network represents the status-quo of the present i.e. early 2024.

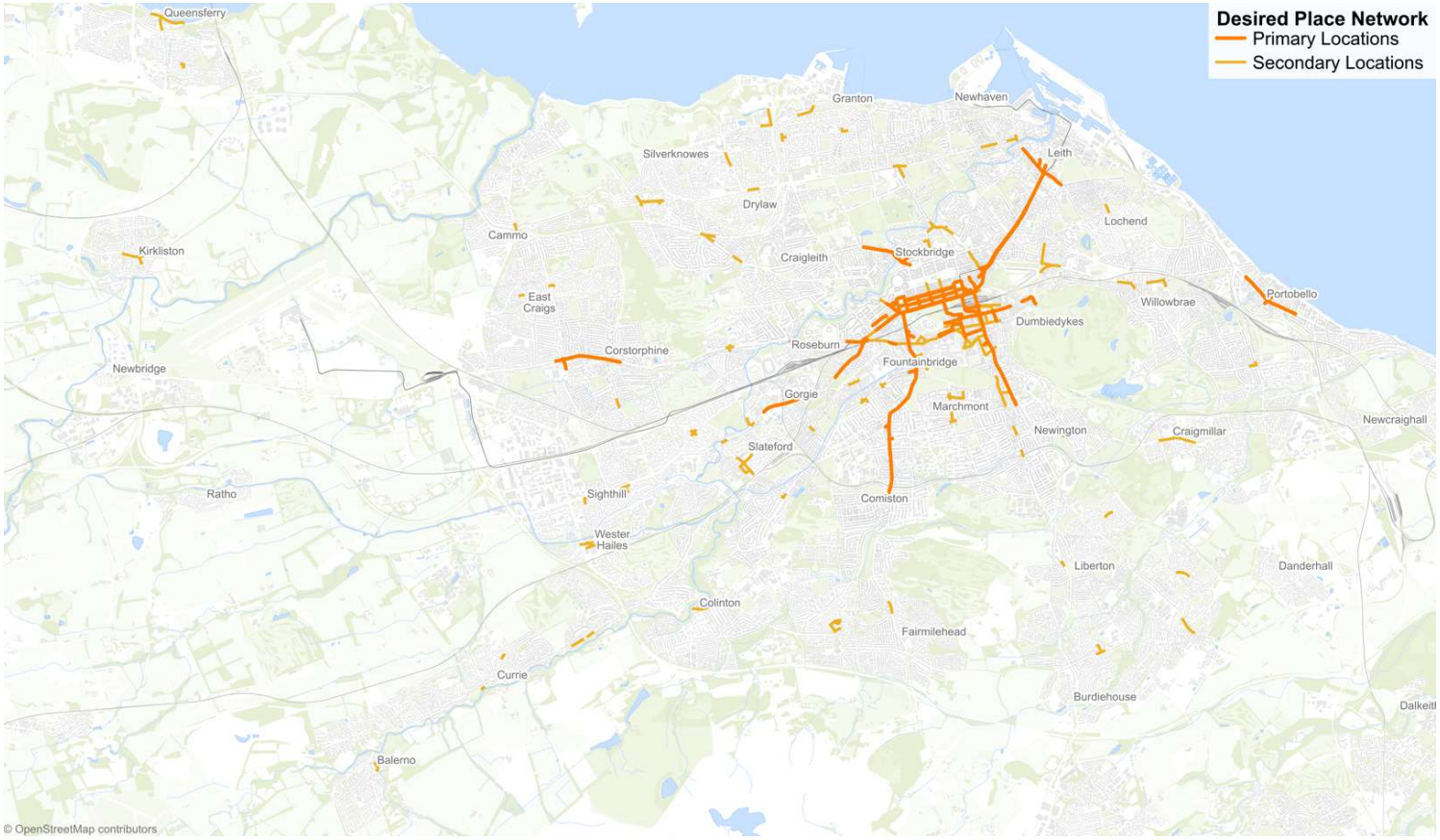


Figure 3.1 – Desired Place Network

The place function of streets should always be a consideration in the design process of projects. Over and above sections of street mapped in the SAF as having a primary or secondary place function, extra consideration should always be given to the place function in specific locations, including at the entry or exit point to buildings, parks, etc, which attract significant numbers of people who may be expected to gather. (e.g. at the entrances to major parks and gardens, theatres, large churches/ cathedrals, cinemas, etc)

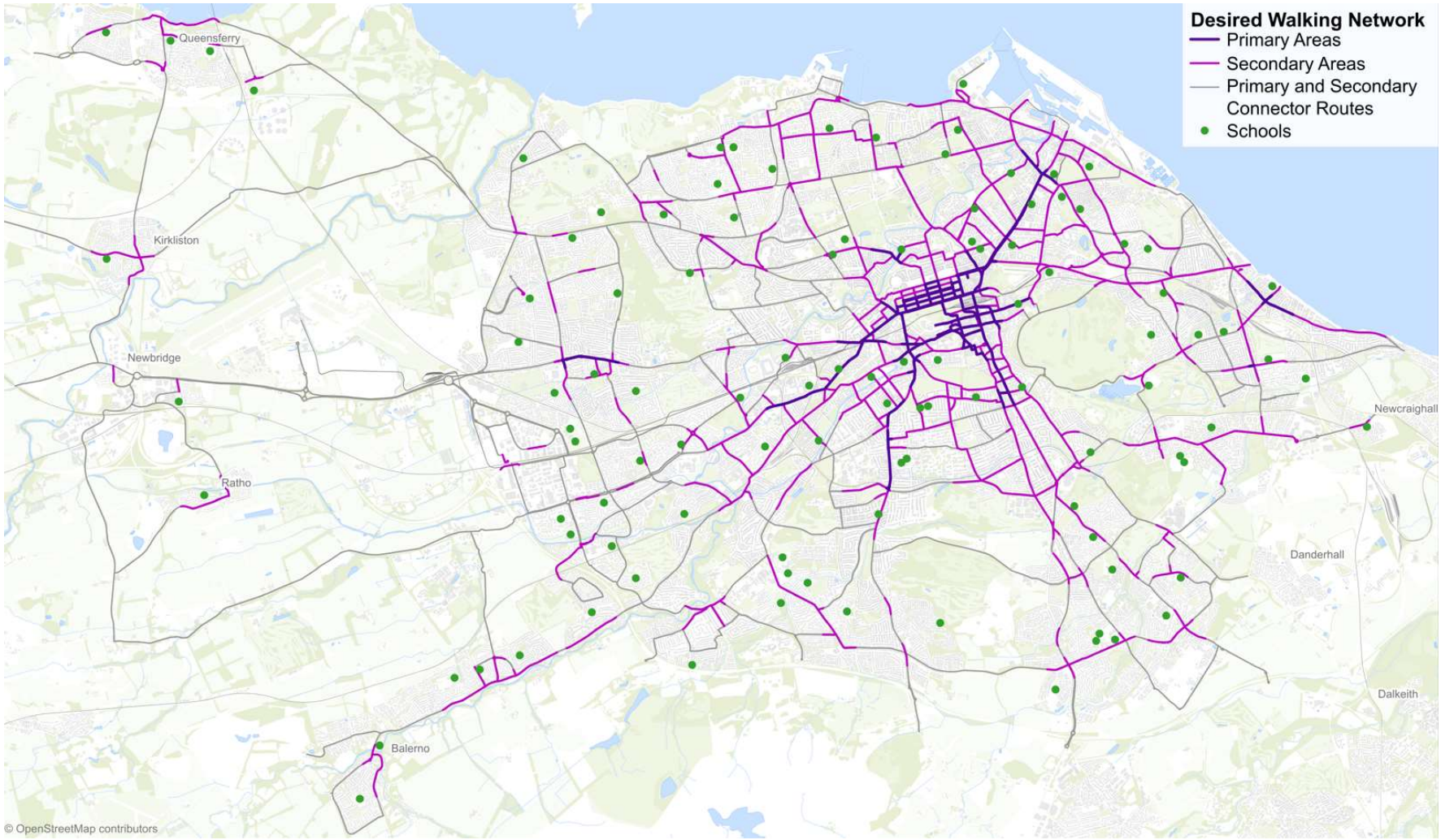


Figure 3.2 – Desired Walking and Wheeling Network

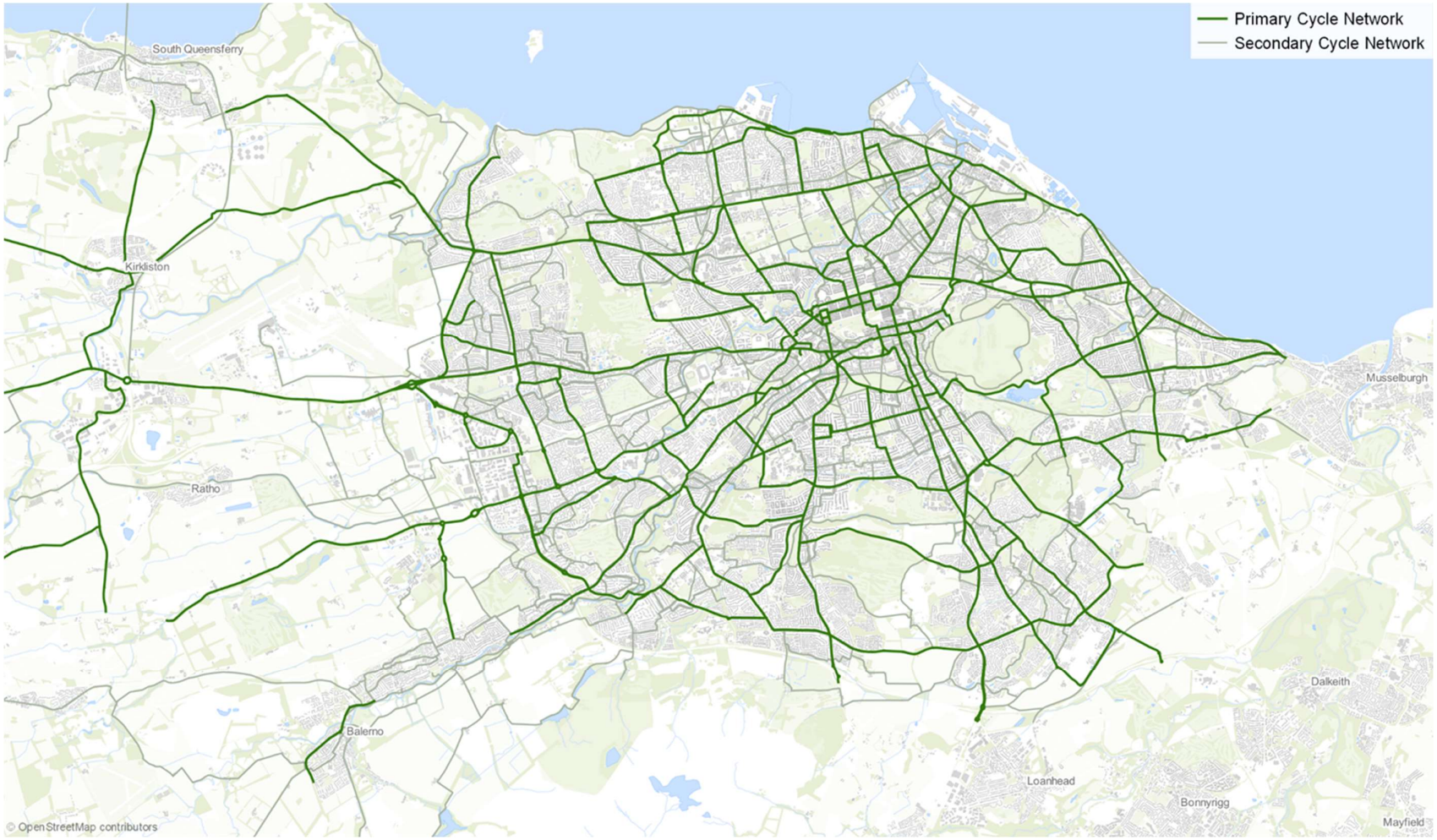


Figure 3.3 – Desired Cycle Network

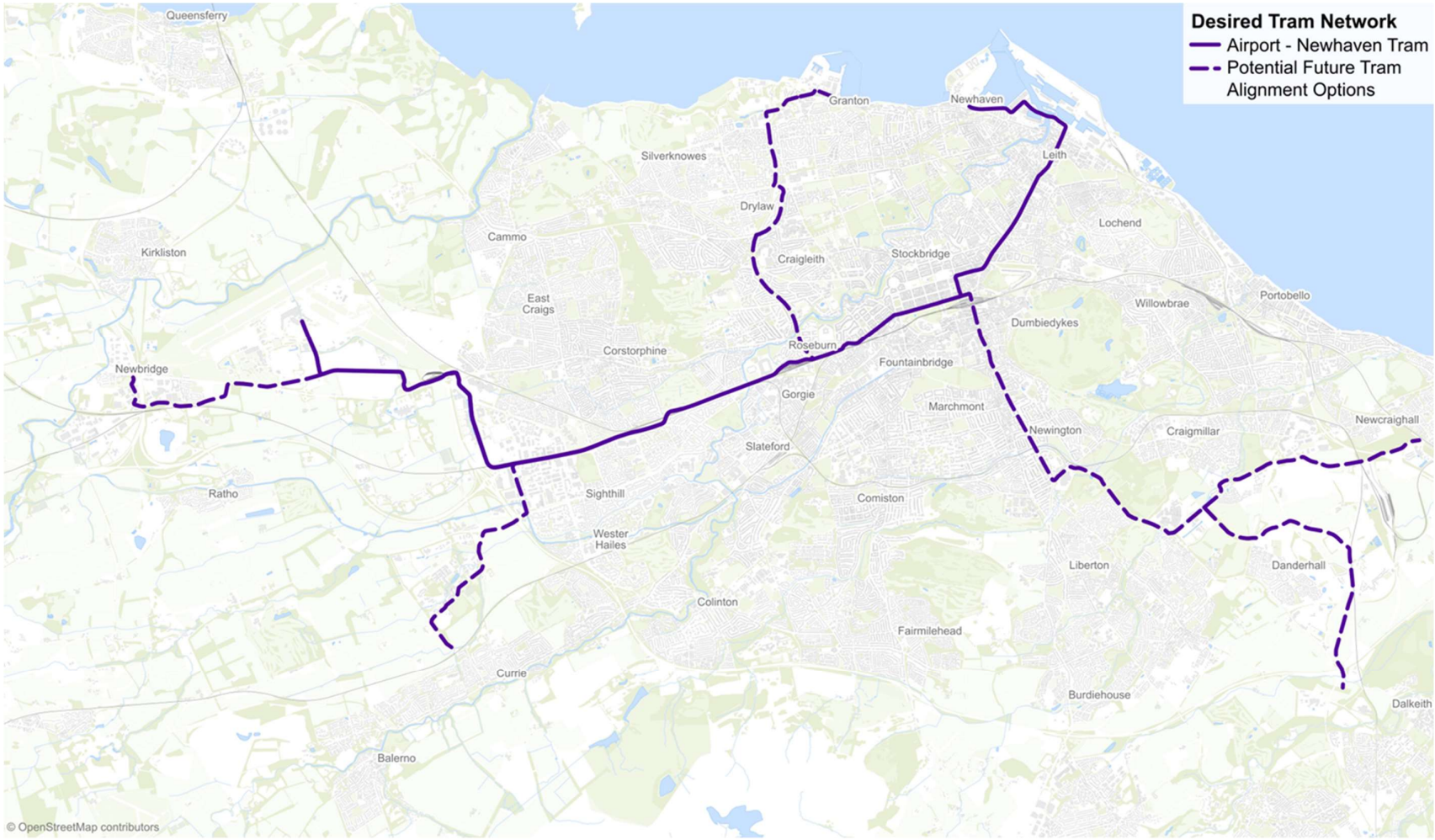


Figure 3.4(a) – Desired Tram Networks

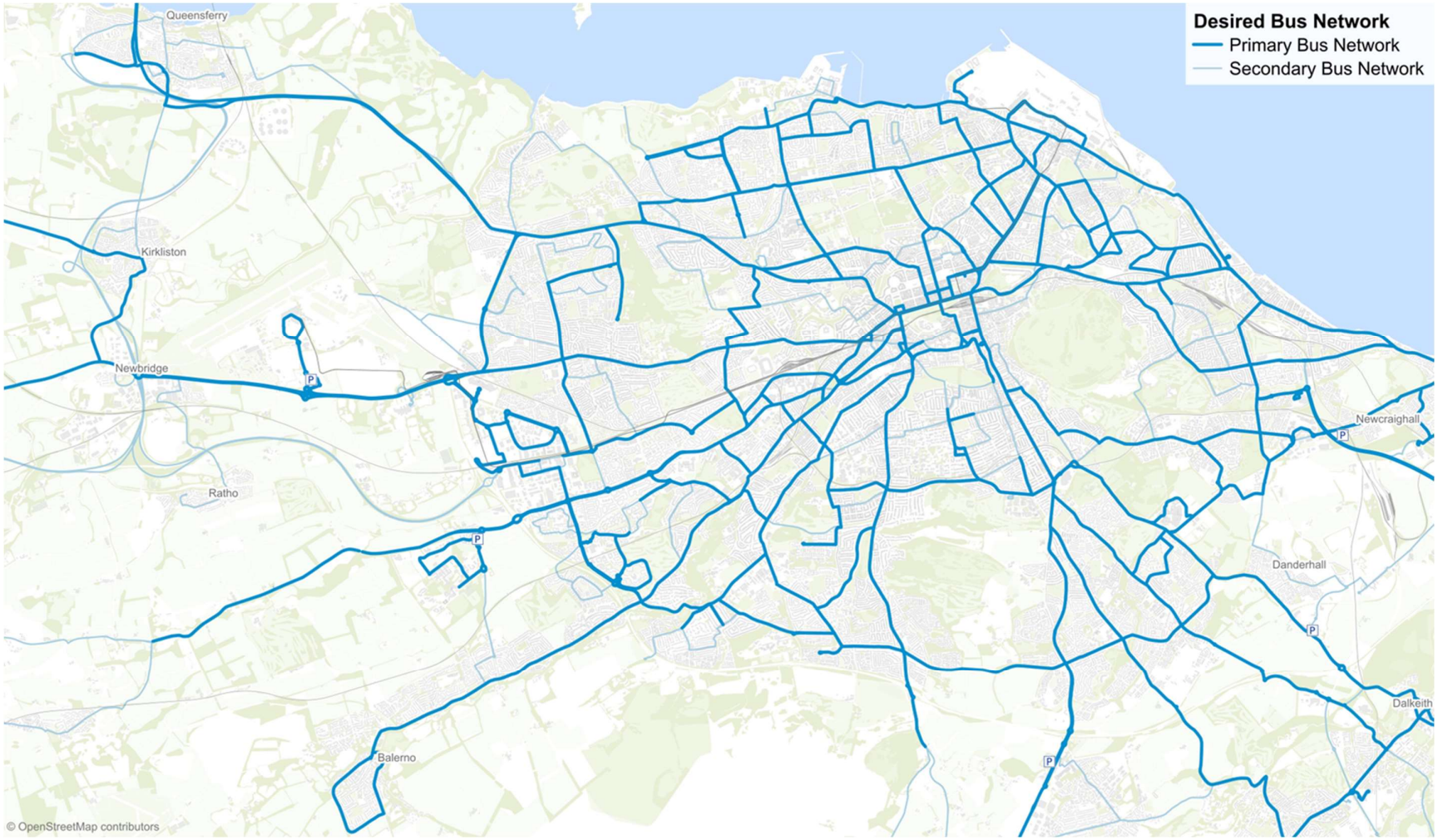


Figure 3.4(b) – Desired Bus Network

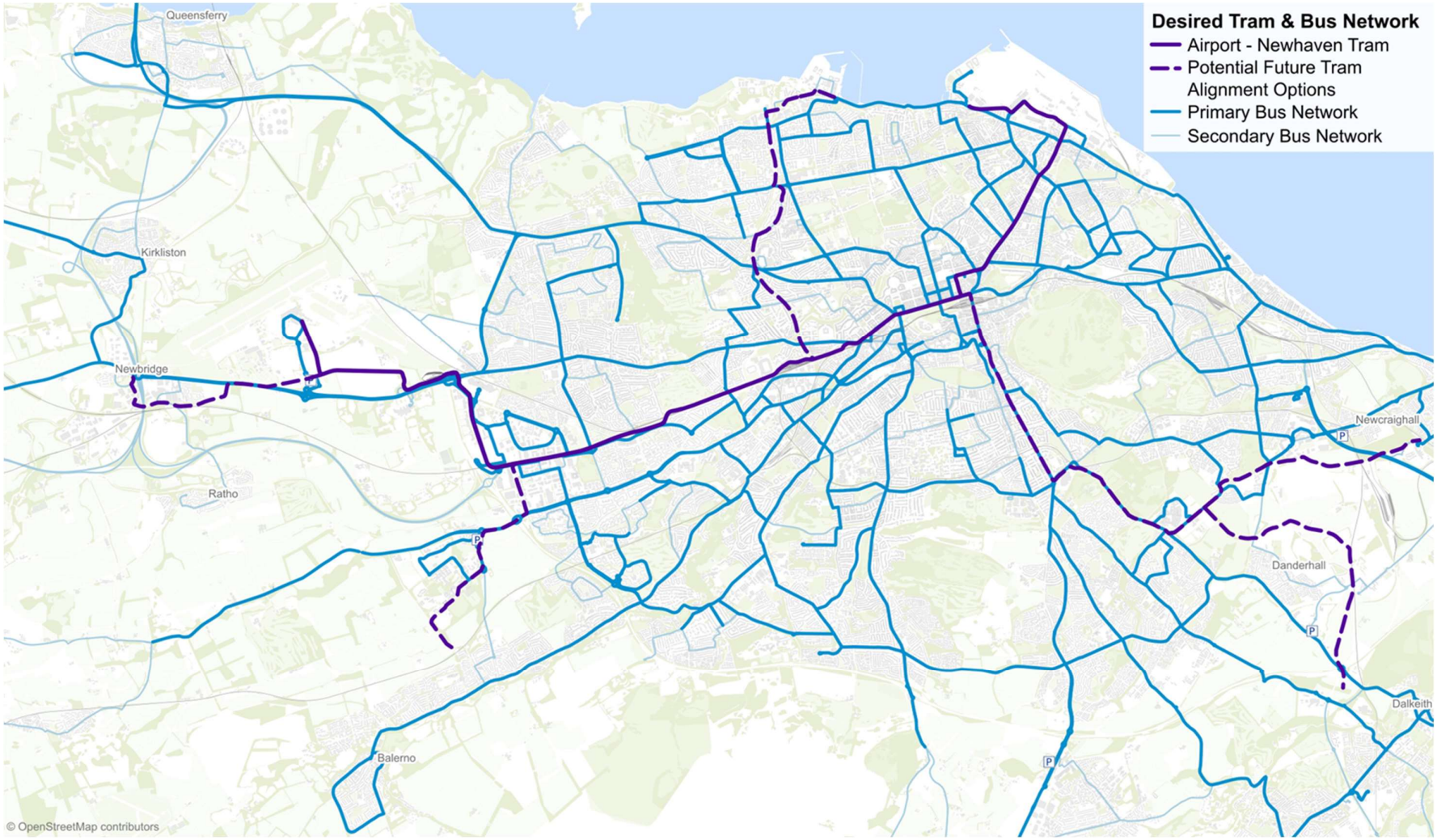


Figure 3.4(c) – Desired Tram + Bus Networks

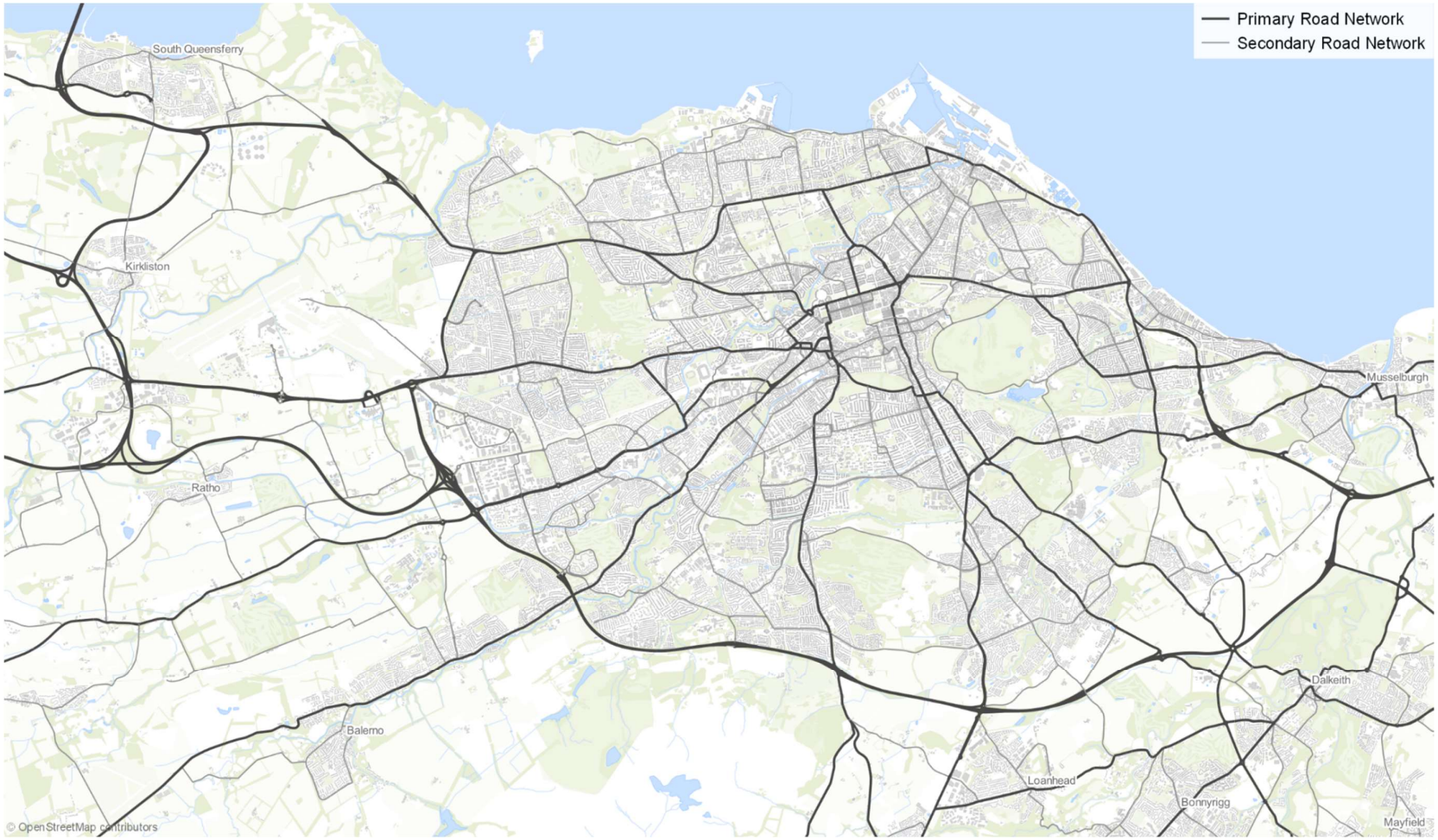


Figure 3.5 – Initial General Traffic Network

These networks act as the 'inputs' to the SAF process. To ensure that any resulting conflicts can be assessed in a transparent way, each modal network comprises primary, secondary, and local components, with an associated level of service for the users of each part of the network. This allows the potential impact of different transport users to be examined in a consistent way across each mode, and for those using the SAF to understand the impact of different trade-off decisions for the end users of the network.

The widths identified below are broadly aligned with Edinburgh Street Design Guidance (ESDG) desirable dimensions and were applied in the identification of conflicts as part of the SAF process. These therefore allow streets to be designed to be fully maintainable and accessible by emergency vehicles, even where general traffic may be restricted.

Table 3.1 – Levels of Service

Place	Level of Service	Example Locations	Width Applied	Target Width for Design	Note
Primary locations	Highest LOS: in accordance with overall aims, opportunities should be provided for seating, planting, dwelling and other non-movement functions, such as bins	Key shopping / high streets	2.5m (per side)	1m to 2.5m (per footway)	See general note 2. Refer to Blue-Green network - Further space to be considered in design if the street is in a high-risk flooding area or high habitat connecting area
Secondary locations	High LOS: create opportunities for placemaking at key locations on the street	Local shopping areas	2m	up to 2.5m	
Other	localised opportunities to be sought to deliver planting, key street furniture or other place features	All other streets	1m	up to 2.5m	
Walking Network	**Level of Service**	**Example Locations**	**Width Applied**	**Target Width for Design**	**Note**
Primary	Widest footways, as these locations have the highest flows. Provision of frequent controlled crossings.	Key shopping / high streets	2.5m (per side)	2.5m to desirably 3m (per side)	See general note 3 re widths.
Secondary	Wider footways as these locations have higher flows than local footways	Local shopping areas or important walking routes	2m (per side)	2m to desirably 2.5m (per side)	
Local	Footway widths to accommodate easy passage of pedestrians, wheelchairs and mobility scooters.	All other streets	2m (per side)	2m (per side)	
Cycling Network	**Level of Service**	**Locations**	**Width Applied**	**Target Width for Design**	**Note**
Primary	Highest LOS: protected and direct cycle routes, either cycle tracks protected from traffic or using quiet streets where motor traffic has been restricted See general note 4.	Most important routes for citywide cycle network – connecting communities to each other, key destinations and the city centre. See general note 4.	2m (per direction)	2m (per direction) – can reduce to 1.75m. desirably 2.5m or wider or 3m (bi-directional), desirably 3.5m or wider NA for quiet streets	Width includes for buffer between cycle track and other traffic.
Secondary	High LOS: potentially less direct cycle routes that generally provide a low-traffic, low speed environment for cycling. Also including traffic free paths or where those cycling will use bus lanes. On stretches of route that use the primary or secondary general traffic network, or other busier streets,	All other routes in the citywide cycle network routes	1.75m (per direction)	NA for quiet streets Segregation 1.75m (per direction) preferably wider	Width includes for buffer (0.25m minimum) between cycle track and other traffic

	cycle track protection should be provided where feasible,			or 3m (bi-directional), desirably 3.5m or wider	
Local	Cycling mixed with low speed traffic in quiet residential streets	All other streets	n/a	n/a	
Public Transport Network	**Level of Service**	**Locations**	**Width Applied**	**Target Width for Design**	**Note**
Tram	Highest LOS: maximise protection of journey times	All tram lines	3.25m (per direction)	3.25 (per direction)	Greater width required at tram stops
Primary Bus	Highest LOS: Reliable bus services - aiming for the greatest reductions in journey time relative to 2023	Highest frequency routes: 7 or more buses per hour (10+min frequency)	3.25m (per lane)	Generally 3.25m (per lane)	Width applies to max speed limit of 30mph. Local reduction to 3.0m possible.
Secondary Bus	High LOS: Aiming for Reliable journey times reduced relative to 2023. Buses likely to mix with general traffic for greater lengths of the route	Between 4-6 buses / peak hour (10-30 min frequency)	3.25m (per lane)	Generally 3.25m (per lane)	Width applies to max speed limit of 30mph. Local reduction to 3.0m possible
Local Bus	Buses predominantly mix with lower volumes of general traffic	All other bus routes: <2 buses / peak hour (<30 min frequency)	3m (per lane)	3m (per lane)	Shared with traffic
General Traffic Network	**Level of Service**	**Locations**	**Width Applied**	**Target Width for Design**	**Note**
Primary	Important strategic connection for high volumes of motor traffic. Seek to avoid congestion causing delays to public transport.	Key radial and orbital routes	3m (per lane)	3m (per lane)	
Secondary	Streets provide a key connecting function for motor traffic, generally with moderate traffic levels. Seek to avoid congestion causing delays to public transport.	Neighbourhood connections	3m (per lane)	3m (per lane)	
Local	Low speed, lower traffic volume streets for local access to homes and services	All other streets	2.75m (per lane)	2.75m (per lane)	Reduced widths are often acceptable on quiet streets
Loading and Parking	Level of Service	Example Locations	Width Applied	**Target Width for Design**	Note
Mixed loading and car parking	Timed-operation loading space in reasonable proximity to premises. Blue-badge parking as close as possible to residential premises. Residential car parking within reasonable walking distance of residential premises	Residential and shopping streets	2.5m	2.5m	In some cases residential parking for premises on primary corridors may be located on nearby side-streets
Loading only	Timed-operation loading space in reasonable proximity to buildings	Shopping streets	2m	2.5m	
Car parking only	Blue-badge parking as close as possible to residential premises. Residential car parking within reasonable walking distance of residential premises	Residential streets (without drive-ways)	1.8m	1.8m	

General notes:

1. *Widths given here are as used for the SAF process. This table is not intended to be used for detailed design guidance; reference should be made to appropriate documents including Edinburgh Street Design Guidance*

2. The Place quality of a street is not merely a function of width. Appropriate materials and sensitive design are crucially important, not least within Edinburgh's World Heritage Site and Conservation Areas. See the Edinburgh Design Guidance for further information. Nevertheless, items with an important place function such as trees, benches, or simply space to linger and talk do require physical space, hence the widths indicated here

3.. The nature of the street network and the need to balance priorities means that on limited sections of primary cycle routes a lower level of service, provided by sharing of bus lanes, white line separated cycle lanes, or in exceptional circumstances streets shared with all traffic, may be necessary. However, this lower level of service should be avoided wherever possible. The space allocation principles set out in table 3.2 should be applied to resolve conflict between street uses. Routes where the level of service set out in this table is impossible over long lengths without unacceptable impact on place, walking and/or public transport cannot be Primary cycle network routes

3.4 Identification of Conflicts

To understand where the network proposals can and cannot be accommodated within the available geometry of the city's transport network, each modal network was added as a layer alongside the available street geometry (between building lines and/or edge of corridor boundaries) within the GIS mapping platform for the project. This covered a study area of all parts of the network within the Council's boundary.

The widths assumed for the purpose of the initial identification of conflicts are aligned to the width requirements for each mode within the Edinburgh Street Design Guidance and are set out in Table 3.1 above.

When applying these widths within the GIS-based conflict mapping, the following additional considerations were considered at the outset:

- If there is space pressure resulting from the need for both place and loading/car parking, then only one width (the higher width) was included, on the assumption that these functions can be staggered along the same the length of the street within the same cross-section space (where the symmetry of street proportions and kerb lines are important to a street's surrounding character, such as in the New Town, this should be identified within design briefs)
- If the street is on the primary network for walking/wheeling, cycling and public transport, then assume that bus stop bypasses will be required
- If the street is on the primary or secondary walking/wheeling network, then assume that regular formal street crossings are required.

From this initial exercise, an overall conflict map was generated to highlight the following pressures on the network:

- **Green**: desirable minimum widths for the modal networks proposed can be accommodated in the available space (including a +10% tolerance to allow for local variance in the automated process). It is highly likely that all modes can be accommodated and provide good levels of service
- **Amber**: desirable minimum widths of the modal networks proposed are within 90% to 110% of the available space. It is likely that some space conflicts will arise, but these may be able to be resolved through careful design and detailed examination of the space
- **Red**: desirable minimum widths of the modal networks proposed are higher than 110% of the available space. It is highly unlikely that these modes can be accommodated through careful design, and instead a network-level solution is likely, either by:
  - Considering if one mode can be locally or more widely re-routed to avoid the red pinch point, whilst maintaining integrity of that modal network; or

- Providing a bespoke design or traffic management solution that optimises the levels of service that can be achieved for each mode in the space that is available; or
- Accepting that little or no change is feasible given the available widths and/or demand on streetspace

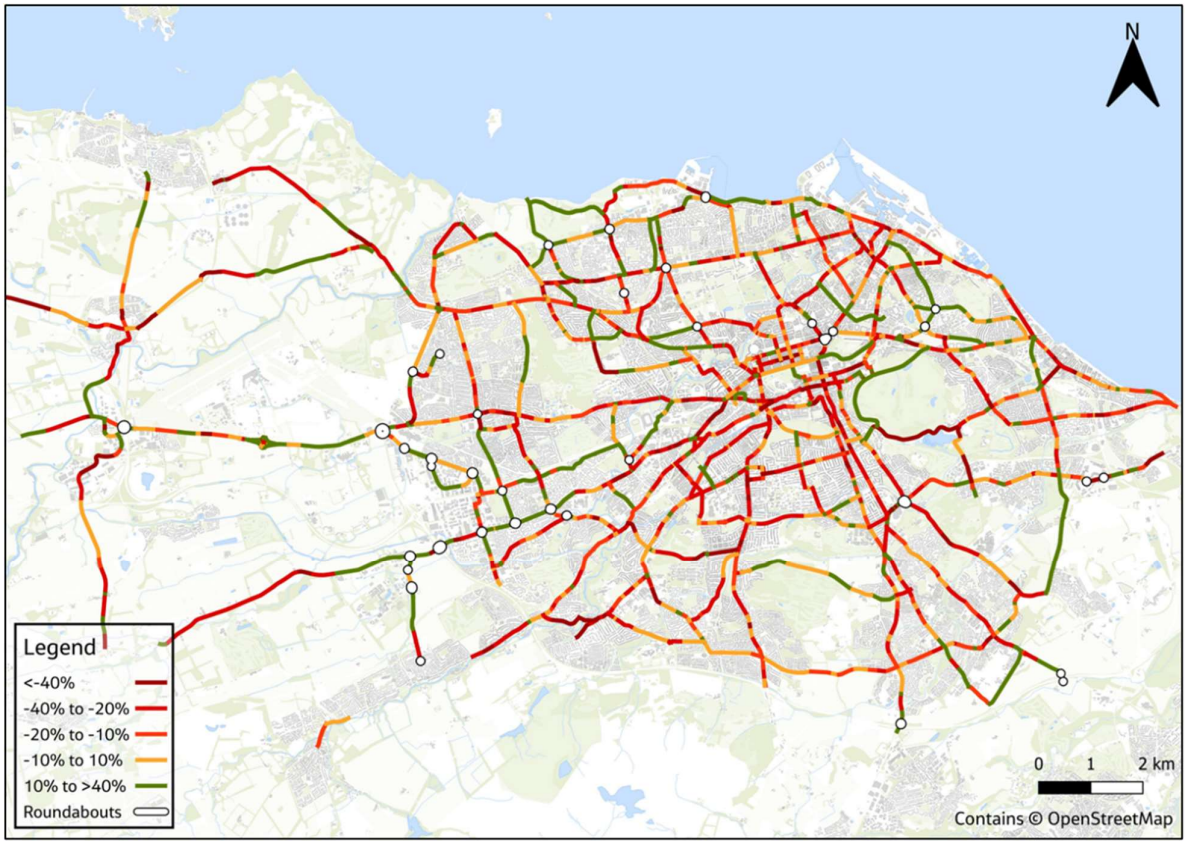


Figure 3.6 – Initial Conflict Map, showing the percentage of excess space available when accommodating all desired modes (based on the width requirements set out in Table 3.1)

To check how sensitive the conflict mapping is to potential design / space reallocation solutions, the following tests were applied to the network at a global level:

- Examining the conflicts with absolute minimum widths from ESDG instead of desirable minimum widths;
- Reducing general traffic lanes to one in each direction;
- Removing bus lanes and assuming that bus priority could be provided through bus gates or priority signalling and where bus journey times and levels of service can be maintained/enhanced;
- Assuming that cycling would take place in bus lanes;
- Bus lanes provided only in one direction where they are present or desired in both and where bus journey times and levels of service can be maintained/enhanced; and
- Providing directional rather than uni-directional cycle tracks.

Clearly, there will be many locations where one or more of these tests couldn't feasibly be applied on street. However, the purpose of the tests was to understand at a global network level how 'fixable' the conflicts arising from Figure 3.1 would be by applying these potential solutions.

Each test made some degree of improvement, by resolving some of the red conflict areas to varying degrees. To highlight the scale of the change, the tests described above were combined to indicate where the remaining 'red' conflict areas would be on the network, as shown in Figure 3.7.

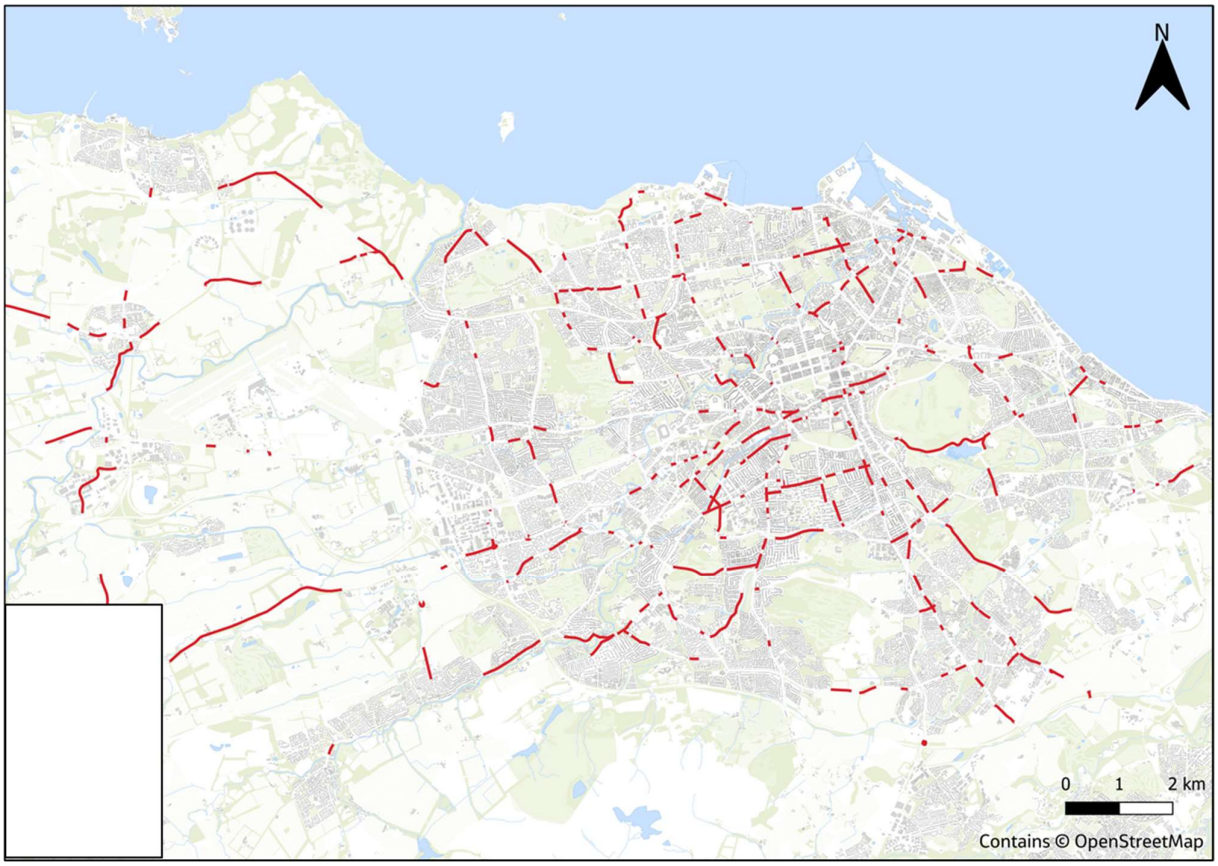


Figure 3.7 – Residual Conflict Map

This highlights that even when applying the various space reallocation measures listed above, there will still be significant lengths of residual 'red' conflict sections of street on the network. As noted above, these sections will require another solution in the form of bespoke design, re-routing of certain modal networks or, ultimately, acceptance that little or no change is feasible.

3.5 Resolution of Conflicts

When setting out to resolve the conflicts identified on the network, the overarching aim is to optimise the LOS that can be achieved collectively for placemaking and for sustainable modes of travel (walking, wheeling, cycling and public transport) at a network level. This approach aligns to the strategic aims of the CMP and will ensure that, even if the desired networks for each mode cannot be delivered in full, the best level of service for users of the network is achieved.

The principles that were set out and agreed at the Transport and Environment Committee meeting in December 2022 have been developed further to guide the resolution of conflicts in project design. These principles align with the overall aims of Our Future Streets set out in Section 2.2 and in Table 3.2 below.

Table 3.2 – Principles to guide the resolution of conflicts for space

Principles for place	
Primary and secondary	Prioritise the delivery of a high-quality street environment over private motorised vehicular flow, to enhance our city centre and town centres to keep them fit for future.
All locations	Avoid causing increases in public transport journey times, considered along whole routes
	Always consider flood risk and the need for associated measures
Principles for walking and wheeling	
Primary and secondary	Prioritise the delivery of footway widths meeting the relevant level of service target and providing for pedestrian crossing movements over private motorised vehicular flow Seek to avoid any loss of pedestrian space to provide segregated cycling or bus priority.
All locations	Provide route options that everyone can feel safe using at all times
	Ensure accessibility requirements are met
	Avoid causing increases in public transport journey times, considered along whole routes
Principles for the cycle network	
Primary	Provide segregation from motorised traffic, except where the network uses low-flow, low speed streets
Secondary	Provide segregation or unobstructed marked lanes where the network does not use low-flow, low speed streets. Consider measures to achieve low-flow, low speed streets if necessary
Local	low-flow, low speed streets.
All locations	Provide route options that everyone can feel safe using at all times Avoid causing increases in public transport journey times, considered along whole routes. Consider alternative cycle routing options as a last resort.
Principles for the Bus network	
Primary and secondary	Retain and extend priority lanes wherever this will provide a positive impact on public transport journey times - balancing with objectives for place, walking/wheeling and cycling - with the greatest emphasis on the primary network.
All locations	Put in place measures to improve on current overall route public transport journey times

Principles for the Tram network	
All	Treat the same as the primary bus network, though with a stronger assumption in favour of segregation to ensure journey-time reliability
Principles to maintain a good level of service for general traffic	
All	Ensure a clear and coherent network of routes
	Avoid delays that will have a significant knock-on effect to public transport or air quality
	Ensure adequate access to businesses for servicing, with priority given to sustainable modes
	Street design should consider surface water to ensure priority routes are kept clear, but local networks maybe considered for the conveyance of water during exceedance flood events
Principles to ensure adequate provision of parking and loading	
Loading	Ensure that businesses and residents have adequate access to useable loading. In streets with a primary or secondary function for walking, cycling, bus or tram this may mean loading from, timed loading windows and side streets. Logistics hubs may also be a consideration for certain locations.
Car parking	Ensure that residents have adequate access to useable car parking. Consider customer car parking on a street-by-street basis. Prioritise primary or secondary functions for place, walking, cycling or public transport over car parking. This means such streets are likely to have very restricted car parking to achieve the desired level of service for place, walking, cycling and public transport priority.
	Ensure adequate car parking provision for users with accessibility requirements, such as those with mobility issues/disabilities

All these principles, and the trade-offs involved, will enable decision makers to meet the aims of Our Future Streets (set out in Chapter 2) in a structured and more transparent way. In turn, this will help to meet the Council's target to reduce car kilometres by 30% by 2030.

3.6 Revised Networks and the Integrated Network Map

One of the key outputs sought by the Council was the production of revised network maps and an integrated map taking account of the desired levels of service as in table 3.1 and the principles in table 3.2 alongside real available street widths across Edinburgh's road network.

These revised maps will set a much clearer context for the development of future projects, avoiding each one starting from 'square one'. In order to derive these revised maps, a workflow has been established to guide the decision-making process on space allocation where conflicts need to be resolved. This is set out in full in Appendix A, and in summary form in Figure 3.8.

Firstly, at a network level, it is important to understand what if any alternative routes exist for each mode. Although the first steps of the workflow will seek to resolve conflicts through reallocation of space within each corridor or street rather by seeking alternative routes, it is important to understand and 'bank' these alternatives to aid later steps of the workflow. It will also ensure that the full network implications for each mode are considered at the earliest stage, thereby mitigating any risk of 'fragmented' solutions for each modal network.

At an individual street or corridor level, the workflow can then be summarised by asking the questions below:

1. Can we accommodate all networks and their level of service targets through careful design, including reallocating space currently given to moving traffic, car parking and loading to bus lanes or space for place, walking/wheeling or cycling?
2. If not, can the desired level of service for bus be maintained without some sections of bus lane (for example by retaining bus lanes on congested junction approaches but re-allocating to other uses where general traffic queuing is less common, by providing bus priority through traffic signals and/or by reduction in traffic volumes)?
3. If not, is there scope to move the general traffic network to an alternative route, with impacts that are consistent with the level of service targets in table 3.1?
4. If not, can the cycle network be moved to an alternative route?
5. If not, can traffic be sufficiently calmed to allow mixed cycling?

Asking these questions allows identification of proposed changes, either to streetspace allocation (for example removal of car parking or loading, amendments to bus lanes), or to networks, involving amendments to the proposed general traffic or cycle networks. Cumulatively the result is an amended set of network proposals and an integrated map.

If the answer to any of the sequential questions was ‘yes’, then the allocation of space for place and transport modes on that corridor was set aiming to achieve the level of service targets in table 3.1 for relevant street users (i.e. those with networks on the street section concerned). The aim was also to maintain the coherence and integrity of each mode at a network level, where necessary following the trade-off principles set out in table 3.2.

If the answer to all of these sequential questions was ‘no’, and this applies over a significant street length. then a network solution was considered. For shorter sections or where no network solution is available, issues will need to be resolved at the project level, taking the Integrated network map (see below) as a starting point.

The outcome of the above process is that, because of the likely impacts, the alignment of the place, walking/wheeling, bus and tram networks have not been amended in the conflict resolution process.

Moving of the place and walking/wheeling networks was not considered as these networks are fundamentally linked to the nature of the streets concerned. For example, it is impossible to move the ‘place’ function of a town centre away from the town centre concerned. The possibility of moving elements of the bus network to alternative routes was considered in the process. However, nowhere was this considered to be practical or desirable (see also 3.6.5) and so for simplicity this step has been excluded from the above summary. It is possible that this might be re-examined in future as part of wider work on the future of the bus network for the city.

The detailed workflow shown in figure 3.8 and Appendix A is sequential. However, its iterative nature and the fact that streets vary along their length mean that the questions are essentially considered in parallel, bearing in mind level of service targets and principles. The intention of the resulting Integrated map is to provide a clear starting point for the design of individual projects. Project managers can then refer to the principles and the Edinburgh Street Design Guidance to resolve remaining conflicts. There may also be merit in producing further ‘trade off’ guidance - see ‘next steps’ section below.

Route segments were first considered separately. However, where it is impossible to resolve conflicts satisfactorily on a significant portion of a whole route (for example on the A702 through Morningside), a Network level solution has been proposed. Due to the impossibility of moving walking and place networks, the very problematic nature of moving the bus network, and impacts of moving the general traffic network, it is the cycling network that has generally been moved in these circumstances.

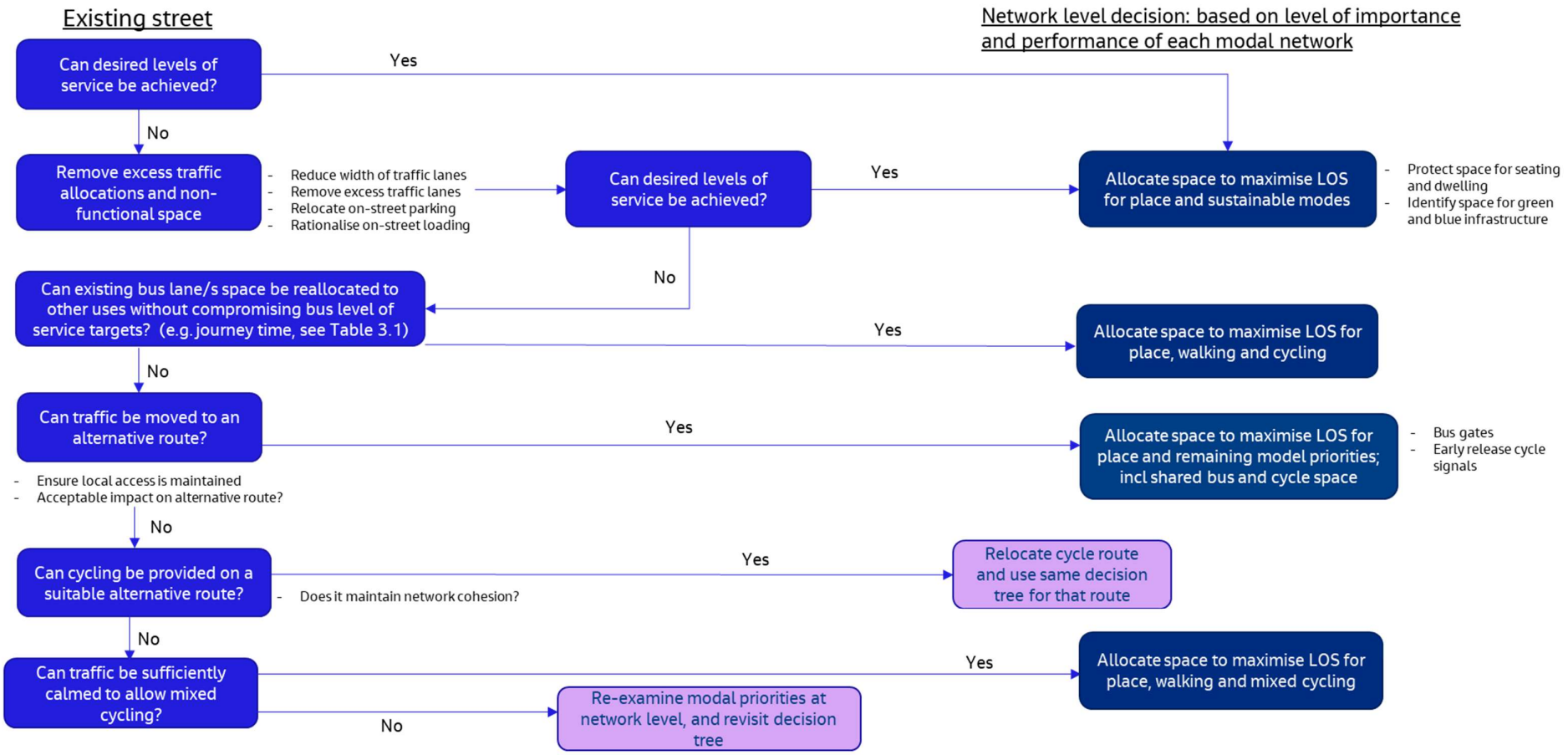


Figure 3.8 – Summary of SAF Decision Making Workflow

3.7 Outputs

3.7.1 Overview

The three principal outputs of the SAF are:

- Revised modal networks for cycling and general traffic, showing where these have been adjusted from the input mapping to help resolve conflicts (Figure 3.9 and 3.10)
- An integrated network map, showing the recommended allocation of space on the most strategically important streets and corridors (Figure 3.11)
- Allocation frameworks (design intents), providing further detail on the space allocation priorities for corridors and streets. These are under development. They are intended to build on the 'typical' cross-section types on the future network, which are set out in Figure 3.12

These outputs are summarised on the following pages and described further in the next sections of this chapter.

3.7.2 Key Changes

Based on the SAF process and the recommendation emerging from it, the following key changes are expected on the networks:

- No change to the total length of the bus and tram networks (as set out in section 3.5)
- A reduction in the total length of the proposed primary and secondary general traffic network due to proposed changes to improve the level of service for place, walking/wheeling, cycling and public transport (City Centre, Portobello, Dalry)
- A reduction in the total length of the proposed primary cycle network as presented to committee in 2023, largely due to the desired levels of service not being achievable for cycling on certain sections of the network. This is either due to the required LOS for cycling being unachievable without unacceptable impact on public transport, place, walking/ wheeling or general traffic congestion, or absolute space constraints

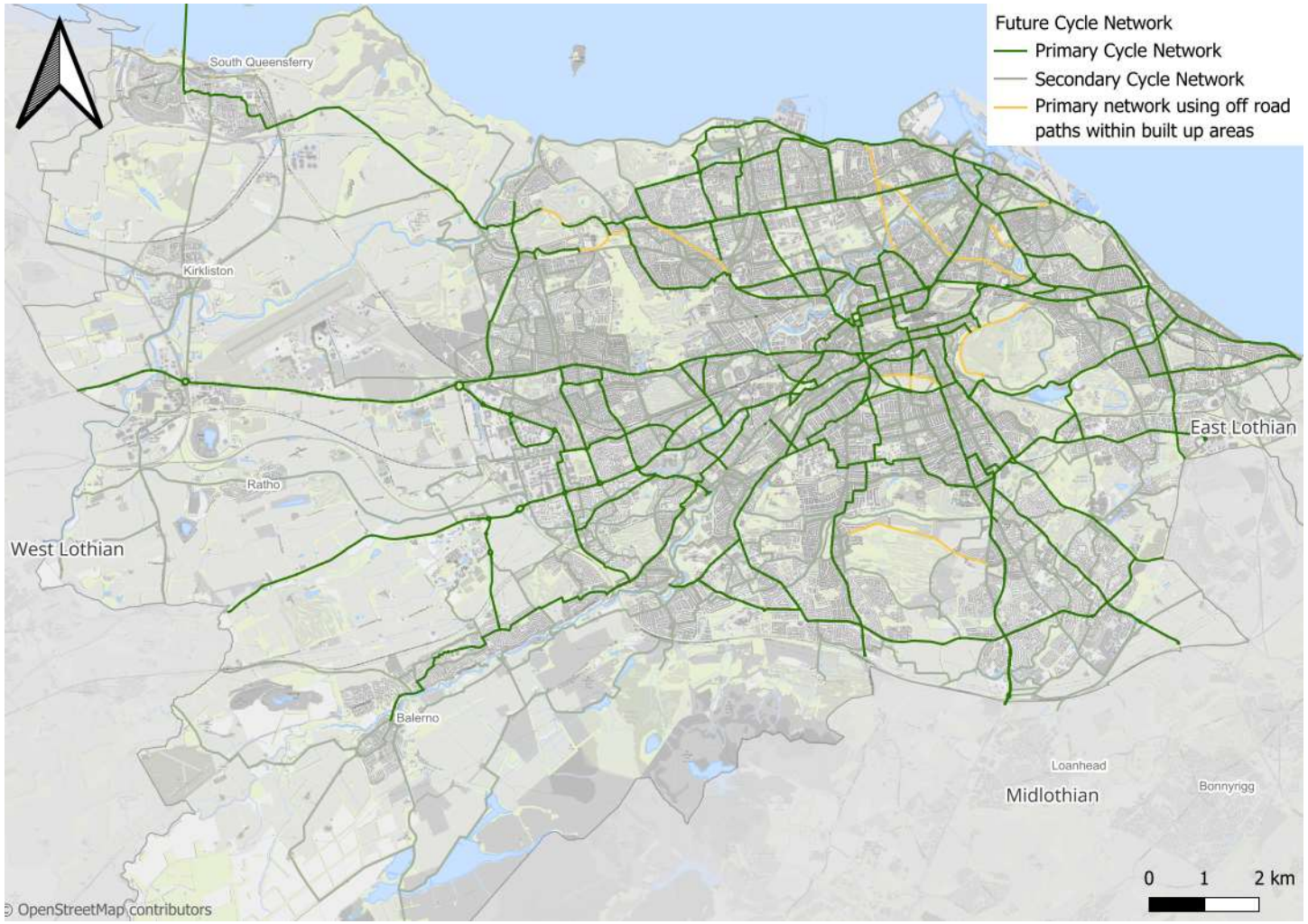


Figure 3.9 – Recommended Future Cycle Network

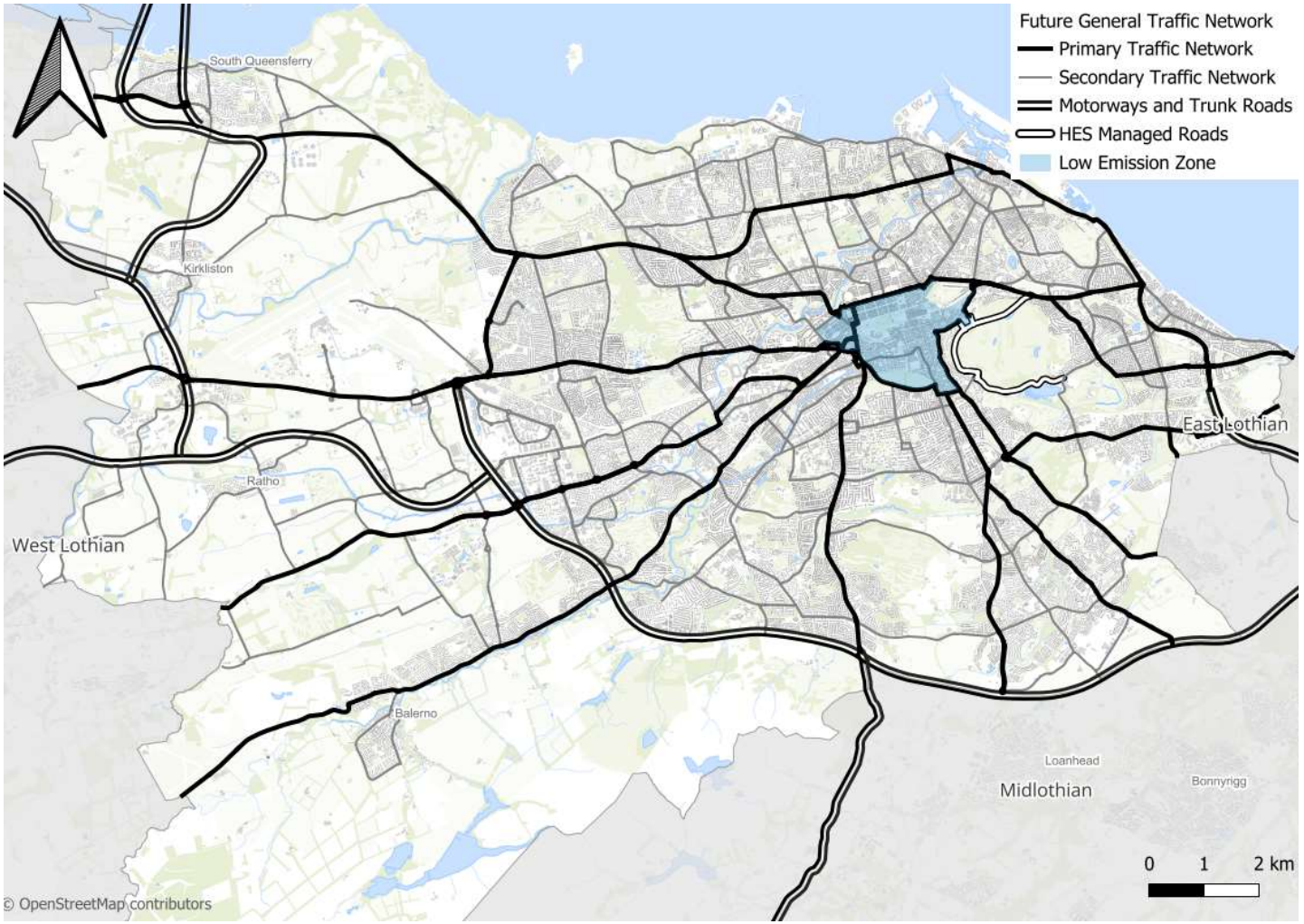


Figure 3.10 – Recommended Future General Traffic Network

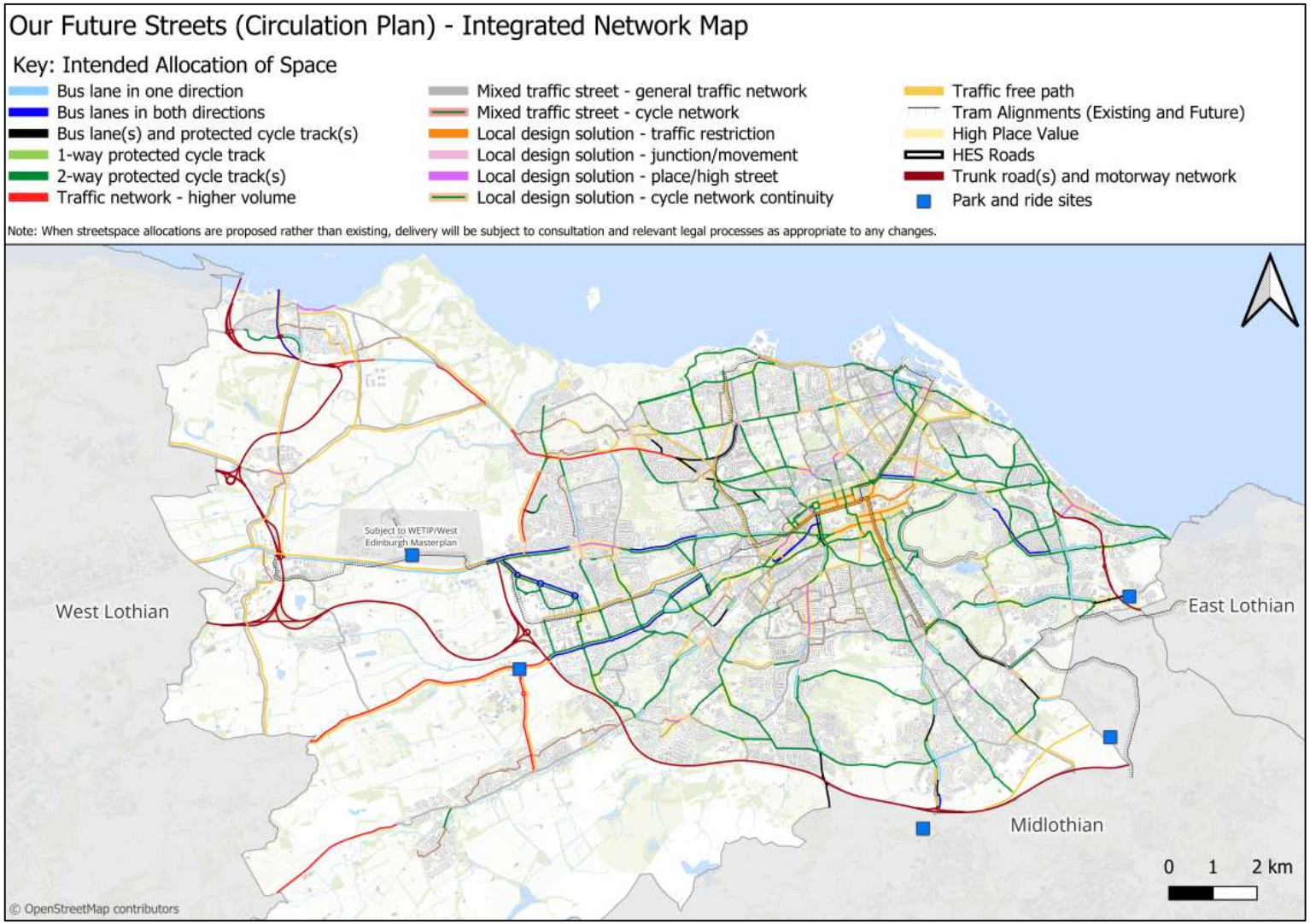


Figure 3.11(a) – Recommended Integrated Network

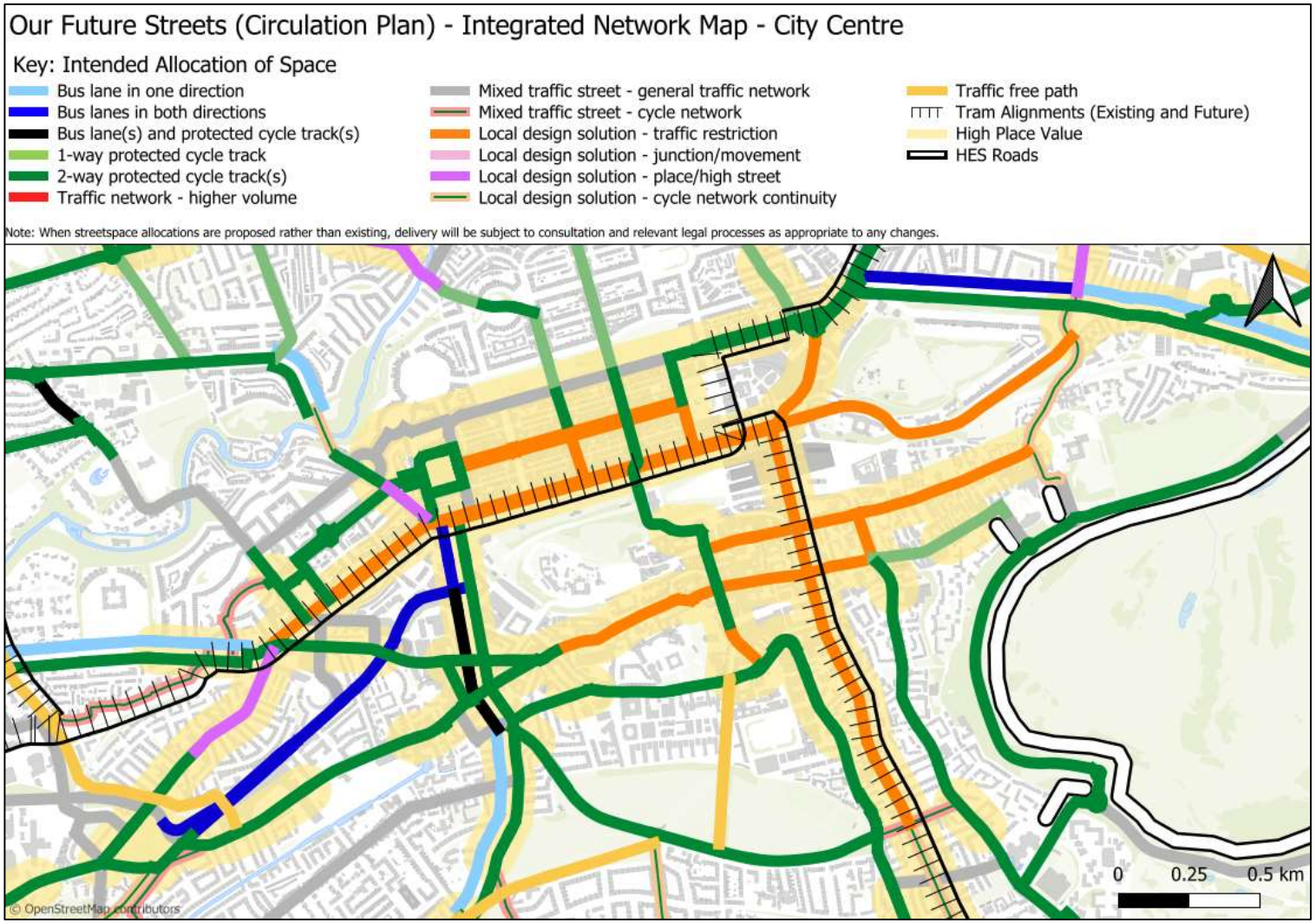


Figure 3.11(b) – Recommended Integrated Network – City Centre

Table 3.3 – Integrated Network – Key Descriptions

Key Item	Description
Bus lane in one direction	A bus lane may be most useful on the congested approach to junctions, therefore on a longer stretch the lane may switch between sides of the street
Both lanes in both directions	n/a
Bus lane(s) and protected cycle track(s)	More detailed work is required to confirm whether one or two bus lanes are accommodated. Where this is the only key line, cycle tracks should be provided if the space is not required for bus lane(s)
1-way protected cycle track	Cycle track provided only in one direction. In the same way as a single bus lane, this may switch between sides of the street, for example on an uphill section or on opposite side to a 1-way bus lane
2-way protected cycle track(s)	Could be a 2-way cycle track on one side of the street, or two 1-way cycle tracks on each side of the street
Traffic network – higher volume	Streets where there is and will continue to be a high volume of motor traffic. Interventions to support bus priority and safe walking and cycling will be explored, such as intelligent traffic signals, crossing provision and localised cycle safety measures
Mixed traffic street – general traffic network	Constrained streetspace means that opportunities for prioritising walking, wheeling cycling and public transport are limited. Local design solutions should seek to take opportunities for improving placemaking, walking and cycling conditions and prioritising buses over other motorised traffic
Mixed traffic street – cycle network	Low traffic, low speed streets
Local design solution – traffic restriction	Through movements for motor vehicles will be restricted, generally exempting buses, pedestrians and cyclists and with other managed exemptions (for example to facilitate business operations and ensure access to local residents, businesses and services)
Local design solution – junction/movement	Design solution to be developed at the project stage, with an emphasis on achieving safe and efficient movement through the junctions, prioritising public transport, walking and cycling over general traffic
Local design solution – place/high street	Design solution to be developed at the project stage, with a particular emphasis on the street's place function
Local design solution – cycle network continuity	Constrained streetspace means opportunities for prioritising walking cycling and public transport are limited, however the link is a key connection to ensure the continuity of the cycle network. Local design solutions will be considered, drawing on The Edinburgh Street Design Guidance as appropriate
Traffic free path	Path may be parallel to the street, or pass through greenspace
Tram alignment (existing and future)	Existing route or proposed future extensions of Edinburgh's tram network
High place value	High priority for place interventions – see Place map (Figure 3.1) and Level of Service (Table 3.1) for details
HES roads	Roads operated by Historic Environment Scotland

Category Key	Widths without Place or Parking	Widths with Place	Widths with Parking & Loading	Typical Cross Section without Place Widths or Parking	Typical Cross Section with Place	Typical Cross Section with Parking & Loading
Low Speed Traffic Conditions	10.5m+	15m+	15m+			
Traffic Restriction	10.5m+	15m+	15m+			
1-way Bus Lane with Cycling in Bus Lane	13.75m+	18.25m+	18.25m+			
1-way Bus Lane with Cycling in Bus Lane & 1-way Cycle Track	15.75m+	20.25m+	20.25m+			
2-way Bus Lanes with Cycling in Bus Lane	17m+	21.5m+	21.5m+			
Traffic Lanes (higher volume)	10m+	14.5m+	14.5m+			
Traffic Lane (higher volume)	16m+	20.5m+	20.5m+			
Traffic free path	4m+	4m+	4m+			
Traffic free path	3m+	3m+	3m+			

Category Key	Widths without Place or Parking	Widths with Place	Widths with Parking & Loading	Typical Cross Section without Place Widths or Parking	Typical Cross Section with Place	Typical Cross Section with Parking & Loading
2-way Protected Cycle Track	14.5m+	19m+	19m+			
Bidirectional 2-way Protected Cycle Track	14m+	19.5m+	19.5m+			
Unidirectional 2-way Protected Cycle Track & 1-way Bus Lane	17.75m+	22.25m+	22.25m+			
Bidirectional 2-way Protected Cycle Track & 1-way Bus Lane	17.25m+	21.75m+	21.75m+			
Unidirectional 2-way Protected Cycle Track & 2-way Bus Lanes	21m+	25.5m+	25.5m+			
Bidirectional 2-way Protected Cycle Track & 2-way Bus Lanes	20.5m+	25m+	25m+			
Place	Add 2.5m+ for place	Add 2m+ for parking	Add 2.5m+ for loading			

Figure 3.12 – Typical Cross-Section Types to be Applied to Future Network

3.7.3 Addressing Conflicting Demands on Streetspace

The greatest conflicts for space arise where the primary place, cycle, bus, tram, general traffic, car parking, loading, and blue/green infrastructure are all desired on the same corridor. This usually occurs on high street sections where the desired place function is highest.

Leith Walk provides a useful example of where the level of service for certain modes has been compromised in order to accommodate all modes in the same corridor. All modes have been accommodated here through careful design, but it is clear that there are some sub-optimal outcomes. The Integrated network map and application of the principles in table 3.2 the SAF should help address similar complex situations in future, via its method for reaching acceptable compromises

As set out in Figure 3.4, there are areas of the network where all intended priorities cannot be accommodated within the space available. The following sections discuss in more detail examples of how the SAF has been applied to address conflicts through the integrated network map.

3.7.4 Moving the General Traffic Network

Measures to relocate through general traffic on sections of the network will support the aims of Our Future Streets by reducing the volume of through-traffic on certain streets, thereby making it significantly easier to provide good levels of service for place, walking/wheeling, cycling, bus, and tram that are adapted to the future climate. The changes will also make driving through the city centre, less attractive, thereby supporting the aim to reduce private car kilometres by 30%, and encouraging a shift to public transport, and to walking and cycling for shorter journeys.

Where traffic movements are to be changed and/or restricted, local access will need to be retained for residents, businesses, deliveries and servicing, even if those trips are less direct than they are currently. Care will also be needed to minimise the impact of any traffic displaced by local restrictions.

Traffic restrictions will either require filtering and/or managed access on identified streets. This could range from no entry signs and marked diversions, to bus/tram gates, or physical barriers including planters and bollards. Aside from the city centre, which is discussed separately in chapter 5, these restrictions are suggested for consideration in Portobello, and Gorgie/Dalry as part of the development of these project proposals.

3.7.5 Relocating Modal Priorities

For a significant portion of streets, it is not possible to resolve local conflicts either through careful design or through traffic filtering/managed access. This means that adjustments are needed to the desired modal networks that act as inputs to the process, in order to retain suitable levels of service for each mode and to maintain the integrity and coherence of the network. In certain areas where there is a high risk of surface water flooding the more adjustments will be required in the design process.

Bus and tram networks

As noted in section 3.5, there are no locations where it is deemed necessary or desirable to move bus network. This is because the potential alternative routes for services are either:

- located too far from the existing routes and the people and/or destinations that they serve (and sometimes on corridors that are already well served by bus); and/or
- the alternative routes are on quieter residential streets that are typically less direct, often too narrow to be suitable for bus services and where (linked to the point above), many fewer people would be served

Similar arguments apply to the tram network – in addition it is clearly impractical and unaffordable to consider moving existing routes. Extensions to the tram network are currently being considered and these are following the principles and methods outlined by the SAF.

Cycle network

There are a number of locations where the SAF recommends that cycle routes are relocated or that a primary network is downgraded to a secondary/local network, as it is not possible to accommodate the primary level

of service over a significant distance, either due to physical constraints or significant negative impacts on other modes and their networks, especially public transport.

The cycle network needs to act as a 'spider's web', allowing different users to join the network at as many points as possible and to make different combinations of journeys on the network.

Therefore, the relocation of a cycle route is not simply a case of moving the network from one corridor to the next, but ensuring that as good a level of service as possible can be provided across the full network, and that routes connect to the local street network as well as possible.

A cycle network of the safe standard sought requires protection from busy traffic. On primary and secondary general traffic networks this generally means that segregation is needed to deliver the desired level of service. But unlike walking/wheeling, for which there is an essentially complete if imperfect network in existence, most sections of the proposed cycle network that follow the primary or secondary general traffic network are not currently segregated. This means that delivery of the cycle network is significantly more challenging than other modal networks in terms of the re-allocation of space needed.

With all the above in mind, the SAF makes a number of adjustments to the initial desired cycle network. The revised cycle network map is set out in Appendix A and includes the following proposed relocations and deletions of the primary cycle network:

- A90 Queensferry Road route – Blackhall westwards - relocated to NCN1, using off road paths and quiet streets to the north
- Inverleith Row route relocated to the Canonmills to Trinity off-road path
- Deletions from Bonnington Road and Easter Road
- Deletion from Lasswade Road
- Deletion from Craigmillar Park and the Bridges, with alternative parallel routes
- A70 Lanark Road / Slateford Road – relocation of parallel streets connecting to Gorgie Road
- A702 - Primary cycle route relocated to local streets between the Meadows and Greenbank
- Deletion from Gilmour Place, parallel by Dundee Street
- Deletion from Drum Brae
- Deletion of a number of shorter lengths of street where precedence has been given to bus priority or where width precludes an effective safe solution, including Crewe Road North, Newhaven Road, Pilrig Street, Captains Road, Greenbank Road, Gillespie Road

3.7.6 How Does This Affect Junction Layouts?

Junctions are often the locations with the greatest competition for space on the street network. However, each is different, and the SAF cannot practically set out in detail how space should be allocated at every junction on the network. Instead, individual junctions require to be designed in accordance with the Council's Street Design Guidance (a 'factsheet' on signalled junction design is scheduled for delivery in the coming financial year).

The SAF approach involves seeking continuity of networks that pass through a junction using the conflict resolution principles set out in Table 3.2.

Achieving connectivity through junctions is particularly important for the cycle network, as unsegregated cycling movement through busy junctions is the least safe part of cycling on the street. However, this presents a significant delivery challenge as minimising delay through junctions is also a key aspect of reducing bus journey times and improving reliability. Furthermore, safe and comfortable conditions for pedestrians at junctions require space and time allocation. But the SAF provides a new and clearer starting point and a clear framework for design decision-making,

3.7.7 Local Mixed Traffic Solutions

Some sections of the networks are proposed to have specific mixed-traffic design solutions to facilitate the mixing of networks on the street section concerned. In particular this will be on sections of street where cycle

users will have to mix with general traffic. These are indicated on the integrated network map in Appendix A, and include Bernard Street (Leith). On other streets less critical to cycle network connectivity, there is an acceptance that, for the foreseeable future, the only feasible action to promote safer mixed cycling (which clearly also has other significant safety benefits) is reducing the speed limit to 20mph.

3.8 Implementing, Updating and Communicating the SAF

If the SAF process becomes established and its recommendations for the long-term reallocation of space across the network are agreed, three further questions need to be addressed:

- What is the process for implementing the SAF recommendations?
- How will the SAF process be updated and revisited over time?
- How should the SAF be communicated?

3.8.1 Implementing the SAF Recommendations

The intention is that the SAF recommendations will be used to inform the implementation of all future projects affecting Edinburgh's street network, at local and strategic scales. This will ensure that individual projects, including those targeted at improving conditions for one mode of transport or in one location, are set in the context of the holistic SAF approach to allocating space across the city's street network and deliver good outcomes for place, sustainable modes, and general traffic.

In order to further assist project managers it is recommended that additional guidance is produced on the application of the principles in table 3.2, with a focus on dealing with more localised conflicts between different street uses. This can build on tables 3.1, 3.2 and the workflow developed here.

3.8.2 Updating and Revisiting the SAF Process

The current outputs of the SAF process provide a long-term framework for the reallocation of space, to ensure that aspirations remain ambitious and that streetspace allocation projects of today always build towards fully integrated networks of the future. The aims and principles of the SAF reflect the direction that Edinburgh's placemaking and mobility strategies have taken over a long period, and so are unlikely to need significant revision in the short to medium term.

However, the SAF is an approach that is innovative in the UK context and in the forefront of international practice. Its use over the coming years will inevitably raise issues that will suggest the need for amendments. Consequently, it is recommended that operation of the SAF is reviewed by early 2026. It is then likely that regular review at intervals of between 2 and 5 years will be appropriate, as the inputs to the process change. This is particularly true for the general traffic network, where the reductions in traffic volumes that are expected in the coming years may create further opportunities to re-examine the current space allocation recommendations. Once the SAF process is established, further opportunities can be re-examined by decision makers in the future, whilst implementing the recommendations from this report in the short to medium term to meet the city's 2030 policy objectives.

3.8.3 Communication of Recommendations

The approach to the reallocation of streetspace across the full city will directly impact those who live on, visit, and pass through the affected streets. Whilst careful communication of these changes is needed as part of each delivery project, there is a distinct opportunity to 'sell' the benefits of the network-wide approach at a city level to convey the overall direction the city wishes to take.

It is therefore important that the emerging outputs of the SAF and the underlying process can be clearly communicated to the public and key stakeholders, as well as the project teams responsible for delivering individual street design projects within the context of the SAF. This will be done by:

- Interactive mapping – the mapping and space allocations documented in this report and associated mapping will be available in GIS format, from which an interactive mapping platform will be made available to allow stakeholders to view the space allocations on each part of the network. This tool could then be made publicly available via the Council's website, if desired, and with careful consideration of audience needs

- Design intents – the space allocation maps and resulting design intents for each of the key corridors identified will be used as inputs to the establishment of future design briefs for downstream delivery projects. The extent of the corridors in each project will take into account the high risks areas of surface water flooding to ensure that climate change risk is embedded in the framework. In this way, design teams can focus attention on detailed design decisions within the strategic framework of the wider network developed by Our Future Streets
- Engagement activities – the SAF principles and concepts will be used to engage key stakeholders as part of future project engagement activities. This could include 'interactive' toolkits to help stakeholders understand space allocation constraints and choices, as used during the 2023 CMP consultation

3.8.4 Monitoring and Evaluation

To ensure that the SAF is being successfully applied and making a positive contribution to future design projects, information will be collected and analysed as each project progresses on how well the designs are able to meet the level of service criteria set out in this report (including on widths assigned to each mode, continuity of cycle and bus priority provision and the priority assigned to these modes at junctions). Projects will be expected to report on how well SAF levels of service are being achieved, alongside project specific objectives. Available data (e.g. traffic counts, journey time data, user research) should also be used to monitor and evaluate projects and policy objectives that deal with street-space allocation.

4 Corridor Investment Priorities

4.1 Introduction

Edinburgh's strategic streets and roads are the main arteries for the movement of people and goods around the city. They present the biggest opportunities and challenges in encouraging sustainable travel. The challenge is increased by the fact that many routes pass through local centres and high streets which have the highest 'place' value.

Continuing to improve public transport, with faster journey times and improved bus stop and interchange facilities, together with improved walking and wheeling connections, and segregated cycle provision, will enhance the attractiveness of these modes, relative to the car. Encouraging mode change is key to moving towards Net Zero targets and CMP objectives.

Due to funding constraints and timescales, it is highly unlikely that substantial improvements to all the city's major corridors could be made by 2030. Consequently, there is a clear need to prioritise investment.

The delivery approach to each corridor will also require careful consideration. Current funding mechanisms, including Scottish Government/Transport Scotland funding streams focussed on particular modes of transport (e.g. Bus Partnership Fund; Places for Everyone) may mean that improvements are sometimes focussed on bus, or on active travel, and/or on particular sections of a corridor. In these cases, the objective will nonetheless be to achieve an outcome consistent with the SAF and therefore with the City Mobility Plan.

In some cases, the benefits of changes on the corridor will be significantly greater if full end-to-end corridor improvements are implemented in an integrated package. In other cases, significant benefits may be realised by focussing on certain sections of the corridor initially (for example via the funding mechanisms noted above). This chapter of the report examines how investment in corridor improvements should be prioritised, with an appraisal of the benefits of full-length corridor packages. It also considers the best means for delivering priorities in the short-medium term alongside the Council's pre-existing programme of local transport and street-based improvements.

4.2 Corridor Appraisal

An appraisal using multiple criteria has been undertaken that examines which corridors are best suited for early investment in public transport priority and active travel improvements. For the purposes of the appraisal, the City of Edinburgh Council boundary area has generally been considered the outer extent and the Low Emission Zone (LEZ) boundary the internal extent of each corridor.

In total, 13 corridors have been assessed as part of the high-level appraisal and are indicated in Figure 4.1 below. These are all composed of the full length or part length of 'A' roads, as defined by Government. Those marked with a (*) denote routes that are not fully 'A' classified but are considered strategic in this assessment.

- A90: Queensferry to Queensferry Street
- A8: Newbridge to Roseburn
- A71: Dalmahoy to Dalry
- A70: Balerno to Haymarket
- A702: Fairmilehead to Tollcross
- A701: Straiton to East Preston Street
- A772: Gilmerton to Liberton Road
- A7: Sheriffhall to East Preston Street
- A6095: Niddrie Mains Road
- A1: Milton Link to City Centre
- A199: Portobello to Newhaven
- A903*: Granton – Stockbridge
- A902*: Ferry Road: Crewe Toll to Great Junction Street

Leith Walk has been excluded from the assessment as this has recently been remodelled as part of the Trams to Newhaven project.

Corridors have been chosen as they have a recognised strategic function, supporting the movement of the greatest number of people and goods within the city or into the city from surrounding regions. Except for A903: Granton – Stockbridge corridor, the corridors are all categorised as 'primary' for general traffic, public transport and cycling, highlighting a need for additional focus when establishing modal priorities.

Typically, corridors currently prioritise general traffic, with bus priority provided where space permits. There is often limited priority or space allocation for place and walking/wheeling, even within defined local centres such as Morningside or Gorgie. There is minimal permanent protected cycling provision, mainly on the new City Centre West to East Link and Leith Walk, with some significant lengths of experimental 'Travelling Safely' segregation on suburban primary and secondary streets (though these typically do not address junctions). The need for improvement, and the resulting competing priorities, is highlighted through the SAF process described in Chapter 3. The analysis in this chapter seeks to identify which corridors should be prioritised for investment, delivering the highest benefits, based on identified appraisal criteria. The city centre is examined in closer detail in Chapter 5, within the overall context of network improvements described in Chapters 3 and 4.

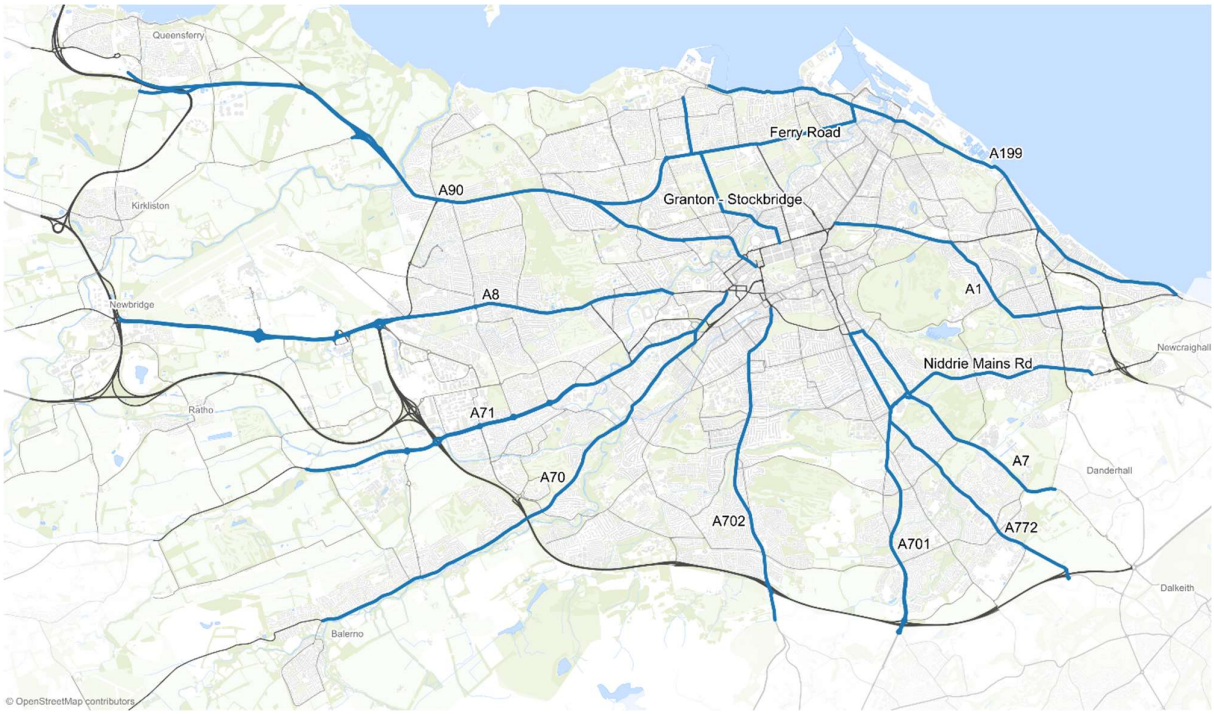


Figure 4.1: Corridors Included in the High-Level Appraisal

4.3 Appraisal Methodology

A high-level assessment was undertaken for all the corridors listed above, following Scottish Transport Appraisal Guidance (STAG) principles. This focussed on the key characteristic that make each corridor suitable for sustainable transport investment.

The priority corridors emerging from the high-level appraisal were reviewed to understand what the existing level of service deficiencies are on each corridor and establish what improvements are required. Corridor specific opportunities were also considered to strengthen the case for investment.

In addition, the feasibility of each preferred corridor has been evaluated, based on deliverability and the cost of implementation. Work has also considered geographical location, with the aim of ensuring a balanced spread of investment and resulting transport benefits throughout the city. Specifically, the assessment has sought to ensure faster and more reliable public transport journeys and the delivery of a high quality, primarily segregated cycle route on at least one corridor in each council locality, delivering safe sustainable

travel for a range of communities. The means for implementing each of these priorities is also then considered.

4.4 High-level Appraisal

4.4.1 Development of Appraisal Criteria

The appraisal of each corridor was carried out in a consistent manner. A standard set of criteria were therefore developed to appraise the corridors, covering all key considerations for assessing sustainable travel investment suitability.

The criteria were developed from the CMP objectives. Understanding what actions are required to deliver the CMP objectives then determining what criteria are needed to assess these actions.

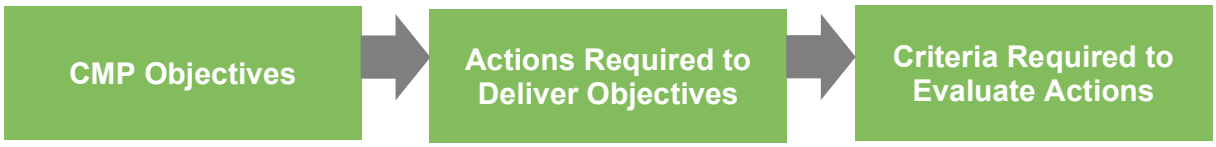


Figure 4.2: Development of Appraisal Criteria

CMP objectives and the proposed actions necessary to deliver against these are listed in Table 4.1 below.

Table 4.1: CMP Objectives and Actions to Deliver Against the Objectives

CMP Objectives		Actions to Support Delivery of the CMP Objectives
Movement To support inclusive and sustainable economic growth and respond to climate change	Increase in the proportion of trips people make by active and sustainable travel modes	1. Target locations for reducing car kilometres driven and promoting more sustainable modes
	Improve sustainable travel choices for all travelling into, out of and across the city	2. Target areas of pedestrian severance, lack of direct safe cycle provision and bus delays
	Reduce harmful emissions from road transport	3. Target corridors with high traffic volumes and poor air quality
	Respond to climate change	4. Target locations that contribute towards local and national policies and climate change targets
	Improve the safety for all travelling within our city	5. Target corridors where safety / accident rates, health and wellbeing can be improved
	Maximise the efficiency of our streets to better move people and goods	6. Target where space is available to improve sustainable modes and where modal networks could be optimised
People To improve health, wellbeing, equality, and inclusion	Encourage behaviour change to support the use of sustainable travel modes	7. Target the biggest network obstacles for people to travel sustainably and build upon projects / proposals already in place creating a connected network
	Ensure that transport options in the city are inclusive and affordable	8. Promote networks that are inclusive and accessible for all, particularly in the areas of higher deprivation
Place To protect and enhance our environment	Reduce the need to travel and distances travelled	9. Target local centres, improving access and sense of Place
	Reduce vehicular dominance and improve the quality of our streets	10. Reduce severance and protect / enhance the surrounding environment (environment, air quality, heritage, etc.)

Table 4.2 summarises the appraisal criteria developed to evaluate corridor projects, and the CMP actions which they seek to support.

Table 4.2: Corridor Appraisal Criteria and Links to Actions

Group	Corridor Appraisal Criteria	Action									
Improving Place and Sustainable Movement	Opportunity to enhance a high street or local centre	**1**	**2**			**5**	**6**	**7**	**8**	**9**	**10**
	Opportunity to improve pedestrian accessibility including overcoming severance	**1**	**2**			**5**	**6**	**7**	**8**	**9**	**10**
	Opportunity to deliver enhanced cycling catering for an important cycle flow	**1**	**2**		**4**	**5**	**6**	**7**	**8**		**10**
	Low traffic volumes, presenting opportunity for reallocation of space without wider intervention	**1**		**3**			**6**				
	Opportunity to improve public transport by reducing delays or increasing reliability	**1**	**2**		**4**		**6**	**7**	**8**		
Policy Integration	Opportunity to reduce transport poverty and inequality	**1**	**2**	**3**	**4**	**5**		**7**	**8**	**9**	**10**
	Opportunity to mitigate negative traffic impacts on air quality	**1**	**2**	**3**	**4**	**5**				**9**	**10**
	Ability of investment in the corridor to support new development and/or regeneration				**4**				**8**	**9**	**10**
Deliverability	Integration with existing projects	**1**	**2**	**3**			**6**	**7**	**8**	**9**	**10**
	Viability of alternatives for general traffic	**1**		**3**		**5**	**6**				
	Impacts on parking and loading	**1**	**2**	**3**			**6**	**7**		**9**	**10**

1. Target locations for reducing car kms driven and promoting more sustainable modes
2. Target areas of pedestrian severance, lack of direct safe cycle provision and bus delays
3. Target corridors with high traffic volumes and poor air quality

4. Target locations that contribute towards local and national policies and climate change targets
5. Target corridors where safety / accident rates, health and wellbeing can be improved

6. Target where space is available to improve sustainable modes and where modal networks could be optimised
7. Target the biggest network obstacles for people to travel sustainably and build upon projects / proposals already in place creating a connected network
8. Promote networks that are inclusive and accessible for all, particularly in the areas of higher deprivation
9. Target local centres, improving access and sense of Place

10. Reduce severance and protect / enhance the surrounding environment (environment, air quality, heritage, etc.)

4.4.2 Appraisal Scoring

The appraisal of each corridor has been completed using a five-point-scale assessment as outlined in Table 4.3 below. It should be noted that each of the criteria listed in Table 4.3 are given equal weighting through the appraisal process.

Table 4.3: Appraisal Scoring

Corridor Appraisal Criteria	Metrics	Major Negative	Minor Negative	Neutral	Minor Positive	Major Positive
Opportunity to enhance a high street or local centre	Density of shop frontages and key services Street typology defined in Edinburgh's Street Design Guidance	n/a	n/a	No significant opportunity for enhancement	Minor opportunity for improvement in local centre or major opportunity in local centre	Major opportunity for improvement in local centre / High Street location
Opportunity to improve pedestrian accessibility including overcoming severance	Number of crossings per km Width of footways Key desire lines	Major constraints preventing opportunity to improve	Local constraints limit opportunity to improve	No significant opportunity for enhancement or balance of opportunities and constraints.	Minor opportunity to improve pedestrian facilities / low footfall location	Significant opportunity to improve pedestrian facilities in high footfall location
Opportunity to deliver enhanced cycling catering for an important cycle flow	Observed cycle volumes and the propensity to cycle. Proximity and ease to connect to existing cycling infrastructure. Topography	Major constraints preventing opportunity to improve	Local constraints limiting opportunity to improve	No significant opportunity for enhancement or balance of opportunities and constraints.	Good opportunity but modest growth potential or modest opportunity with good growth potential	Significant opportunity and high growth potential
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	Observed traffic volumes on and connecting to the corridor	Over 1000 per hour	750-1000 per hour	500-750 per hour	250-500 per hour	Under 250 per hour
Opportunity to improve public transport journey times by reducing delays / increasing reliability	Observed public transport volumes (bus / passenger) + variation in journey times	n/a	n/a	No bus service / No significant impact	Modest opportunities to reduce delays and reliability taking account of number of buses and priority opportunities	Significant opportunities to address delay and reliability, taking account of number of buses and priority opportunities
Opportunity to reduce transport poverty and inequality	Proximity to SIMD lower percentiles or key amenities	Does not serve SIMD lowest 40%	Does not serve SIMD lowest 20%	No significant benefit	Indirectly serves SIMD lowest 20%	Directly connects SIMD lowest 20%
Opportunity to mitigate negative traffic impacts on air quality	Number of AQMAs and cultural heritage assets on the corridor	Significant potential to worsen	Minor potential to make worse - will require mitigation	No significant impact	Slightly improves	Significantly improves

Corridor Appraisal Criteria	Metrics	Major Negative	Minor Negative	Neutral	Minor Positive	Major Positive
Ability of investment in the corridor to support new development and/or regeneration	Connection to LDP sites	n/a	n/a	Does not serve an LDP site	Indirectly serves a major LDP site or directly serves a moderately sized LDP site	Directly serves a major planned development site
Integration with objectives of existing projects	Existing projects	Corridor proposal is in direct conflict with project objectives	Corridor proposal has a minor conflict with project objectives	No significant impact on project objectives	Corridor proposal aids project objectives	Corridor proposal is fully aligned with project objectives
Impact on general traffic and likely displacement	Capacity of parallel routes	No suitable alternative – major impact likely	Some additional delay or diversion likely	No significant displacement of traffic	N/a	N/a
Impacts on parking and loading	Density of parking and loading on the corridor and adjoining streets	Currently large amounts of on street parking and loading - removal or substitution very challenging	Moderate amounts of parking and loading- removal or substitution challenging. Or large amounts of parking and loading - removal or substitution moderately challenging	No significant parking and loading impact	N/a	N/a

4.4.3 Appraisal Data Sources

The high-level appraisal made use of the following available data sources:

- Observed traffic information to determine tram, bus, and general traffic volumes. Supplemented by traffic model information if no direct traffic count was available.
- Less readily available, observed traffic information to determine cycle and pedestrian volumes. Supplemented by perceived key desire lines.
- Shop and crossing locations/types throughout Edinburgh to help determine local centres and existing crossing facilities.
- Known Air Quality Management Areas (AQMA) and key environment/heritage receptors to establish impacts on the surrounding environment.
- Scottish Index of Multiple Deprivation (SIMD) to understand the communities most likely using the corridors.
- Edinburgh's Local Development Plan (LDP) and Action Programme (LDPAP) which identifies areas for future development and the developer or council led infrastructure needed to support these, and a list of proposed infrastructure projects to identify where and what type of developments and major network changes are forecast for Edinburgh.
- Proposals for West Edinburgh, Granton, and the City Plan 2030 to understand the impact of new developments.

Where appropriate, the information listed above and used in this appraisal is contained in Appendix B.

4.4.4 High-Level Appraisal Summary

It is important for the corridors to demonstrate a positive contribution towards delivering against the previously defined criteria. The stronger the performance against the criteria indicates a corridor as being better suited for sustainable transport investment.

A summary of the corridor appraisal results is presented in Table 4.4 and additional details on the appraisal for each corridor are given in Appendix C. The summary of the different options uses the five-point-scale previously described in this report to compare the corridors in a consistent manner. Indicative assumptions for cost and deliverability have also been included to enable comparison.

The A8 corridor is identified as the strongest performing corridor against the criteria identified, and as such should be prioritised for investment. As described later in this chapter, there is also a strong case for delivering these improvements as a full-corridor investment.

Five other corridors have been identified as performing strongly overall against the appraisal criteria. These are the A71, A70, A7, A6095 Niddrie Mains Road and A903 Granton - Stockbridge. Some of these corridors already have design development projects underway, either for the corridor as a whole or for sections of it. The means for delivering these investment priorities will therefore differ by corridor, which again is described later in this chapter.

Table 4.4: High-Level Corridor Appraisal

Corridor / Corridor appraisal criteria	WEST				SOUTH				EAST		NORTH		
	A90	A8	A71	A70	A702	A701	A772	A7	A6095: Niddrie Mains Road	A1	A199	A903: Granton - Stock-bridge	A902: Ferry Road
Opportunity to enhance a high street or local centre	0	+2	+2	+1	+2	0	+1	+1	+2	+1	+2	+2	+1
Opportunity to improve pedestrian accessibility including overcoming severance	+2	+2	+2	+1	+2	-1	-1	-1	+1	+1	-1	+1	+1
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	+2	+2	+1	+1	+1	+1	+1	+2	+1	+2	+1	+1
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-2	-1	-1	+1	-1	+1	+2	-1	-1	-1	-1	+2	-2
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	+2	+1	+1	+1	+2	0	+2	+2	+1	0	0	+1
Opportunity to reduce transport poverty and inequality	0	0	+2	+1	0	+1	+1	+2	+2	-1	-1	+1	+1
Opportunity to mitigate negative traffic impacts on air quality	0	+2	+1	0	0	0	0	+1	0	0	+2	0	+2
Ability of investment in the corridor to support new development and/or regeneration	0	+2	+1	0	0	+2	+1	+2	+1	+2	+2	+2	+1
Integration with objectives of existing projects	0	+2	+1	+1	+1	0	0	+2	+2	0	+1	+2	0
Impact on general traffic and likely displacement	-2	-1	0	0	0	0	0	0	-1	0	-1	0	-1
Impacts on parking and loading	0	-1	-1	0	-1	-1	-1	-1	-1	0	+2	-1	-1
Cumulative corridor score (Opportunity):	**0**	**+11**	**+10**	**+7**	**+5**	**+5**	**+4**	**+8**	**+9**	**+4**	**+7**	**+10**	**+4**
Indicative cost assumption													
Feasibility / deliverability													

Key

Indicative cost assumption	High	Medium	Low
Feasibility / deliverability	Complex	Intermediate	Feasible

4.5 Corridor Deficiencies, Opportunities and Feasibility

Preferred corridors have been further assessed in terms of:

- Deficiencies - in the current level of service for walking, wheeling, cycling and public transport
- Opportunities - for improving infrastructure (informed by the SAF space allocations in Chapter 3)
- Feasibility - of implementation, including cost

This analysis supports the need to prioritise investment in these corridors, and also helps to inform how improvement measures should be delivered on each corridor.

A8 Newbridge to Roseburn

Deficiencies:

- Drumbrae roundabout is a barrier to pedestrian, wheeling and cycling movements, and particularly impacts the safe movement of the young and the elderly accessing Corstorphine from the west.
- Corstorphine is an important local centre, but road space currently prioritises vehicles over people and place, seriously impacting the quality of the environment.

Opportunities:

- West Edinburgh development will deliver 10,000 new dwellings between Maybury and the Airport, with high non-car mode shares being encouraged. Proposals will significantly increase the number of buses on the corridor, from approximately 40 to 60 per hour, per direction. Improved bus priority is critical in helping move the large number of new residents (up to 30,000) sustainably to and from the city centre along the corridor.
- Similarly, provision of safe cycling infrastructure is key in encouraging sustainable travel from West Edinburgh, around the city. Segregated cycling infrastructure will help connect existing proposals in the west of the city with the new infrastructure in the city centre (e.g. City Centre West East Link and Roseburn to Union Canal schemes).

Feasibility:

- Construction of a new signalised junction at Drumbrae will deliver improved bus priority and pedestrian and cycling provision. Nevertheless, general traffic capacity will be reduced with some likely redistribution of traffic onto the A90 and A71 corridors.
- Place could be prioritised within Corstorphine local town centre. Elsewhere, the outline concept for the A8 corridor is similar in approach to that for A6065 Niddrie Mains Road, albeit on a larger scale. As above, the project is key to delivering the sustainable expansion of the city into West Edinburgh, and the need to cater for up to 50,000 new residents. With the right level of ambition, the scheme has the potential to be an exemplar project for the city and beyond, unlocking further investment in sustainable travel.
- No work has yet commenced on the detail of the proposals. Nevertheless, subject to funding this could start soon and, subject to funding and the Traffic Regulation Order (TRO) process, the project could be delivered in a similar timeframe to A6065 Niddrie Mains Road.

A71 Dalmahoy to Dalry

Deficiencies:

- There are notable delays to bus services at Chesser Avenue and through Gorgie.
- The 1960s dual carriageway layout of Calder Road prioritises general traffic. The lack of building frontages results in the corridor lacking urban character and impacts on the sense of place.
- Major roundabouts make cycling difficult and pedestrian routes via underpass crossings are unattractive.

Opportunities:

- There is an opportunity to reimagine Calder Road, a smaller footprint, constructed to modern design standards, which could accommodate improved walking, wheeling, and cycling infrastructure, and improved bus stops and priority.

- High Scottish Index of Multiple Deprivation (SIMD) scoring in neighbouring residential areas provide a catchment to affordable and sustainable transport options for those most in need.
- Signalised junctions would reduce severance and enable improved traffic control under the Urban Traffic Control (UTC) system.
- A reduced road footprint may provide space for new housing development and place infrastructure, including green-blue space.
- Reducing vehicle movements through Gorgie / Dalry (with the possible use of modal filters) will improve the sense of place within each local centre and reduce emissions.

Feasibility:

- Reconstruction of Calder Road will have a high cost and create significant disruption during construction. Nevertheless, some of the cost could be offset against the sale of any remaining land and / or the construction of new housing.
- A masterplan for the corridor is required to fully explore the above opportunity.
- Three corridors to the west of the city identified as performing strongly in the appraisal. It is unlikely that all three could be progressed at the same time due to significant levels of general traffic redistribution.

Given the high cost of this corridor, and the greater short-term opportunities elsewhere, it is recommended that this corridor is not prioritised for early investment along its full length. However, there is a significant opportunity to take forward a similar town centre project in Gorgie to that currently being developed in Dalry, associated with better cycling connections to and through the area, measures to reduce bus delays, and diversion of car traffic on to the West Approach Road. Furthermore, work to explore in detail a longer term design vision for the western section of the route would be worthwhile in the medium term.

A70 Balerno to Haymarket

Deficiencies:

- Between Balerno and Juniper Green, the corridor is narrow with no opportunity to provide bus lanes or segregated cycle infrastructure.
- Public transport delays are frequent on this corridor. The Bus Partnership Fund (BPF) is considering options to improve journey times through Inglis Green Road / Craiglockhart Avenue / Hutchison Terrace.
- The Travelling Safely programme has delivered segregated cycling between Gillespie Crossroads and Slateford. A combination of segregated cycling and cycling in bus lane is provided between Hutchison Terrace and Robertson Avenue. A westbound cycle lane is also provided between Ardmillan Terrace and Shandon Place. However, upgrading cycle connections along the corridor and into the Dalry and Fountainbridge projects will require careful consideration to integrate with reducing bus journey times and improving reliability.

Opportunities:

- Regional traffic volumes are relatively low, with most traffic originating within the city boundary. Therefore, potential impacts of scheme proposals on wider regional connectivity will be minor.
- The corridor is an important public transport route and has been selected on several occasions as a route to trial interventions that could help speed up bus services. Implementing this trial could inform a roll out of interventions across the city in line with Bus Priority Fund objectives.
- There is the potential to build upon the active travel plans for Dalry Road and Fountainbridge that are currently in development.

Feasibility:

- Proposals for this corridor should build upon the Travelling Safely programme which has delivered cycling improvements on the inner section of the corridor from Gillespie Crossroads.
- Prioritising the A70 corridor capitalises on investment already made or underway (BPF Travelling Safely).
- The corridor has been identified by Lothian Buses and the Council as a route to trial the delivery of faster bus services.

- Required interventions are relatively low cost and can be quickly delivered. They include Urban Traffic Control / Automatic Vehicle Location (UTC/AVL) connectivity, 7/7/7 bus lanes, and appropriate bus stop realignment.
- Roll-out is dependent on Lothian Buses completing their tracker upgrade but work could commence from mid-2024 onwards, subject to stakeholder agreement and funding availability.
- Subject to the development of a robust business case for a preferred intervention, it may be possible that proposals can be delivered as an accelerated scheme through a further BPF award.

A7 Sheriffhall to Melville Drive

Deficiencies:

- The corridor is located close to major university campuses, and the Royal Infirmary and BioQuarter. The propensity to cycle to these locations is high but the infrastructure available to do so is limited.
- Cameron Toll is a key local centre and interchange point for public transport, but facilities are poor.
- There is an opportunity for local place and walking improvements at the local shops on Dalkeith Road.

Opportunities:

- There is a commitment from the council to make early improvements to the pedestrian environment on South Bridge.
- There is an opportunity to remove intrusive through traffic ahead of proposed tram timescales to improve bus journey times and reliability, improve walking/wheeling and place conditions in the shorter term. The Cameron Toll to BioQuarter Active Travel Route will improve cycle facilities on the southern section of the corridor.
- Future tram is proposed for the A7 corridor and will include significant placemaking and active travel improvements.
- The A7 is a key regional corridor, connecting not only the southern neighbourhoods of Edinburgh but also to key towns in Midlothian. Strengthening the corridor will therefore contribute positively the regional as well as city economy.

Feasibility:

- Proposals for the A7 corridor reflect the emerging ambition to deliver future tram.
- Subject to funding, it is very unlikely that tram could be delivered before the early 2030s. Nevertheless, high level design work (supporting the Strategic Business Case) has already commenced. Track alignment design is complex and alignment requirements will need to take priority if a successful scheme is to be delivered. Other design aspects will take full cognisance of the Circulation Plan, including the need to improve Place and wider public transport, walking, wheeling, and cycling provision. While limiting abortive work, key projects can be delivered in advance of tram, including the Cameron Toll to BioQuarter Active Travel Route. The design for this has already been optimised (design changes and a revised materials specification) to minimise necessary rework and cost if a future tram is delivered.

A6095 Niddrie Mains Road

Deficiencies:

- There is significant congestion for public transport during the peaks and at weekends. The latter driven by shopping demand to/from Fort Kinnaird.
- The environment in the important Craigmillar local centre is poor.
- Conditions for cycling along the corridor are unsatisfactory, the relatively narrow mixed use main road makes cycling uncomfortable.

Opportunities:

- This corridor runs through several areas identified in SIMD's lowest 20 and 40 percentiles. Significant efforts should be made to reduce transport inequalities and to improve health, safety and wellbeing, equality, and inclusion.

- Expanding on the above, this corridor provides key links between SIMD lowest 20% and 40% to regeneration and new development in the Queen Margaret University area.
- Along much of the corridor there is space available to allow a combination of more focus on place in the local centre, introduction of bus priority, and protected cycling.
- The quality of the environment at Craigmillar local centre is poor and currently prioritises vehicles over people and place. A project to improve Niddrie Mains Road has already commenced, with proposals seeking to improve walking, wheeling, and cycling opportunities while also improving public transport reliability.

Feasibility:

- The Niddrie Mains Road project is already in the early stages of development.
- The scheme seeks to improve Place within Craigmillar local centre, while delivering improved bus priority on the approaches to Duddingston Road West and The Wisp junctions. Both segregated cycling and new bus lanes are proposed with upgrades to footways to ensure appropriate space is retained for pedestrians. Work also considers changed pedestrian desire lines and the need for revised crossing opportunities as a result of new development across Craigmillar and Greendykes.

A199 Portobello to Granton

Deficiencies:

- Portobello's local centre suffers from poor quality pedestrian facilities and place environment.
- There is limited bus service between Leith and Portobello on this corridor. Significant future need anticipated to cater for development plans on the corridor.
- Poor conditions for cycling on Seafield Road and Salamander Place.

Opportunities:

- It is recognised that the A199 is and will remain an important traffic corridor in north Edinburgh.
- Major developments are proposed at Granton, Leith and Seafield, which are all linked by this route.
- Although bus provision is low on the eastern part of the corridor it will be essential to support new development at Seafield. The route is also key in the delivery of new orbital bus connectivity, as outlined in City Plan 2030.
- Some reallocation of road space is possible:
    - Reducing vehicle movements through Portobello (with the possible use of modal filters) would improve the sense of place within each local centre and reduce emissions.
    - Proposals have been developed for segregated cycling from Lindsay Road to Seafield, and there is space for protected cycle tracks on Seafield Road.
    - A connection eastward to Musselburgh integrates well with East Lothian Council active travel proposals.

Feasibility:

- Work is underway to develop proposals for Portobello High Street, which are in the early stages of development.
- Some sections of the corridor are including under existing projects (e.g. Leith Connections Phase 2).

A903: Granton – Stockbridge

Deficiencies:

- Vehicle movements and parking are prioritised within Stockbridge, over Place, pedestrians, walking and wheeling.
- Continuous kerbside parking within Stockbridge limits pedestrian crossing opportunities and dominates the environment.

- There is no existing cycle infrastructure on this corridor.

Opportunities:

- There is an opportunity to reduce vehicle dominance within Stockbridge, prioritising, pedestrians, wheeling and cycling.
- A comprehensive redesign of Raeburn Place could be considered, to prioritise place functions and improve the walking environment. Measures to reduce through traffic could be considered though alternative routes are limited.
- Removing traffic would significantly increase the walking and place functionality of the corridor. The streetscape could be improved, building upon the high-quality surrounding environment and character uses (e.g. the Stockbridge Sunday market).
- There is space for protected cycling on East Fettes Avenue, and little to no on street parking or loading for most of its length.

Feasibility:

- A potential closure on Raeburn Place could be trialled at weekends initially, when traffic volumes are lower, with suitable alternatives for general traffic to the west (Queensferry Road/Orchard Brae) and to the east (Inverleith Row).
- Trial restrictions within Stockbridge could be delivered relatively quickly, subject to appropriate levels of consultation and engagement. Following a similar approach to the successful Summer Streets programme in the city centre, Stockbridge had a traffic free day on Raeburn Place in 2019. Such a trial could be repeated, building on the successful farmers market and other local initiatives.

4.6 Summary

The recommendation to prioritise the preferred corridors is informed by the following factors:

- the opportunity for improvement
- feasibility and affordability of delivery
- geography, and
- work already in progress, due to identification in ongoing programmes

It is recommended that the A8 corridor is prioritised as a full end-to-end corridor scheme. This corridor performs most strongly against the assessment criteria and will provide significant benefits along the full corridor, due to:

- the significant development in west Edinburgh and the need to move large numbers of people sustainably along this corridor
- the opportunity to enhance bus priority along the full length of this corridor
- the opportunity to provide a key cycling connection to link future development with recently installed cycling infrastructure on the corridor, and take advantage of the relatively low-gradient conditions on the corridor

Five other corridors recommended for priority sustainable transport investment: A70, A7, A6095 Niddrie Mains Road, A903 Granton – Stockbridge and A199 Granton to Portobello. These corridors are shown in Figure 4.3. It is likely that these corridors will be delivered by a combination of existing planned projects on the corridors, and localised improvements to deliver key benefits early (for example via BPF).

In relation to the A71 corridor, different approaches are recommended for the inner and outer sections as discussed above. To maximise potential benefits, across all users and modes, it is recommended that a masterplan for the future of Calder Road should be developed. In the meantime, it is recommended that local centre improvements, similar to those currently under development in Dalry, should be taken forward for Gorgie, delivering benefits for place, walking/wheeling, cycling and public transport.

Figure 4.4 illustrates how investment in priority corridors would link to existing proposals for the city centre, helping deliver an improved core walking, wheeling, and cycling network across the city. Figure 4.4. shows the preferred corridors alongside ongoing projects (note: to be reviewed).

Figure 4.3: High-level Appraisal Priority Corridor Outcomes: A8, A70, A7, A6095 Niddrie Mains Road and A903 Granton- Stockbridge

Figure 4.5: Prioritised Corridors and Projects that will Interact with Delivery

5 City Centre

5.1 Introduction

The city centre is the biggest attractor of trips in Edinburgh and has the densest concentration of users across all modes. Ensuring the city centre is the purpose for trips and minimising its role as a short cut for general traffic to another destination ('to not through') is critical for reducing private vehicle kilometres and helping to achieve climate change targets. Removing unnecessary trips from the city centre will also reduce vehicle dominance on Edinburgh's streets, making it more place and people oriented.

In addition to climate change targets and ambitions to put people first, there are several planned projects competing for space in the city centre. There is a need to understand how these projects impact each other and assess benefits to all users holistically across the city centre rather than potential siloed thinking on individual project's objectives. Assessing options for the city centre should lead to the harmonisation of projects and establish priorities.

5.2 Edinburgh City Centre Transformation (ECCT)

Developed in 2019, the Edinburgh City Centre Transformation (ECCT) strategy outlined a programme to enhance public spaces to better support life in the city, by prioritising movement via walking/wheeling, cycling, bus, and tram in central streets while improving access and opportunity for all.

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

Over a ten year period, the strategy aims to deliver:

- A walkable city centre right at the heart of the World Heritage Site, enabled by a pedestrian priority zone and a network of connected, high-quality, car-free streets
- High-quality streets and public spaces where improvements allow for people to be inspired by the city's unique heritage while they interact, relax or play
- A connected network across the city centre of new segregated and safe cycle routes to link communities and destinations, including the provision of a new walking and cycling bridge connecting the Old Town and the New Town
- Enhanced bus priority measures through the city centre, with improved traffic signal priority and rationalisation of bus stops to reduce bus congestion on key streets
- The creation of public transport interchanges at key nodes of the city centre, to improve connectivity between rail, bus, tram and the new hopper service
- An accessible city centre where people, especially those with mobility restrictions, can overcome the city's steep hills and explore its different street levels through lifts or other forms of vertical connections at key points in the city
- A reallocation of space in the city centre to reduce the impact of vehicles and free up space for other users, through a significant reduction in on-street parking with priority given to residents and blue badge parking where appropriate

The strategy is accompanied by a delivery plan which recommends that the following interventions are rolled out across the city centre:

1-5 Years (from 2019)

- Development of an integrated operations and management plan for the city centre
- Working with transport providers to develop a public transport optimisation plan for the city centre
- Implementation of car free streets in Old Town as identified in the Strategy
- Closure of Waverley Bridge in conjunction with Waverley Masterplan
- Implementation of City Centre West to East Link project

- Implementation of the Meadows to George Street scheme
- Implementation of the George Street and First New Town project
- Monitoring of early operational changes and trials through short term initiatives like Open Street and Festival Summer Streets programmes
- Measures to improve city centre public realm, like seating, lighting, planters, etc.
- Trial of city centre public transport loop hopper bus

6-10 Years (from 2019)

- Permanent public realm improvements to key streets identified in the Strategy
- Implementation of road space reallocation on Lothian Road (over 3 phases)
- A new cycling and walking bridge linking Old Town and New Town
- Investigate business case and alignment for a new tram route
- Integrated ticketing and timetabling across all public transport
- Delivery of city centre transport interchanges
- Implementation of the Princes Street and North Bridge public realm

5.3 Why Take the City Centre Transformation Further?

Conditions for pedestrians on many city centre streets remain unacceptably poor and this was reflected in recent consultation that showed significant support for measures to address this issue (see Chapter 2). The adopted ECCT proposals seek to make big improvements in the centre, but would still leave traffic passing through its core, most notably on the Bridges corridor, the Cowgate and Canongate. On these streets pedestrian numbers are such that for large parts of the year there is crowding and pedestrian congestion.

Following completion of the ECCT strategy, Edinburgh declared a Climate Emergency in 2019 and subsequently set an ambitious target for the city to achieve net zero carbon for all city transport by 2030, with an associated target to reduce private car kilometres driven by 30% by the same year.

For the city to achieve these targets as a whole, the city centre will play a significant part in managing citywide demand. For the city to achieve these targets in just six years' time, the city centre will require a significant reduction in general traffic in the short term. Therefore, there is a strong case to go further than the current ECCT proposals to expedite the changes needed to the city centre transport network and meet the Council's policy objectives.

The current ECCT proposals, once delivered, are expected to bring about a range of economic, wellbeing and wider benefits for the city centre and all those who use its streets and places. As documented in the ECCT strategy, over a ten year period these benefits include:

- £110 million of economic benefits, based on the additional uptake of walking, wheeling and cycling, additional spending generated in the city centre and reduced costs associated with road accidents with less traffic in the city centre
- £310 million of wellbeing benefits, based on decreased traffic congestion and air pollution, a greater sense of local community belonging and increased interaction with green spaces
- Additional, as-yet-unquantified benefits, based on ease of movement, improved health, reduced flood risk and enhanced amenity value
- Wider economic benefits associated with related projects, including the low emission zone and city regeneration projects, that will be enhanced by ECCT implementation

More ambitious plans for the city centre's streets would therefore lead to a strengthening of these benefits, both in terms of improved place value and the monetised value of the benefits contributing to the city centre's economy. This is particularly the case for health, wellbeing and related benefits which would increase if traffic was reduced further in the city centre and space reallocated to place and sustainable travel modes.

As part of Our Future Streets, options have been developed to examine how ECCT proposals could be developed further, where additional benefits would arise, and what resulting operational impacts would need to be managed.

These have been informed by the learning from other cities (see Chapter 2) as well as Edinburgh's own experience of temporary street closures through the Open Streets and Summer Streets programme, as well as the early closures of Waverley Bridge, Cockburn Street and Victoria Street that were implemented during the Travelling Safely programme of 2020/2021 and remain closed as of early 2024.

5.4 Option Development

For the purposes of this assessment, the city centre has been defined as the current Low Emissions Zone (LEZ) boundary. The development of options within this boundary has examined ways in which the city centre's streets can be transformed to meet the policy objectives and benefits described above, and to understand the operational issues of doing so.

The overall aim is to enhance the place value of the city centre and strengthen the size, quality and ease-of-understanding of the Pedestrian Priority Zone (PPZ) that was defined by ECCT, while supporting a reduction in private vehicle trips across the city centre. In doing so, the options examine existing and planned street improvement projects, but identify ways in which these projects can be cast within holistic and intuitive plans for all users of the city centre's streets, rather than at a project-specific level.

The development of the options outlined below should be considered as concepts. Proposals have been checked at a high-level to ensure proposals do not have obvious reasons why they could not be implemented. However, further feasibility studies will be required before exact details of interventions, including changes to routes, can be confirmed. For example, all interventions that impose general traffic restrictions will need to be assessed in terms of accessibility for mobility impaired users and specific times of operation for potential delivery windows.

For clarity Figure 5.1 below outlines the LEZ and PEZ boundaries in Edinburgh City Centre.

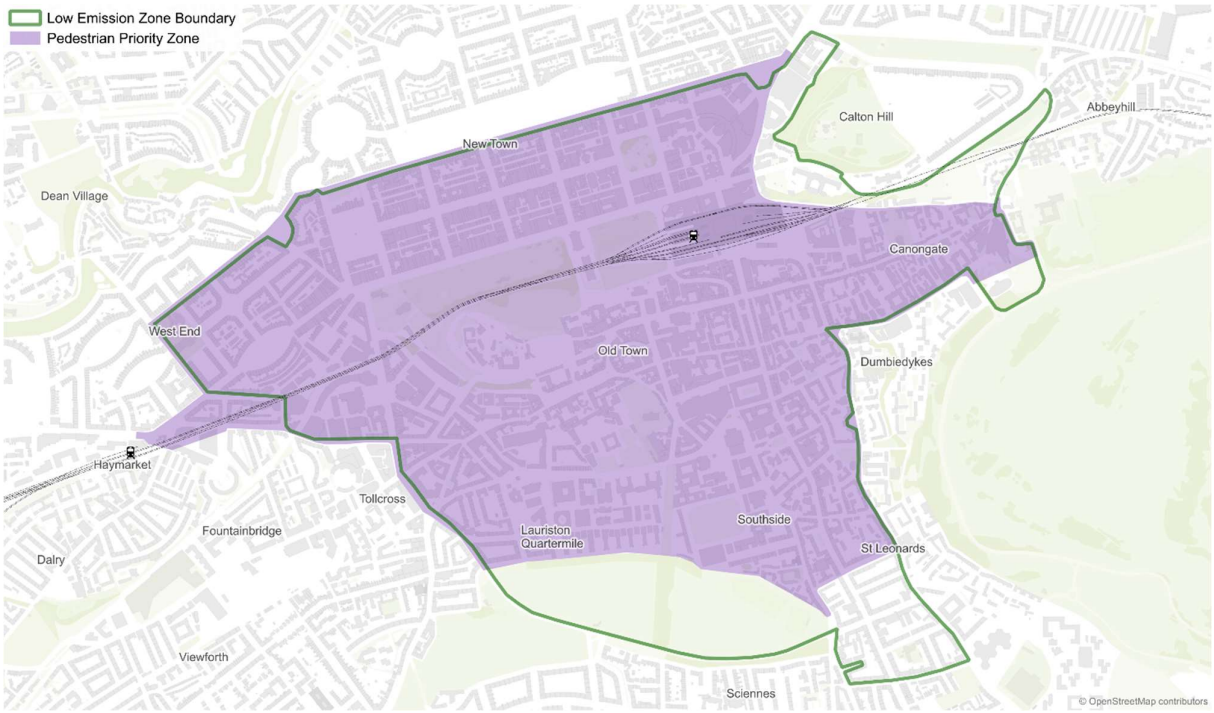


Figure 5.1: LEZ and PEZ Boundaries

5.4.1 Option A

Option A reflects the city centre changes proposed as part of the ECCT strategy. This option is the basis of the PPZ, within which those walking, wheeling, and cycling will have priority through a combination of car-free and traffic-calmed streets, and those driving vehicles treated as 'guests' for the movements that need to be made.

Option 1 has established this by changing access to the Old Town and First New Town areas, where it is only possible for private vehicles to travel between these areas on boundary streets (in this case Lothian Road and North Bridge). To achieve this, a series of traffic filters are proposed, to break the link for through-traffic movements but facilitate local access on residents and servicing on the key streets within each area. Those walking, wheeling, cycling, and using public transport will have the most direct routes across and within the city centre, compared with private cars.

This option is set out in Figure 5.2 below. Notable general traffic filtering/managed access includes:

- Waverley Bridge closure improves the quality of this public space and simplifies the operation of Waverley Bridge junction, improving bus and tram reliability on Princes Street
- General traffic closures at Victoria Street, Cockburn Street and Johnston Terrace enhance the quality of these historic places and improve the level of service for walking, wheeling, and cycling
- The Meadows to George Street scheme enhances the place setting of this route, delivers new segregated cycling infrastructure and improves public transport reliability
- The George Street project improves the quality of Place, walking and cycling

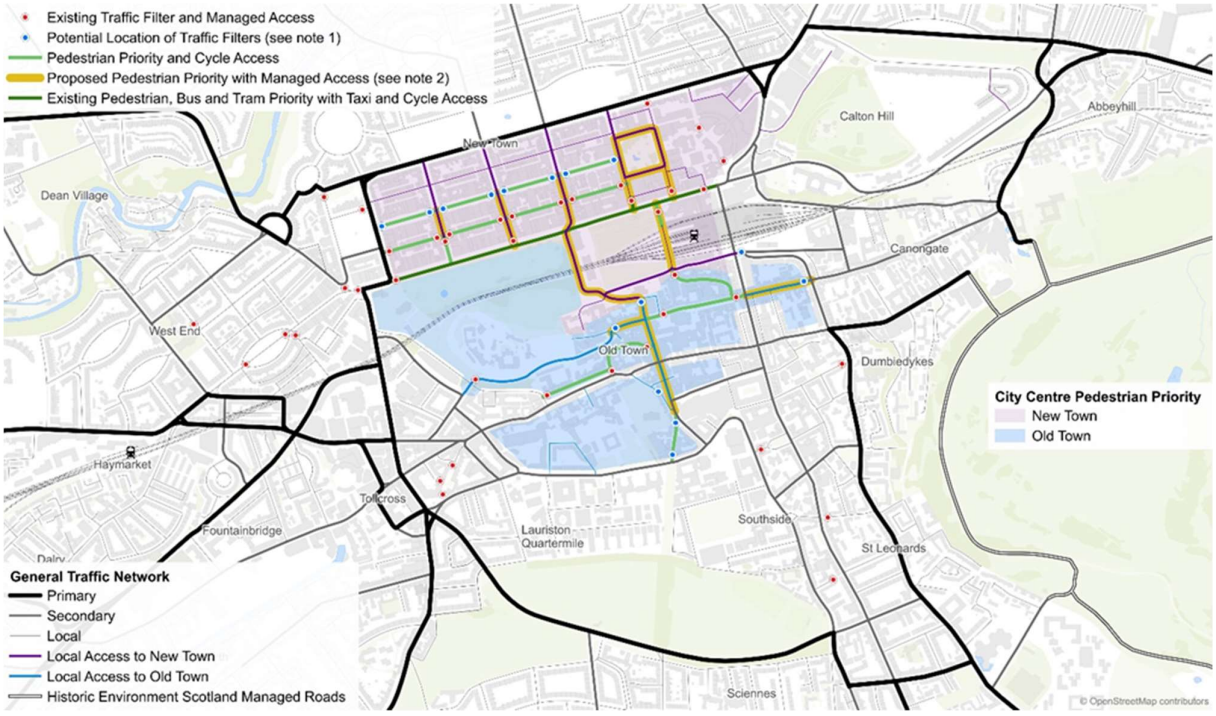


Figure 5.2: Option A

1: Traffic filter locations are indicative. They represent streets that would be subject to restrictions rather than specific locations, which would be subject to further detailed work if the relevant option is approved

2. Categories of vehicle and times of day subject to further detailed work

5.4.2 Option B

Option B builds on the proposals of Option A by strengthening the eastern boundary of the PPZ and the LEZ, seeking to improve on the poor place function and poor conditions for walking and bus movements on this side of the city centre, particularly on the Bridges corridor. The option introduces further traffic restrictions between the Old Town and the New Town and East End areas to the north. In doing so it requires private vehicle movements between these areas to be made further east on the Pleasance corridor (or on Lothian Road to the west, as per option 1), which will create further opportunities on the Bridges corridor and its connecting streets to prioritise sustainable travel connections, ease of pedestrian movement, and place-based enhancements on a wider scale.

Travel across the city centre between Old Town, New Town and East End areas will therefore be prioritised for those walking, wheeling, and cycling and using public transport. Key intervention are:

- Bridges Corridor – no through-traffic movements at North Bridge and East End junction, with new tram connection and cycling connections to compliment the Meadows to George Street corridor already established in Option A
- Lothian Road – further space reallocation on Lothian Road to create space for protected cycle tracks and associated urban realm, to compliment the connections established on parallel corridors

This option is set out in Figure 5.3 below, showing how the measures will expand the area of traffic-restricted streets to the eastern side of the New Town and East End area.

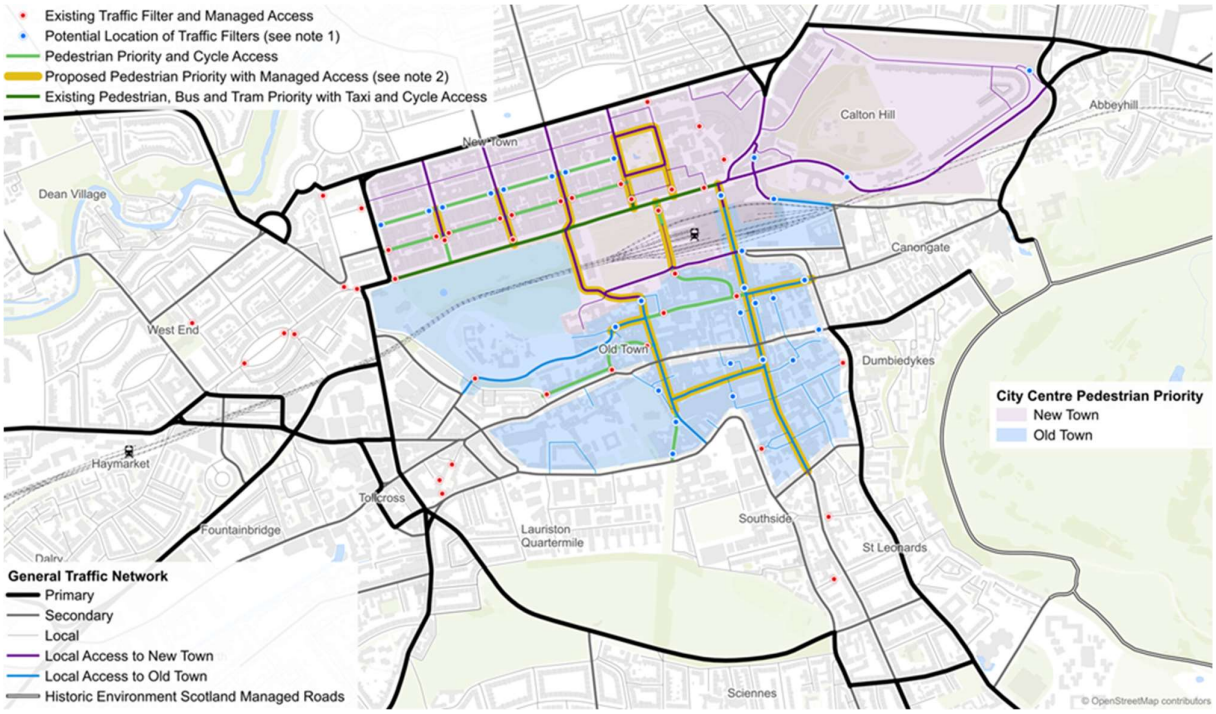


Figure 5.3: Option B

1: Traffic filter locations are indicative. They represent streets that would be subject to restrictions rather than specific locations, which would be subject to further detailed work if the relevant option is approved

2. Categories of vehicle and times of day subject to further detailed work

Development of the business case for future tram is currently in progress. However, work undertaken to date indicates a preference for a route to the south via the Bridges corridor. Construction of tram would be a major step change in public transport provision and would provide a fast and efficient alternative to the car. Tram operation would require a significant reduction in traffic volumes on the Bridges corridor. At this stage, a bus gate/junction layout changes would need to be considered for North Bridge that would restrict through

traffic. Local access would be maintained throughout the day with a connection maintained at Chambers Street.

Ahead of tram delivery timescales, bus journey times and reliability could be improved by introducing filtering and managing access as proposed.

Tram concept designs allow for improved walking/wheeling and place facilities on the Bridges corridor, which suffers from narrow footways and poor public realm. Safer cycling features would be provided; however, segregated cycling would be provided on parallel routes including Buccleuch Street and the Pleasance.

Local and delivery access north of Chambers Street would be based on time of day restrictions and to be developed as part of the next stages of the City Centre Operations Plan. Walking/wheeling, cycling and bus would be prioritised. Car parking would be restricted on North Bridge or South Bridge and considerations would need to be made for those with mobility issues.

The Lothian Road project is also under development and aims to transform the street, significantly improving its streetscape and place function, improving conditions for walking/wheeling and implementing segregated cycling, whilst protecting travelling conditions for buses. Traffic flows would remain significant but re-allocation of part of the street space to place, walking/wheeling and cycling would significantly reduce vehicle dominance.

5.4.3 Option C

Option C proposes a further significant expansion of the PPZ area, forming a coherent and easily understood zone bounded by Lothian Road, Lauriston Place, The Pleasance/Holyrood Park, and Queen Street. It does this by further restricting through traffic from the Old Town, with through traffic removed from several key streets including Cowgate and Canongate. Option C is set out in Figure 5.3 and proposes the following additional measures:

- Additional space and priority given to those walking, wheeling, and cycling on the Cowgate/Grassmarket corridor by introducing traffic restrictions in both directions on the Cowgate. Local access would be retained on the Grassmarket throughout the day. Local access would also be maintained on the Cowgate with the existing roundabout at the foot of Candlemaker Row enabling a viable diversion for traffic to U-turn
- Extension of pedestrian priority on the Royal Mile by closing the Canongate to general traffic extending the network of traffic-free or traffic-limited streets introduced in Option A to provide an improved pedestrian link on this key route with the highest place function
- Removing the through route between New Street/East Market Street and Jeffrey Street/Canongate, while maintaining access to Waverley Station. This would limit throughput on Calton Road from Abbeyhill to some extent
- Potential East and West End bus termini to reduce vehicle dominance on Princes Street, as a step towards the wider transport interchanges envisaged by ECCT

The area of influence where general traffic is restricted from passing through the city centre is shown in Figure 5.4 below. As with the previous options, it is intended that within this area, general traffic will be able to enter these areas (deliveries, servicing, etc.) but cannot pass through, and place, walking/wheeling, cycling, and bus are prioritised.

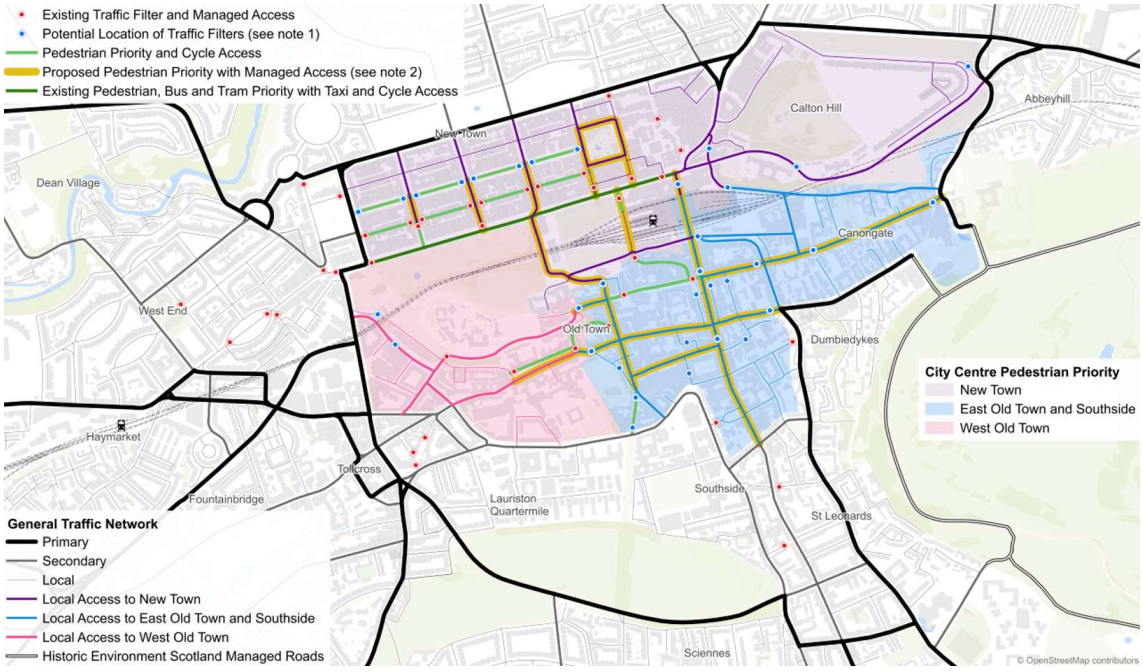


Figure 5.4: Option C

1: Traffic filter locations are indicative. They represent streets that would be subject to restrictions rather than specific locations, which would be subject to further detailed work if the relevant option is approved

2. Categories of vehicle and times of day subject to further detailed work

The Cowgate and Grassmarket are densely populated areas and vibrant tourist hotspots in the centre of the Old Town. Removing unnecessary traffic from these streets would allow the walking and place elements to flourish. Furthermore, footways widths on the Cowgate are extremely narrow and pedestrian safety is a key concern. Removing through traffic from this street would enable improved pedestrian and place provision.

Expansion of the Royal Mile pedestrian zone into Canongate would deliver improved place and walking/wheeling opportunities in key residential and tourist areas that experience very high footfall. It would also address in part some of the potential severance impacts noted in the ECCT Integrated Impact Assessment, which noted the reduced public transport accessibility for residents to the east and south of this area.

A closure on Calton Road at Leith Street would help facilitate the place, walking, cycling and public transport ambitions on the Bridges corridor and Canongate. It would prevent through traffic while maintaining access to the rear of Waverley Station and the New Street car park from Abbeyhill.

Princes Street is dominated by buses, significantly reducing the quality of the environment in what is one of the most iconic streets in the city. Terminating some services from the west at Castle Terrace and services from the east at Waterloo Place would reduce the number of buses on Princes Street.

5.4.4 Option D

This option proposes further expanding the level of intervention to the south and west from Option C, further increasing the area of the PPZ and associated urban realm, walking, and cycling improvements. The key additional measure is:

- Removal of through-traffic from Lauriston Place to facilitate safer/easier connections for those walking, wheeling, and cycling between the Old Town and the Meadows. These measures have the potential to simplify traffic operation at Tollcross and may therefore facilitate space reallocation on Lothian Road.

Option D traffic filtering/managed access are illustrated in Figure 5.5. With a few exceptions, through general traffic is restricted on the majority of city centre streets and place, walking, cycling and bus are prioritised.

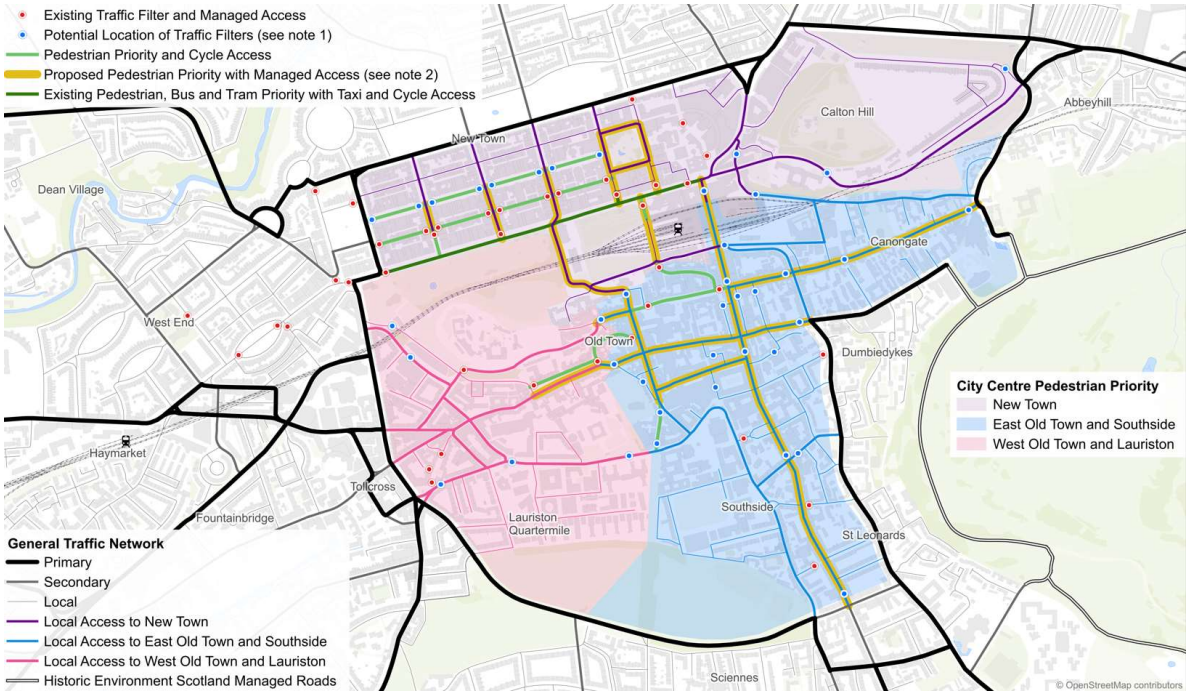


Figure 5.5: Option D

1: Traffic filter locations are indicative. They represent streets that would be subject to restrictions rather than specific locations, which would be subject to further detailed work if the relevant option is approved

2. Categories of vehicle and times of day subject to further detailed work

The potential to extend the area of influence of traffic restrictions further south would allow an improved sense of place on the Lauriston Place corridor and the connections southward to the Meadows.

The removal of through traffic from Lauriston Place would also have the potential to simplify the operation of the Tollcross junction. However, the Lauriston Place arm of the junction would still require to be accessed by local traffic movements and bus movements, meaning that the simplification of junction operation would be limited to reallocation of time to other movements rather than removal of this arm altogether (along with efficiencies that could result from tightening the junction geometry).

5.5 Options Appraisal

5.5.1 Method of Assessment

The city centre options have been assessed according to five main themes which relate to existing policy mandates and principles/objectives developed previously as part of ECCT and CMP. Each theme and linkages to ECCT and CMP are shown in Table 5.1 below:

Table 5.1: City Centre Assessment Themes

CMP theme	Objective	Related ECCT principle	Related CMP objective
Improved place value	1. Maximise opportunities (through Streetspace Allocation Framework) to improve the place value of streets	The unique character of Edinburgh's build and natural environment will be celebrated and enhanced	Place - reduce vehicular dominance and improve the quality of our streets
Sustainable mode share	2. Support and prioritise people walking, wheeling, cycling, and using public transport	Priority will be given to people travelling on foot, by bicycle and by public transport	People – encourage behaviour change to support the use of sustainable travel modes Movement - Improve sustainable travel choices for all travelling into, out of and across the city
Reduce through car trips	3. Reduce number of private car trips across the city centre	A better environment will be created for city centre residents by enhancing local centres and reducing traffic within the city centre, improving air quality	Movement - reduce harmful emissions from road transport Place - Reduce the need to travel and distances travelled
Operational requirements	4. Impacts of displaced traffic 5. Ensure that operational requirements of residents, businesses and street users are met	Inclusive design and management of our streets and places will be embedded across all actions	Movement - maximise the efficiency of our streets to better move people and goods

The primary aim of each city centre option is to increasingly prioritise the place value of streets and encourage walking, wheeling, cycling and public transport use, reducing vehicle dominance to improve the quality of experience for people in the city centre. It is also critical that options can work for all users including city centre residents and businesses, enabling the city centre to thrive as a place to live and work.

The appraisal of the options should be considered high-level with options themselves classed as concepts. Although efforts have been made to provide sufficient information on proposals, benefits and impacts, there will be several elements that will require further work before exact details of interventions can be confirmed. For example, an in-depth survey of servicing requirements for residents and businesses would be needed before specific times for delivery windows could be stated. Similarly, the locations of traffic filters/managed access will emerge as part of the detailed design process.

A description of the anticipated performance of each option against each objective has been outlined in the following sections.

5.5.2 Transport Modelling

Supporting transport modelling has been undertaken to identify potential impacts on public transport journey times and general traffic. Modelling has also helped inform each option's ability to meet national climate change targets, and the Council's 30% target to reduce car kilometres driven by 2030. Furthermore, modelling has helped assess traffic redistribution impacts, highlighting potential unintended consequences and informing mitigation measures.

All options have been tested using the council's Strategic and Microsimulation models to understand wider and local impacts. Analysis has considered both current traffic levels and a 30% reduction in demand, reflecting Edinburgh's car kilometre reduction targets. Additional sensitivity testing has been undertaken to assess the implications of potential Holyrood Park restrictions.

Assumptions and Uncertainty

The Council's model suite was originally developed and is currently maintained by Jacobs. It includes a strategic VISUM model and associated VISSIM microsimulation models covering the city centre and key arterial corridors. Originally developed during 2005-8 to support the tram business case, the models have been updated with traffic survey and planning data since. The current model base year is 2016 with a forecast year of 2032.

The strategic model is a 4-stage incremental model, including highway and bus, rail, and tram public transport modes.

The accompanying microsimulation models have been successfully applied on a number of projects throughout the city centre including: delivery of the original tram scheme, Trams to Newhaven, and North Bridge and York Place closures. While the model suite has been successfully applied across a range of projects, it does have limitations. Models do not include walking, wheeling, and cycling modes, and instead focus on public transport and general traffic movements only.

Although mode change between general traffic and bus is captured, potential traffic evaporation effects cannot be estimated as the total number of modelled trips in each base and forecast year is constant. The models predominantly assess potential traffic displacement and rerouting, as well as the impacts of this on travel times and queuing.

Traffic evaporation is potentially in the order of 10% of existing trips (see inset below). Therefore, other policy interventions would be required to deliver a 30% reduction as per the car kilometre target set by the Council, potentially including further parking restrictions, a workplace parking levy and/or road user charging. Given this, careful consideration should be given to the implementation of the preferred option to minimise the impact on public transport. Early messaging and guidance to drivers and other users can help offset the immediate impact of major network changes. Frequently, it is the first weeks of a scheme that have the greatest negative impact on congestion - and there is the potential for the transport model to significantly underestimate this. In the medium term, impacts settle to an as modelled condition (or better) as traffic evaporation and behaviour change takes place.

Finally, the need for good quality traffic survey is important in improving the reliability and accuracy of modelling exercises undertaken. Actual data provides the best indication of policy/project effectiveness and it is recommended that a robust data collection and analysis strategy accompanies proposals to support monitoring/evaluation and complement ongoing modelling.

Based on 2016 observed data and subsequent 2019 validation, which helped develop Edinburgh's suite of traffic models, there are approximately 17,000 vehicle trips (car, LGV and HGV) per hour in the city centre during the peaks, with approximately 30% of these trips not having an origin or destination within the city centre study area. Although this figure aligns with Edinburgh's traffic reduction target, discouraging these trips from the city centre is anticipated to increase kilometres travelled as vehicles navigate around the city centre. A citywide 30% reduction in general traffic would remove approximately 13% of strategic trips from Edinburgh City Centre. At a high-level and including a margin of error and optimism bias, this suggests a maximum figure possible in the city centre for 'traffic evaporation' of around 10%. The remaining traffic reduction required to meet Edinburgh's 30% target for the city centre will have to be delivered through mode shift to public transport and walking, wheeling and cycling. Assuming a typical car occupancy rate of 1.3 people per vehicle, 20% of 17,000 trips would equate to around 1,800 people per hour. To put this volume of people into context, this would fill 23 double decker buses per hour. This highlights that future options for Edinburgh's city centre must discourage unnecessary trips but also provide sufficient high quality public transport and walking, wheeling and cycling provision if the 30% vehicle kilometre target is to be met.

5.5.3 Impacts on General Traffic

All four city centre options were modelled strategically to determine wider impacts and at a microsimulation level to understand localised impacts. The options were modelled using current traffic demands and assuming a 30% reduction in trips through the city centre has been achieved, in line with Edinburgh's targets.

This section of the report outlines the strategic modelling undertaken, which focuses on potential traffic displacement of the four options and provides a summary of the journey time impacts modelled using the microsimulation models. A detailed summary of the general traffic journey time impacts is given in Appendix D.

Option A

A number of interventions outlined under this option are already in place. The key exceptions are the:

- Meadows to George Street, and
- George Street and First New Town

The former restricts general traffic at Bank Street, George Street and Market Street. The Market Street closure to general traffic is located under North Bridge but access to Waverley Station is maintained: from the north via The Mound, from the south via Jeffrey Street, and from the east via Calton Road.

Local traffic would be removed from George Street but, otherwise, the street has limited strategic function for through general traffic.

Proposed street closures would result in a redistribution of traffic and forecast changes are shown in Figure 5.6. Traffic is removed from The Mound and George Street (Green) but is displaced primarily onto Lothian Road / Queen Street but also The Bridges corridor and Broughton Street (Red).

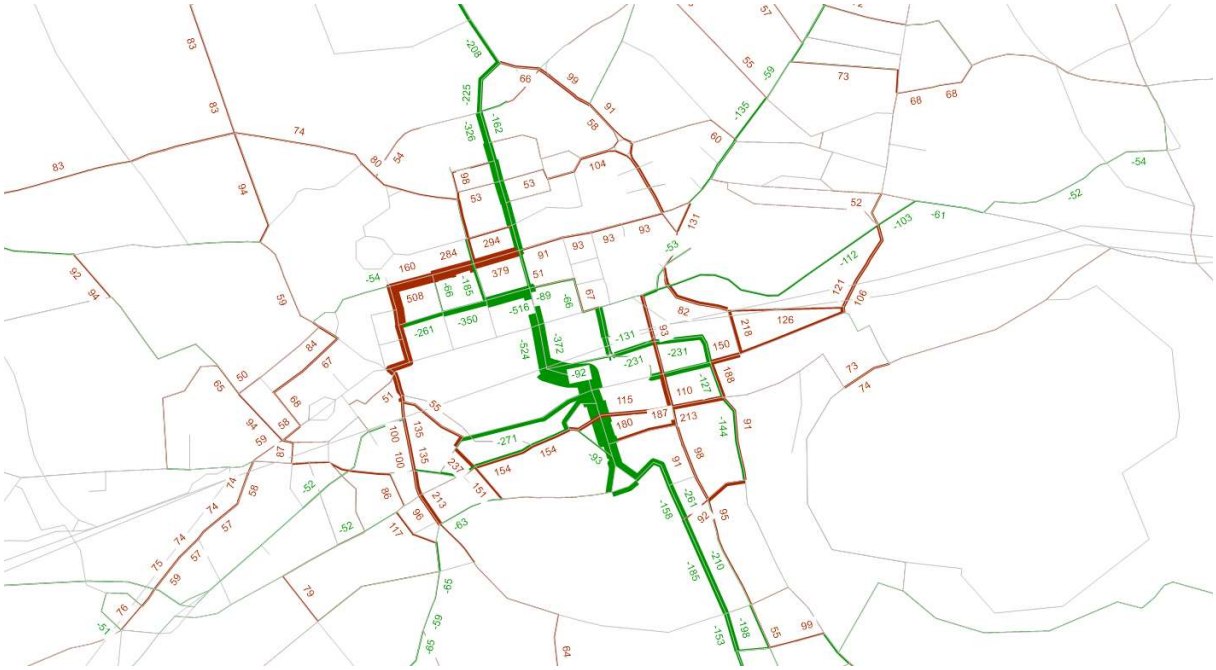


Figure 5.6: Option 1 Traffic Redistribution (Compared with 2016 Baseline) AM 07:00-09:00

Modelling and analysis, acknowledging its uncertainties, has identified the following key outcomes:

- Traffic volumes on George Street and Market Street are relatively low and therefore closing these streets to through traffic does not have a significant impact on the surrounding network
- Approximately 400 vehicles in each direction currently travel on Bank Street during peak hours
- The parallel north/south corridors of Lothian Road and The Bridges can accommodate displaced traffic
- Traffic is also displaced onto The Pleasance/Abbeyhill which would require adjustments to traffic signals throughout the corridor in order to manage the changing traffic demands and patterns
- Minor re-routing of traffic through the second New Town. No through route on the Mound corridor results in traffic travelling on Broughton Street instead of Dundas Street
- Further detailed modelling and an accompanying study is required to review traffic signal performance in order to mitigate congestion impacts throughout the city centre, particularly on the boundary streets

In summary, Option A has a modest impact on city centre streets and redistributed traffic can be accommodated on adjacent streets. Nevertheless, the changes proposed are not sufficiently bold to deliver against wider objectives to reduce through traffic and vehicle trips in the city centre.

Option B

This option assumes The Bridges corridor is closed to general traffic between Princes Street and Hope Park Terrace to prioritise bus and potentially future tram. Local traffic, deliveries and servicing would still be permitted throughout the day on the southern section of the corridor. North Bridge would be a public transport, walking/wheeling and cycling route north of High Street.

The Lothian Road project is still in the development stage but the potential to reduce the number of general traffic lanes to three (across both directions) at some locations is being explored. The purpose of removing traffic lanes is for space to be reallocated to cycles, walking/wheeling, and place.

Figure 5.7 shows the redistribution of traffic resulting from the Option B closures.

Figure 5.7: Option 2 Traffic Redistribution (Compared with 2016 Baseline) AM 07:00-09:00

Modelling and analysis, acknowledging its assumptions and uncertainties, has identified the following key outcomes:

- The Bridges closure distributes an additional 400-500 vehicles per hour in both directions onto the other north/south corridors (Lothian Road and Pleasance/Abbeyhill)
- Segregated cycling is feasible on Lothian Road but delivering the full project ambition is extremely challenging if delivered in combination with Meadows to George Street and The Bridges schemes simultaneously. The restrictions associated with these two schemes increase Lothian Road demand by approximately 50%, based on current traffic levels.
- Option B is anticipated to require a 20-30% reduction in through traffic volumes
- The following infrastructure measures are required to enable this option:
  - Two lanes in each direction on Lothian Road, north of Western Approach Road
  - Minimum two lanes on approach to all other junctions on Lothian Road
  - Restricting the right turn from Lothian Road into Castle Terrace
- Traffic is anticipated to increase on Holyrood Road-Pleasance-West Richmond Street-Potterrow-Lauriston Place

- Operational and signal changes would be required across the city centre, The Pleasance / Holyrood Road and Abbey Mount are key hotspot locations that will require mitigation
- There is a potential 'rat-run' between Leith Street and Canongate via East Market Street / New Street
- The increased traffic volumes on Lothian Road and Queen Street result in traffic avoiding these corridors and travelling on the second New Town, Chester Street/ Palmerston Place

Overall, Option B is expected to require a 20-30% reduction in strategic trips to allow the revised city centre network to operate efficiently, maintaining adequate general traffic capacity at key locations on Lothian Road.

Option C

Closing the Cowgate and Canongate to general traffic in Option C allows for more space to be provided for place, walking/wheeling and cycling in key pedestrian areas of the Old Town. Timed delivery windows are proposed for these streets to maintain access. Supporting restrictions on Jeffrey Street and New Street would prevent 'rat-running' while simplifying key junctions on St Mary's Street.

This option assumes Waterloo Place and Castle Terrace would be used as East and West End termini for selected longer distance bus services. This would help alleviate pressure on Princes Street and reduce vehicle dominance. To enable reliable public transport operation, Waterloo Place would be closed to general traffic; and a one-way loop would be created for buses from Bread Street to Castle Terrace.

Figure 5.7 shows the traffic redistribution impacts of Option C compared with a 2016 baseline. While large parts of the city centre have much reduced traffic, volumes along the boundary are further increased.

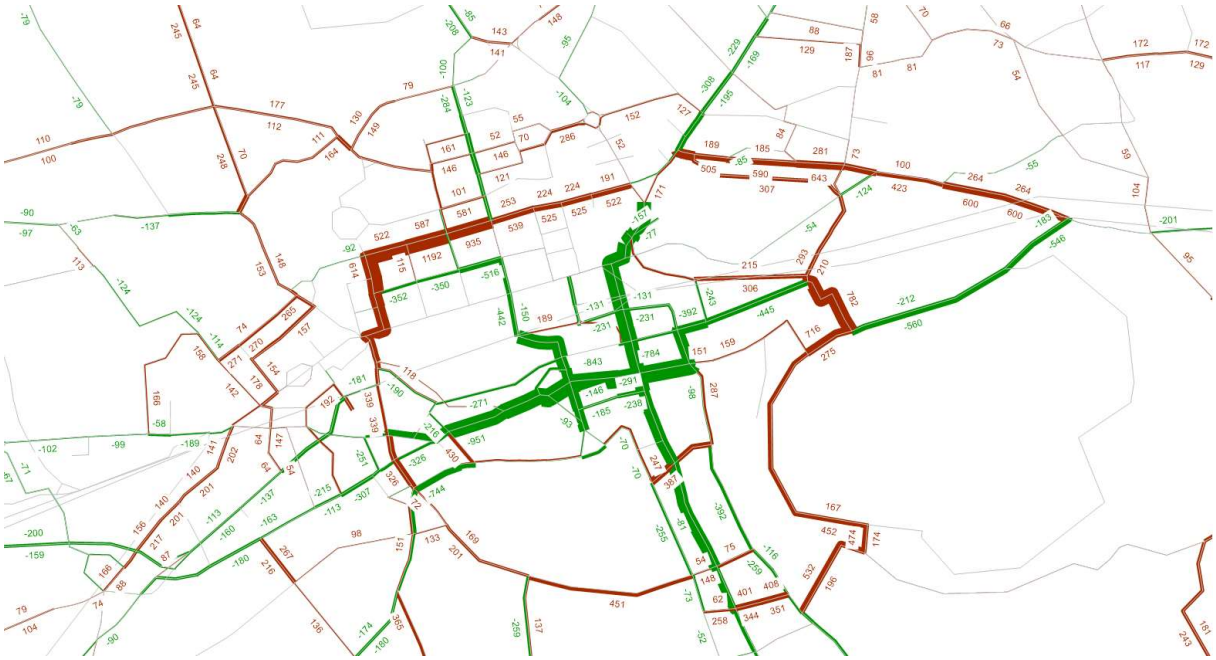


Figure 5.8: Option 3 Traffic Redistribution (Compared with 2016 Baseline) AM 07:00-09:00

Modelling and analysis, acknowledging its assumptions and uncertainties, has identified the following key outcomes:

- Closure of Cowgate is anticipated to place an additional 400-600 vehicles per hour on alternative east/west corridors: Queen Street, Lauriston Place, and Melville Drive
  - Closure of Cowgate simplifies the junction with St Mary's Street supporting the Bridges closure
- Closure of Canongate is anticipated to place an additional 200-300 vehicles per hour on alternative east/west corridors: Queen Street, Holyrood Road, and Melville Drive

- East End bus terminus: relatively low flows on Waterloo Place so a closure to create space for bus is likely deliverable, although bus operation would need to be assessed
- West End bus terminus: potential solution for one-way loop for buses from Bread Street to Castle Terrace is likely deliverable
- Congestion in the city centre anticipated to results in traffic trying to avoid the core of the city centre and increase traffic volumes in the second New Town and Chester Street/ Palmerston Place as in previous options
- The closure of Cowgate/ Grassmarket also puts additional pressures on Abbeyhill and Queen's Drive

Based on the above, Option C is expected to require a 20-30% reduction in strategic trips to allow the revised city centre network to operate efficiently. This is consistent with City Mobility Plan objectives. Nevertheless, to implement the proposed changes, it will be necessary to maintain capacity at key locations on the network, including the locations on Lothian Road highlighted under the Option B recommendation.

Option D

Option D has considered various options for restricting general traffic on Lauriston Place, including: a full closure, a point closure at Tollcross and bus only.

Modelling of this option illustrates that traffic is redistributed as shown in Figure 5.9.

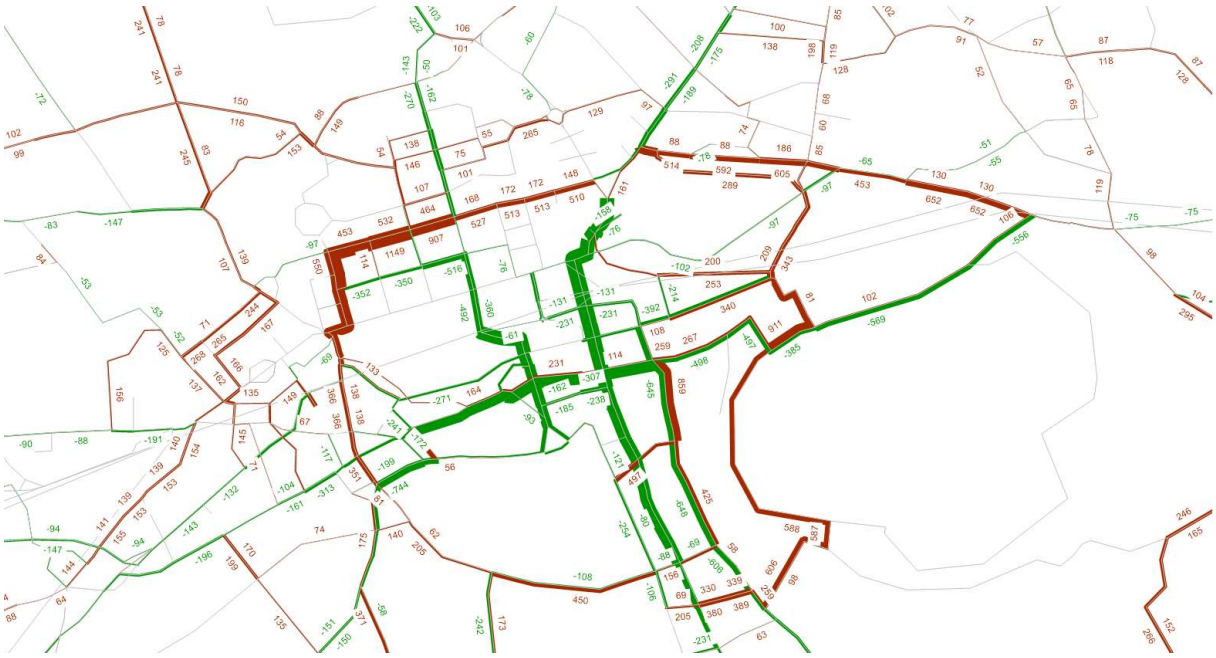


Figure 5.9: Option 4 Traffic Redistribution (Compared with 2016 Baseline) AM 07:00-09:00

Modelling and analysis, acknowledging its assumptions and uncertainties, has identified the following key outcomes:

- Restricting traffic on Lauriston Place at the same time as imposing restrictions on Cowgate/Grassmarket redirects all east/west traffic in the south of the city centre onto Melville Drive. Significant queuing throughout Melville Drive and major delays at junctions were modelled impacting general traffic and buses on this corridor and adjoining streets.
- A Lauriston Place closure/bus gate is anticipated to be feasible but not in conjunction with Cowgate, based on current traffic levels. The general traffic closure of Cowgate is therefore the preferred option for the following reasons:

- There are significant safety risks on Cowgate due narrow footway widths and high pedestrian volumes, particularly in the evening and at weekends
- Resulting place, walking/wheeling and cycling benefits are higher on Cowgate
- Cowgate is simpler to deliver
- A Cowgate westbound closure simplifies the Pleasance junction and supports the delivery of traffic restrictions on The Bridges
- It would be more difficult to maintain servicing on Lauriston Place
- Lauriston Place would need to remain open for public transport, limiting options to simplify and improve the layout of Tollcross junction
- There are negative re-routing impacts around Lothian Road (Castle Terrace, Ponton Street, Semple Street, Lady Lawson Street, etc.)

In summary, Option D is expected to result in significant traffic operational problems which could impact other users on the revised network , even assuming a 30% reduction in vehicle trips across the city centre.

Journey Time Impacts

In addition to the strategic modelling summarised above, journey times for all vehicle types were extracted from the four microsimulation option models. Modelling of the four city centre options was undertaken under two scenarios: one assuming no reduction in general traffic demand and a second that assumed Edinburgh's 30% reduction in general traffic vehicle kilometre target has been achieved.

More detailed analysis of the general traffic journey time impacts is given in Appendix D. However, a brief overview of the findings highlights that all options are likely to lead to an increase in general traffic journey times at the current level of traffic demand.

Assuming a 30% reduction has been achieved, faster journey times were modelled under Option A suggesting this option does not do enough to discourage private use. Almost all diversion routes assessed under Options B-D were modelled as having increased journey times indicating these options will help disincentivise private vehicle use but will also have implications for those that require to travel by car in the city centre.

Motorised traffic is one of the UK and Edinburgh's biggest contributors to harmful emissions, including CO2, with cars generating 63% of all carbon emissions in Edinburgh in 2020. The Council and Scottish Government have ambitious targets to reduce car kilometres. Provision for private vehicles in terms of street space and car parking is also seen as a key factor reducing the amount and quality of space available for public realm and sustainable modes. Therefore, it could be assumed that all increases in general traffic travel times modelled as part of this assessment should be considered positive. However, quick and direct access to key amenities is vital for stimulating economies and revenue is also generated from parking charges. Furthermore, significant delays and more difficulty servicing (deliveries, taxis, emergency services, etc.) could be a major negative for a vibrant city centre in addition to reducing the accessibility of the city centre for those that need to drive (mobility impaired, etc.). The result of this is there needs to be a balance between discouraging private vehicle use while also maintaining an acceptable level of service for general traffic.

Figure 5.10 for the AM and Figure 5.11 for the PM below, show some of the journey time routes assessed in the city centre and the modelled change in travel time from the Base model in minutes:seconds and as a percentage for all four options.

	100% Demands	70% Demands
Option 1:	+00:29 (4%)	-00:49 (-7%)
Option 2:	+13:01 (115%)	+02:24 (21%)
Option 3:	+15:39 (139%)	+03:20 (29%)
Option 4:	+04:10 (37%)	+01:27 (13%)
Option 1:	-00:53 (-8%)	-02:17 (-20%)
Option 2:	+07:32 (65%)	+06:53 (60%)
Option 3:	+08:41 (75%)	+05:39 (49%)
Option 4:	+07:38 (66%)	+01:37 (14%)
Option 1:	+01:49 (18%)	-02:28 (-24%)
Option 2:	+01:23 (13%)	-01:28 (-14%)
Option 3:	+09:18 (90%)	+02:29 (24%)
Option 4:	+09:29 (92%)	+03:23 (33%)
Option 1:	+02:43 (32%)	+02:00 (23%)
Option 2-4:	-	-
Option 1:	+00:18 (9%)	-00:02 (-1%)
Option 2:	+00:14 (7%)	+00:00 (0%)
Option 3-4:	-	-
Option 1:	+00:58 (14%)	-02:15 (-33%)
Option 2:	+00:55 (13%)	-02:02 (-30%)
Option 3:	+07:02 (104%)	+01:27 (21%)
Option 4:	+08:03 (119%)	+02:43 (40%)
Option 1:	+00:49 (17%)	-00:38 (-13%)
Option 2-4:	-	-
Option 1:	+00:33 (10%)	-00:13 (-4%)
Option 2:	+01:59 (36%)	+01:49 (33%)
Option 3:	+07:20 (134%)	+01:45 (32%)
Option 4:	+04:41 (86%)	+00:34 (10%)

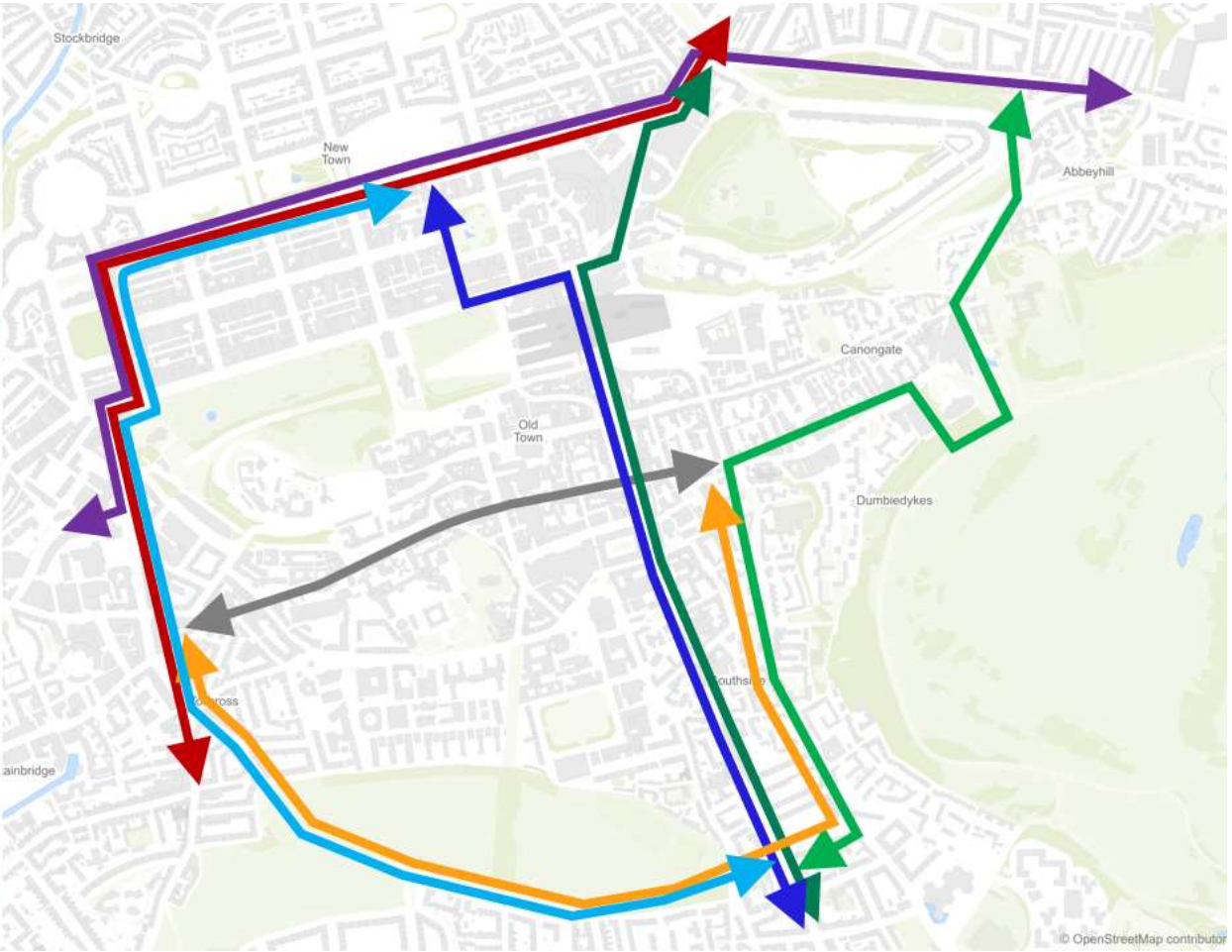


Figure 5.10: Modelled AM General Traffic Journey Time Impacts on Key Routes

	100% Demands	70% Demands
Option 1:	+04:43 (35%)	+01:14 (-9%)
Option 2:	+14:22 (107%)	+01:00 (8%)
Option 3:	+23:14 (173%)	+02:45 (21%)
Option 4:	+23:18 (174%)	+05:08 (38%)
Option 1:	+01:05 (10%)	+00:29 (-4%)
Option 2:	+15:11 (140%)	+10:44 (99%)
Option 3:	+15:59 (147%)	+10:07 (93%)
Option 4:	+16:29 (152%)	+10:00 (92%)
Option 1:	+00:44 (7%)	-00:57 (-9%)
Option 2:	+04:13 (42%)	+00:25 (4%)
Option 3:	+06:34 (66%)	+01:19 (13%)
Option 4:	+05:26 (54%)	+02:43 (27%)
Option 1:	+04:03 (45%)	+03:29 (39%)
Option 2-4:	-	-
Option 1:	+00:32 (16%)	+00:05 (-2%)
Option 2:	+01:37 (49%)	+05:49 (176%)
Option 3-4:	-	-
Option 1:	+00:15 (5%)	-00:36 (-12%)
Option 2:	-00:23 (-7%)	-00:29 (-9%)
Option 3:	+07:45 (152%)	+01:19 (26%)
Option 4:	+05:18 (104%)	+03:07 (61%)
Option 1:	+00:35 (4%)	-01:06 (-20%)
Option 2-4:	-	-
Option 1:	+00:01 (1%)	-00:36 (-11%)
Option 2:	+02:47 (52%)	+02:04 (38%)
Option 3:	+04:12 (78%)	+01:06 (20%)
Option 4:	+04:24 (82%)	+00:37 (11%)

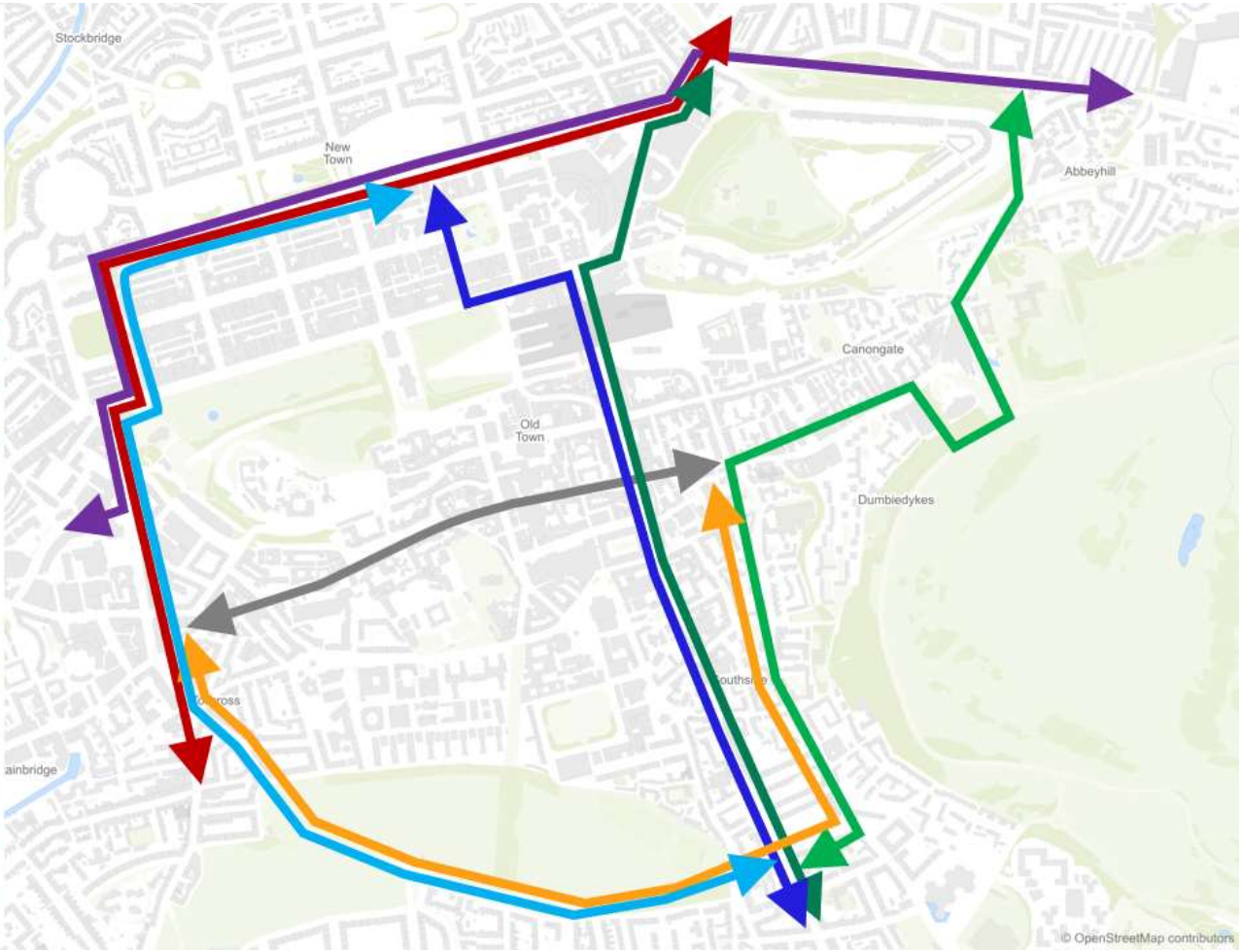


Figure 5.11: Modelled PM General Traffic Journey Time Impacts on Key Routes

Summary

Key outcomes are summarised in Table 5.2 below, highlighting the relative impacts of each option, and the resulting potential to encourage traffic reduction /evaporation and mode change.

Table 5.2: City Centre Modelling Summary

	Option A	Option B	Option C	Option D
Key issues	Traffic volumes on George Street and Market Street are anticipated to be relatively low Parallel north/south corridors (Lothian Road/The Bridges) could accommodate displaced traffic volumes Anticipated traffic also displaced onto The Pleasance/ Abbeyhill.	Segregated cycling is achievable on Lothian Road but accommodating the expected traffic volumes whilst delivering the full project ambitions is anticipated to be challenging Meadows to George Street and The Bridges schemes are anticipated to increase Lothian Road demand by approximately 50%, based on current traffic levels Anticipated traffic increases on Holyrood Road-Pleasance-West Richmond Street-Potterrow-Lauriston Place	Closure of Cowgate anticipated to place additional pressures on: Queen Street, Lauriston Place and Melville Drive Closure of Canongate anticipated to place pressure on: Queen Street, Holyrood Road and Melville Drive	Traffic restrictions on Lauriston Place anticipated to not be implementable at the same time as restrictions on Cowgate/ Grassmarket, due to impacts identified Cowgate option preferred over Lauriston Place
Summary	Modest impact on city centre streets and redistributed traffic can be accommodated on adjacent streets	A 20-30% reduction in strategic trips is anticipated to be required to allow the remaining traffic network to operate suitably, with adequate general traffic capacity maintained at key locations on Lothian Rd	A 20-30% reduction in strategic trips is anticipated to to be required to allow the remaining traffic network to operate suitably, with adequate general traffic capacity maintained at key locations on Lothian Road	Anticipated to require a reduction in vehicle trips greater than 30% across the city centre to allow the remaining traffic network to operate suitably

5.5.4 Impacts on Public Transport

All options for the city centre will have both positive and negative impacts for public transport. Many interventions that form the city centre options have been specifically designed to improve public transport, whereas others are anticipated to potentially displace general traffic onto public transport corridors, causing additional delay.

Traffic modelling of the four city centre options assessed bus journey times under two scenarios: one assuming no reduction in general traffic demand and a second that assumed Edinburgh's 30% reduction in general traffic target has been achieved. The analysis has focused on key bus corridors through the city centre to understand the impact on services if options were implemented immediately with an assumption for no mode shift (100% demands) or with a phased approach over the longer term with 30% mode shift (70% demands).

Tables 5.3 and 5.4 below summarise the percentage change in AM and PM journey times from the existing base model for each option over the two demand scenarios. The average base journey time for the bus routes is provided for reference with modelled increases in bus journey times shown in red and decreases in green.

The bus journey time data contained in Tables 5.3 and 5.4 is also summarised in Figures 5.12 and 5.13 for the AM and PM, respectively.

Table 5.3: Modelled AM Public Transport Journey Times

Route	Lothian Services	Base Average Journey Times	100% Traffic Demands				70% Traffic Demands			
			Opt A	Opt B	Opt C	Opt D	Opt A	Opt B	Opt C	Opt D
Tollcross - Leith Walk	10, 11, 16	19:21	28%	19%	32%	17%	-1%	0%	3%	9%
Leith Walk - Tollcross	10, 11, 16	16:37	24%	49%	56%	43%	12%	51%	43%	27%
A8 - A1	26	22:31	14%	16%	26%	13%	-1%	0%	-2%	3%
A1 - A8	26	18:55	7%	23%	28%	36%	4%	11%	21%	13%
A7 - Leith St	5, 7, 8, 49	10:56	57%	-30%	-23%	-28%	-9%	-30%	-26%	-28%
Leith St - A7	5, 7, 8, 49	08:05	7%	-20%	-17%	-18%	-15%	-19%	-17%	-13%
A90 - A7	37, 47	16:35	-15%	-34%	-3%	-8%	-12%	-5%	-8%	-11%
A7 - A90	37, 47	15:10	36%	7%	16%	4%	-6%	0%	8%	5%
Tollcross - Dundas St	23, 27	12:21	10%	14%	13%	40%	12%	11%	11%	35%
Dundas St - Tollcross	23, 27	13:03	3%	-2%	2%	17%	4%	1%	17%	16%
A7 - Howe St	29	15:52	4%	-6%	-3%	-23%	-21%	-7%	-12%	-21%
Howe St - A7	29	14:21	5%	-6%	-1%	-8%	-8%	-7%	-7%	-7%
W Approach Rd - A7	30	20:01	-16%	-7%	-14%	-21%	-21%	-22%	-22%	-15%
A7 - W Approach Rd	30	20:34	34%	16%	7%	-6%	-13%	16%	7%	-2%
Haymarket - A7	2, 3, 33	16:32	10%	9%	0%	4%	4%	1%	0%	5%
A7 - Haymarket	2, 3, 33	21:03	15%	-18%	-14%	-17%	-17%	-18%	-16%	-15%
Marchmont - A90	41	22:32	-10%	-7%	23%	1%	-7%	-14%	0%	-5%
A90 - Marchmont	41	23:34	11%	-3%	-2%	5%	-7%	-3%	0%	-10%
Marchmont - Howe St	24	16:36	-9%	2%	20%	5%	-25%	-28%	-6%	-3%
Howe St - Marchmont	24	11:26	18%	53%	58%	52%	18%	53%	43%	16%

Table 5.4: Modelled PM Public Transport Journey Times

Route	Lothian Services	Base Average Journey Times	100% Traffic Demands				70% Traffic Demands			
			Opt A	Opt B	Opt C	Opt D	Opt A	Opt B	Opt C	Opt D
Tollcross - Leith Walk	10, 11, 16	22:47	31%	-5%	36%	21%	-10%	-16%	-8%	-9%
Leith Walk - Tollcross	10, 11, 16	18:06	36%	44%	44%	46%	33%	36%	41%	41%
A8 - A1	26	23:21	40%	1%	31%	35%	8%	-1%	1%	2%
A1 - A8	26	20:40	11%	18%	11%	36%	0%	3%	4%	11%
A7 - Leith St	5, 7, 8, 49	14:45	32%	-39%	-32%	-42%	-42%	-41%	-40%	-42%
Leith St - A7	5, 7, 8, 49	08:16	-9%	-10%	-13%	-11%	-6%	-9%	-8%	-8%
A90 - A7	37, 47	15:52	-2%	-5%	-16%	14%	-4%	-4%	6%	-4%
A7 - A90	37, 47	19:37	4%	-18%	-23%	-11%	-24%	-23%	-18%	-12%
Tollcross - Dundas St	23, 27	12:01	11%	22%	21%	48%	8%	7%	9%	28%
Dundas St - Tollcross	23, 27	13:11	17%	46%	13%	37%	12%	0%	14%	26%
A7 - Howe St	29	15:32	19%	21%	26%	29%	-20%	-22%	-16%	-7%
Howe St - A7	29	12:50	9%	19%	13%	7%	5%	14%	2%	1%
W Approach Rd - A7	30	19:52	-7%	-17%	-13%	-15%	-15%	-21%	-19%	-15%
A7 - W Approach Rd	30	25:38	15%	-16%	-12%	-8%	-17%	-10%	-3%	-3%
Haymarket - A7	2, 3, 33	17:31	2%	-2%	5%	3%	4%	2%	-5%	-3%
A7 - Haymarket	2, 3, 33	27:56	-16%	-29%	-34%	-29%	-35%	-34%	-37%	-36%
Marchmont - A90	41	21:18	-3%	2%	10%	2%	-9%	-6%	-4%	-3%
A90 - Marchmont	41	24:17	20%	34%	-100%	16%	7%	1%	1%	-5%
Marchmont - Howe St	24	16:19	-6%	-16%	38%	6%	-11%	-16%	-10%	6%
Howe St - Marchmont	24	20:01	-20%	-1%	-25%	0%	-22%	-24%	-20%	-13%

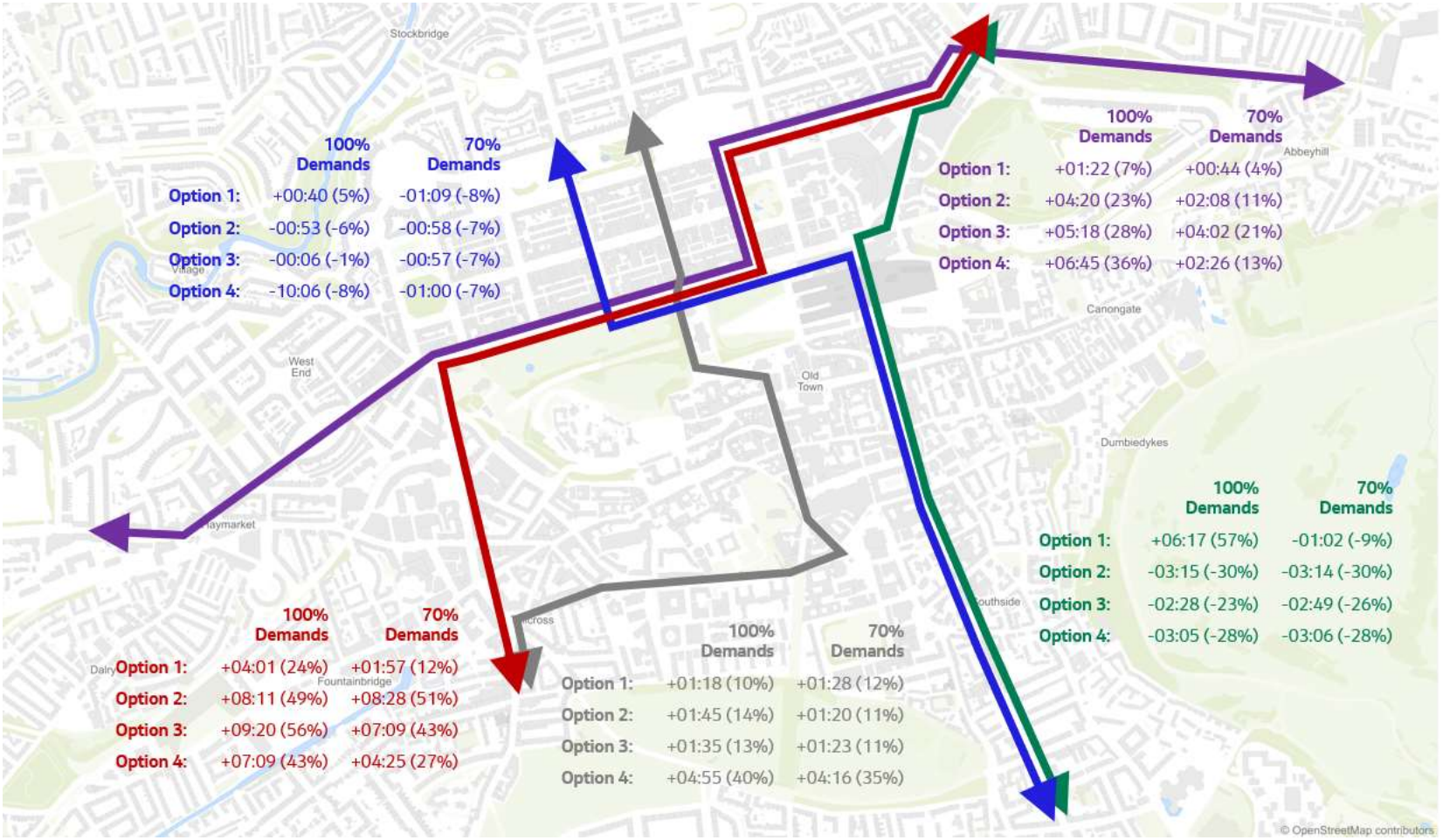


Figure 5.12: Modelled AM Bus Journey Time Impacts on Key Routes

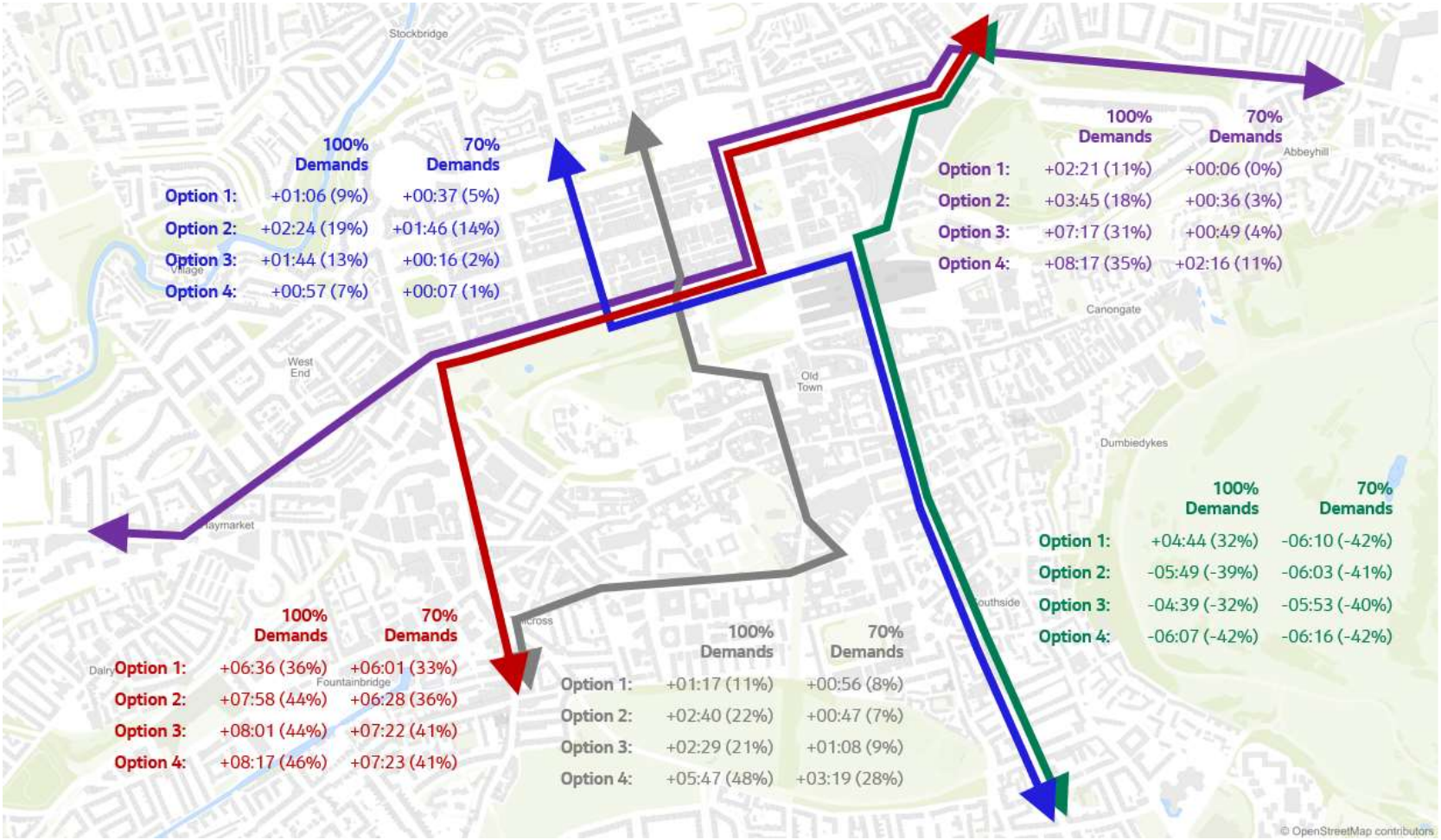


Figure 5.13: Modelled PM Bus Journey Time Impacts on Key Routes

100% Traffic Demands

The primary intervention affecting bus journey times under Option A is the restriction on Bank Street; this is anticipated to displace general traffic onto other north-south routes including The Bridges and Lothian Road. Proposals are anticipated to result in slightly increased journey times on several bus movements across the city centre. Bus journey time savings are not anticipated to occur on the Mound corridor (between Tollcross and Dundas Street), despite reduced general traffic volumes. This is due to proposed shuttle working at Bank Street and the inclusion of new traffic signals at the Chambers Street junction adding a slight delay.

Implementation of a bus gate on the Bridges corridor in Options B-D generally leads to reduced journey times for routes serving the A7 corridor. Nevertheless, significant increases of up eight minutes are anticipated on bus routes via Lothian Road corridor (e.g. Leith Walk-Tollcross, Howe Street-Marchmont).

Across all options, assuming 100% of existing traffic demands, more bus routes are anticipated to encounter increases in journey times through the city centre than decreases, and the magnitude of these delays is likely to be greater than any savings, i.e. a net disbenefit for bus.

70% Traffic Demands

Reducing city centre general traffic demand by 30% is anticipated to lead to more bus journey time savings in terms of the number of routes impacted and the magnitude of the journey time improvement. However, significant delays on Lothian Road remain (up to eight minutes) highlighting the need to maintain capacity on this corridor, so that the impact on bus journey times is not worsened further.

70% Compared With 100% Traffic Demands

Comparison of the two demand scenarios indicates a clear differentiation between the two datasets. At 100% of current demands there is a net disbenefit for buses across the options and at 70% a net benefit. Lothian Road is a key exception to this under both demand scenarios. This suggests the various interventions that form the options should be implemented in stages to allow traffic volumes to reduce over time rather than implementing all interventions at the same time. Figures 5.5 and 5.6 below illustrate the forecast impact on bus journey times in the AM and PM peaks for key routes through the city centre.

Further refinement of the traffic model can be undertaken to understand the extent to which impacts can be mitigated by signal optimisation to improve bus progression on the most affected routes. Nevertheless, the model results help to assess the relative impacts that can be expected between each option, helping inform the assessment of these options. Monitoring of proposals as they are delivered with robust data gathering procedures will complement the modelling undertaken.

5.5.5 Assessment Against Objectives

The expected performance of each option and its contribution to each objective is set out below in turn.

Improved Place Value

The potential to improve the place value of the city centre's streets is largely proportional to the opportunities that can be created by removing or reducing traffic from those streets, but also how well these high-quality places can be linked by calm and convenient pedestrian links to the green and open spaces of the city centre (or at least not severed by through traffic routes). This could be achieved by reallocating space which might include new seating areas, opportunities to dwell as a pedestrian and enjoy the surrounding heritage of the area, and by enhancing blue and green infrastructure on the street. However, this would be achieved in tandem with respecting the key characteristics of the World Heritage Site. Again, the options are therefore expected to contribute an increasing level of benefit against this objective.

Option A has identified key streets where the removal of some through traffic will create a small core network of pedestrian priority streets, which are closely linked to the heritage of the Old Town and First New Town and will provide opportunities for those walking and wheeling to enjoy their surroundings in a more relaxed and safer manner. These streets include George Street, Waverley Bridge, Cockburn Street, High Street and Victoria Street, with many of the initial benefits already achieved through the closures that were put in place during the COVID-19 pandemic. The opportunity exists to enhances this core area further by improving the treatment of junctions linking each of these streets within the core area.

Option B would create the opportunity to expand the area of place-based improvements to key corridors linking Old and New Town, including North Bridge, South Bridge and Lothian Road. For the Bridges corridor in particular, the current place function and conditions for walking and wheeling are poor and would therefore benefit from the measures proposed under this option, including for safety. Through the reallocation of space and the reduction of traffic on the Bridges corridor, the vibrant street-side activity of these streets could be enhanced locally by creating opportunities for people to rest, take in their surroundings with less traffic disturbance and enjoy the amenities available on each street. Whilst expanding the coverage of these opportunities, there would still be further scope to link each of these high-quality places with each other.

Option C takes that opportunity but enabling a more extensive place-making opportunity on the key streets via a larger core network linking the areas already established, particularly on the Royal Mile and Cowgate. By extending these areas already established in previous options, Option C will give city centre users a greater opportunity to meander through these Old Town streets with a greater sense of pedestrian priority and enjoy the surrounding built heritage at leisure, fully connecting this area with the First New Town.

Option D provides an additional opportunity to enhance the place value on the southern end of the city centre, linking this area to the green space of the Meadows. Although this expands the overall opportunities available to designers on this corridor, it is clear that the main benefit from this option comes from the direct links across this corridor, which could be pursued without a full street closure if necessary.

Sustainable Mode Share

It is expected that the measures proposed by ECCT in Option A will improve the sustainable travel connections between different areas of the city centre, and will introduce a 'core' area with no or very limited

traffic that will provide an easy-to-understand sense of pedestrian priority in this area. This will apply to the core streets identified: High Street, Cockburn Street, Victoria Street, Waverley Bridge, providing a fully connected route from Waverley Station to the heart of the Old Town for those walking and wheeling.

However, with through-traffic still permitted on certain city centre streets (notably on North Bridge and Cowgate), priority for those walking and wheeling will be somewhat limited to these core streets. Whilst traffic may be calmed and junctions designed to underline the sense that cars are treated as 'guests' in these areas, the perception of pedestrian priority is still likely to be less across the full city centre than it is in these core areas.

The following outcomes are expected:

- For those walking and wheeling: a safer and more comfortable experience travelling through the full city centre, but with the greatest benefits focussed on the core area of the Old Town.
- For those cycling: much improved connections between Old Town and New Town areas, but with limited route choice for those looking to avoid the gradient issues prevalent on the Meadows to George Street route. Cyclists mixing with traffic on some key streets that may limit modal shift for some cross-city-centre journeys
- For public transport: improvements on some routes - for example reduced congestion on Meadows to George Street, thus improving reliability of some journey times. However, general traffic will remain on the Bridges and greater pedestrian priority at crossings and junctions may limit the ability to reduce absolute bus journey times across the city centre.

Option B is expected to contribute further to the uptake of walking, wheeling, cycling and public transport than Option A due to the specific measures that are introduced on the eastern boundary of the city centre, where current conditions for those modes are poor. Current bus operation and potential future tram operations on the Bridges corridor will be subject to less interaction with general traffic – as well as improving the opportunity for space-reallocation to place resulting from this (see Place objective above), this will also simplify the operation of the Princes Street East End junction for bus and tram, which is a significant benefit given the strategic importance of this part of the network.

Those walking and wheeling in this part of the city centre would also have a greater feeling of priority at key junctions and crossings as traffic limited to local access only on the Bridges corridors and its connecting streets. Removal of through traffic on the Bridges Corridor and further reallocation of space on Lothian Road will provide greater route choice for those cycling between the Old Town and New Town.

The following outcomes are expected:

- For those walking and wheeling: a safer and more comfortable experience travelling through the full city centre, but still with some fragmentation of these benefits between the core Old Town area, Bridges corridors and other parts of the city centre connecting them
- For those cycling: much improved connections between the Old Town and New Town areas, with additional route choice available for those comfortable cycling on the Bridges corridor with reduced traffic
- For public transport: improved bus and tram operation on the Bridges corridor and key East End junction
- Still some potential for through traffic on minor streets crossing the city centre, which may limit the full realisation of a 'core' centre

Option C is expected to overcome some of the challenges identified in Option B about sustainable mode uptake. Whilst significant improvements to public transport in the previous option will contribute to this objective, these benefits were limited by some fragmentation of pedestrian priority areas and potential rat-running traffic through the city centre.

In Option C, these potential challenges are expected to be overcome by expanding the core of the pedestrian priority area limiting the opportunity for rat-running further (through the closure of Cowgate and the Jeffrey Street route) and by further enhancing the streets where those walking, wheeling and cycling interact with traffic (particularly on Cowgate and Canongate). The potential for a much more rounded uptake in sustainable transport modes is therefore expected to be realised by this option.

The following outcomes are expected:

- For those walking and wheeling: a more connected set of streets where an easy-to-understand sense of pedestrian priority is able to be achieved
- For those cycling: less interaction with traffic on key routes, makes cycling safer, particularly on Cowgate where fewer gradient issues make this an attractive east-west route
- For public transport: the same benefits as previously, but an additional challenge to be overcome: maintaining bus access to the Canongate whilst delivering much increased pedestrian priority on this route.

Finally, Option D has the potential to provide an additional marginal benefit for sustainable mode share by reducing traffic on the Lauriston Place corridor. In particular, this has the potential to improve bus journey times/reliability through Tollcross and to increase the sense of pedestrian priority at the southern end of the city centre, linking to the Meadows.

However, the traffic redistribution effects of this option (particularly onto Melville Drive) do have the potential to reduce the attractiveness of that corridor for bus progression and pedestrian priority/comfort. Although outside of the immediate city centre area considered by these proposals, that unintended consequence tempers the performance of this option against this objective.

The following outcomes are expected:

- For those walking and wheeling: a greater sense of pedestrian priority at the southern end of the city centre, particularly connecting to the Meadows (though in many ways the same benefits could be achieved by focussed pedestrian priority at key crossings / locations)
- For those cycling: less interaction with traffic on an additional route (Lauriston Place) improving route choice across the city centre
- For public transport: improved bus progression on Lauriston Place, but with impacts on Melville Drive to be managed

Reduced Through Car Trips Movements

Each option is expected to provide an increasing contribution to this objective, but with different traffic redistribution and 'rat-running' issues identified for each that would have to be managed.

Option A would dampen the ability of general traffic to access key parts of the city centre and to travel across it, but would still allow some traffic to make north-south and east-west movements through the city centre. Although this would be less attractive for general traffic as a result of wider ECCT measures, it is unlikely that the scale of traffic reduction would be sufficient to meet the city centre's contribution to Edinburgh's 30% vehicle kilometre reduction target that was put in place following the publication of ECCT.

Option B restricts key north-south movements further, but would still allow traffic to travel between the Old Town and New Town Areas via Jeffrey Street, and would still allow east-west movements on Cowgate and Lauriston Place. Whilst reducing the attractiveness of driving to and through the city centre than option A, it still therefore retains some permeability for traffic through the city centre rather than restricting traffic to 'boundary' roads.

Option C effectively removes this through-permeability within the city centre, with traffic circulating around it on the boundary roads of Queen Street, Lothian Road, Lauriston Place and The Pleasance. Whilst local traffic access is maintained within this boundary, through traffic would not be permitted on any streets within its area.

Option D retains this concept but extends the southern boundary to Melville Drive. Although this option reduces through traffic on Lauriston Place, it does not contribute to any additional overall reduction of through traffic within the city centre itself when compared with option C, and may in fact have a negative impact on bus progression on Melville Drive itself due to potential displaced traffic.

Impacts of Displaced Traffic

The volume of traffic anticipated to be displaced under Option A is relatively low with manageable increases in traffic flow anticipated on the LEZ boundary streets. Outside of the city centre boundary for this study,

minor increases in the second New Town as traffic diverts from Dundas Street to Broughton Street to travel north and south through the city centre.

Under Option B the boundary streets are anticipated to be congested, displacing traffic away from the city centre onto surrounding streets such as Queen Street and potentially through the streets of the second New Town. To mitigate against this, traffic signals improvements would be required on boundary streets to maintain a sufficient level of traffic circulation.

Performance of Option C is similar to Option B with anticipated slight traffic volume increases on the southern diversion route avoiding the Cowgate/ Grassmarket and Canongate restrictions, namely on: Abbeyhill, Queen's Drive and Melville Drive. As with Option B, lane capacity should be maintained where possible and traffic signals on these corridors optimised, balanced with the need to provide space for sustainable modes and place. Impacts on other streets, including West Richmond Street would need to be monitored.

Option D is anticipated to displace almost all city centre traffic onto the boundary streets and has knock on impacts on the streets surrounding the city centre, most notably the second New Town and Queen's Drive. Even fully optimised traffic signals and maintaining existing lane capacity on boundary streets, traffic displacement impacts on city centre and surrounding streets are anticipated to be significant.

Operational Requirements

The preferred option taken forward will require a detailed feasibility study covering servicing and operational requirements.

The ECCT measures included in Option A have been subject to more detailed assessment of the operational requirements than other options. Based on completion of the ECCT strategy, a City Centre Operations Plan, is being prepared. This report gives a greater level of confidence in how each of the affected streets will be accessed and serviced. The Operations Plan is still in development with some requirements still to be fully defined, but there is sufficient confidence that a suitable access strategy can be implemented for Option A.

The additional requirements of Option 2 have been considered at a high level through this appraisal work and the ongoing future tram business case work. Walking, wheeling, cycling and bus would be exempt from all new restrictions. Access for general traffic between the Old Town, New Town and East End areas would be restricted. Instead, through traffic would be routed via the perimeter streets of the city centre (The Pleasance, Abbey Hill, Queen Street, Lothian Road). Filtered permeability would apply on The Bridges corridor, south of Chambers Street. Local access would be maintained throughout the day but through traffic would be prohibited. Local and delivery access north of Chambers Street would be based on time-of-day restrictions, similar to restrictions through the Old Town but this would be confirmed by the next stages of the City Centre Operations Plan.

Option C builds on Option B access proposals above. Again, walking, wheeling, cycling and bus would be exempt from all new restrictions. Additional space and priority would be given to those walking, wheeling and cycling on the Cowgate/Grassmarket corridor by removing through traffic. Local access would be retained on the Grassmarket throughout the day, with turning provision introduced at the foot of Victoria Street. Local access would also be maintained on the Cowgate with the existing roundabout at the foot of Candlemaker Row enabling traffic to U-turn. Canongate would require some time-of-day restrictions to ensure full servicing of the street, consistent with wider servicing proposals for Old Town streets and would be confirmed by the next stages of the City Centre Operations Plan.

Finally, Option D expands on Option C with additional restrictions in place on Lauriston Place. Streets accessed from Lauriston Place would be accessed from the eastern (Potterrow) and western (Lothian Road) ends of the corridor, but this is expected to place more operational pressure on these connecting streets and in particular on Melville Drive, which may affect other local access and public transport operations.

5.5.6 Summary of Appraisal Against Objectives

Evaluation of the city centre options focused on four key themes: place, sustainable mode share; reducing through car trips and operations. Similar to the corridor appraisal, assessment of the city centre options has been completed using a seven-point-scale assessment, considering the relative size and scale of impacts as outlined below:

- Major benefit (represented by ✓✓✓)

- Moderate benefit (represented by ✓✓)
- Minor benefit (represented by ✓)
- No benefit or impact (represented by **0**)
- Minor negative impact (represented by **X**)
- Moderate negative impact (represented by **XX**)
- Major negative impact (represented by **XXX**)

Table 5.5 sets out how each score is intended to be allocated against each criteria. Table 5.6 then provides a summary of the appraisal of the four options against the themes.

Table 5.5: City Centre Appraisal Scoring

City Centre Appraisal Objective	Major Negative (XXX)	Moderate Negative (XX)	Minor Negative (X)	Neutral (0)	Minor Positive (✓)	Moderate Positive (✓✓)	Major Positive (✓✓✓)
1. Maximise opportunities (through Streetspace Allocation Framework) to improve place value of streets			Disruption to existing place setting, reducing the place value of the city centre	No change to the place value of the city centre	Opportunity for localised improvements to place value only	Opportunity for more connected improvements to place value across city centre streets	Opportunity for fully connected improvements to place value across city centre streets
2. Support and prioritise people walking, wheeling, cycling and using public transport	Measures are likely to significantly reduce the uptake of walking, wheeling, cycling, bus and tram	Measures are likely to somewhat reduce the uptake of walking, wheeling, cycling, bus and tram	Measures are likely to slightly reduce the uptake of walking, wheeling, cycling, bus and tram	Measures are not likely to affect the uptake of walking, wheeling, cycling, bus and tram	Measures are likely to slightly increase the uptake of walking, wheeling, cycling, bus and tram	Measures are likely to somewhat increase the uptake of walking, wheeling, cycling, bus and tram	Measures are likely to significantly increase the uptake of walking, wheeling, cycling, bus and tram
3. Reduce number of private car trips across the city centre	Significant increase in traffic volumes expected across the city centre	Moderate increase in traffic volumes expected across the city centre	Minor increase in traffic volumes expected across the city centre	No change in traffic volumes expected over current commitments	Minor additional reduction in traffic volumes expected across the city centre	Moderate additional reduction in traffic volumes expected across the city centre	Significant additional reduction in traffic volumes expected across the city centre
4. Impacts of displaced traffic	Significant increase in traffic volumes expected on the streets surrounding the city centre	Moderate increase in traffic volumes expected on the streets surrounding the city centre	Minor increase in traffic volumes expected on the streets surrounding the city centre	No change in traffic volumes expected over current commitments	Minor additional reduction in traffic volumes expected on the streets surrounding the city centre	Moderate additional reduction in traffic volumes expected on the streets surrounding the city centre	Significant additional reduction in traffic volumes expected on the streets surrounding the city centre
5. Ensure that operational requirements of residents, businesses and street users are met	It is clear that there will be significant adverse impacts to local access and servicing arrangements that cannot be managed	It is possible that there will be significant adverse impacts to local access and servicing arrangements that cannot be managed	It is possible that there will be slight adverse impacts to local access and servicing arrangements that cannot be managed	It is unknown if any identified impacts on local access and servicing can be managed	It is possible that any identified impacts on local access and servicing can be managed	It is likely that any identified impacts on local access and servicing can be managed	It is confirmed that any identified impacts on local access and servicing can be managed

Table 5.6: City Centre Appraisal Against Themes

Theme / Objective	Option 1	Option 2	Option 3	Option 4
Improved Place Value *Maximise opportunities (through Streetspace Allocation Framework) to improve the place value of streets*	**Score:** ✓ Opportunity to improve the sense of place on the Royal Mile, Waverley Bridge and George Street	**Score:** ✓ Opportunity to improve the sense of place on The Bridges corridor and Lothian Road	**Score:** ✓✓✓ Significant opportunity to improve the sense of place on the Cowgate and Canongate. Leading to the majority of the city centre prioritising people of vehicles	**Score:** ✓✓✓ Opportunity to improve the sense of place on Lauriston Place. Prioritising people over vehicles on almost all city centre streets – although complex operational plan for Lauriston Place
Sustainable Mode Share *Support and prioritise people walking, wheeling, cycling and using public transport*	**Score:** ✓ Increased bus and cycle priority on the Meadows to George Street corridor and increased cycle priority on George Street	**Score:** ✓✓ Major improvement in conditions for walking and public transport on the Bridges corridor. Better conditions for walking and cycling infrastructure on Lothian Road	**Score:** ✓✓✓ Better conditions for walking and cycling in the Old Town (especially Cowgate)	**Score:** ✓✓ Better connections for walking and cycling in Old Town and on/ across Lauriston Place. However, the impact of Lauriston Place closure is expected to have some negative impact on bus delays
Reduce Through Car Trips *Reduce number of private car trips across the city centre*	**Score:** 0 Unlikely to result in a significant reduction in private vehicle trips	**Score:** ✓ Would help facilitate a 20-30% reduction in vehicle trips through the city centre,	**Score:** ✓✓ Would help facilitate a 20-30% reduction in vehicle trips through the city centre	**Score:** ✓✓✓ Would help facilitate a reduction of more than 30% in city centre private vehicle trips
Operational Requirements *Impacts of Displaced Traffic*	**Score:** 0 Unlikely to result in a significant displacement in private vehicle trips	**Score:** XX Potential to result in a significant displacement of private vehicle trips	**Score:** XX Potential to result in a significant displacement of private vehicle trips	**Score:** XXX Potential to result in very significant displacement of private vehicle trips
Operations Requirements *Ensure that operational requirements of residents, businesses and street users are met*	**Score:** ✓✓✓ Only a small section of Bank Street closed with loading areas closely located	**Score:** ✓✓ With the exception of North Bridge, it is anticipated that the Bridges corridor would be accessible for deliveries and local traffic	**Score:** ✓ Early morning delivery windows potentially required on Cowgate and Canongate with one-way access a consideration	**Score:** XX Restrictions on Lauriston Place may require a more complex operational plan to service a large residential and business area

5.6 Summary and Recommendation

5.6.1 Overview

Whilst Option A performs positively against most of the city centre objectives, it is not considered to go far enough to encourage the reduction in through-car trips needed across the city centre, particularly in light of the target for the city to achieve a 30% car kilometre reduction that was agreed after the publication of ECCT.

This option is also limited in the scale of benefits that can be achieved against the sustainable mode-share and place value objectives, given the fragmented nature of traffic removal from the core city centre. Option A does however provide the greatest certainty at this stage on the impacts to local access, servicing, and vehicle redistribution, given the work already undertaken by the City Centre Operations Plan.

Option B performs more strongly against most of the objectives, particularly in relation to it the likelihood of encouraging vehicle reduction (through more pronounced traffic restrictions between Old Town and New Town areas) and improving the attractiveness of sustainable modes and enhancing the place value of the city centre (through more connected interventions to the east of the city centre). There is slightly less certainty than Option A on how local access and servicing will be managed, but sufficient understanding of the issues through this project and the City Centre Operations Plan that solutions can be identified.

Option C performs more strongly again against the place value objective in particular. By incorporating additional traffic restrictions on the Cowgate and Canongate, the option creates significant opportunity to enhance and activate these key spaces at all times of the day, adding vibrancy to the heart of the Old Town and fully connecting these areas to other Old Town streets with a single larger pedestrian priority core area. The management of local access and servicing operations will require more detailed consideration and design measures at key junctions to ensure that all streets can be adequately served but can be accommodated in the next stages of the City Centre Operations Plan.

Option D is likely to reduce the most through car traffic from the city centre, but is likely to be at the expense of even more uncertainty over local access and operational requirements, and the potential knock-on traffic impacts on Melville Drive in particular. It is not considered that any additional benefits on place improvements on Lauriston Place would outweigh these particular impacts.

5.6.2 Recommendation

It is considered that Option C offers the greatest balance of opportunity for the city centre: a fully connected series of pedestrian-priority streets in a single core area, that complement the Old Town Street closures already proposed, and add significantly to the place value potential of key locations; likely to encourage a significant reduction in through-traffic; and the potential to overcome local servicing and operational requirements through careful design of junctions, traffic filters and full consideration of timing options.

This results in the existing pedestrian priority core area at the heart of the Old Town being significantly extended to cover most of the Royal Mile and down to the Cowgate, with managed traffic access to the city centre ‘sectors’ around this pedestrian-priority core. Car traffic that does not specifically need to be in or pass through the city centre can pass from sector to sector via the ‘boundary’ streets (The Pleasance, Queen’s Drive, Lothian Road, Lauriston Drive).

It is therefore recommended that this option is taken forward in combination with the recommended SAF combined map for the wider network, as the basis of delivering enhanced city centre benefits.

The city centre proposals will be complemented by the network-wide measures set out in Chapter 3 and 4, to encourage people to travel to the city centre by public transport, with the bus network being key to reducing vehicle kilometres. The Council will work with bus operators to agree specific journey time savings along each corridor and the emerging design solutions required to achieve these.

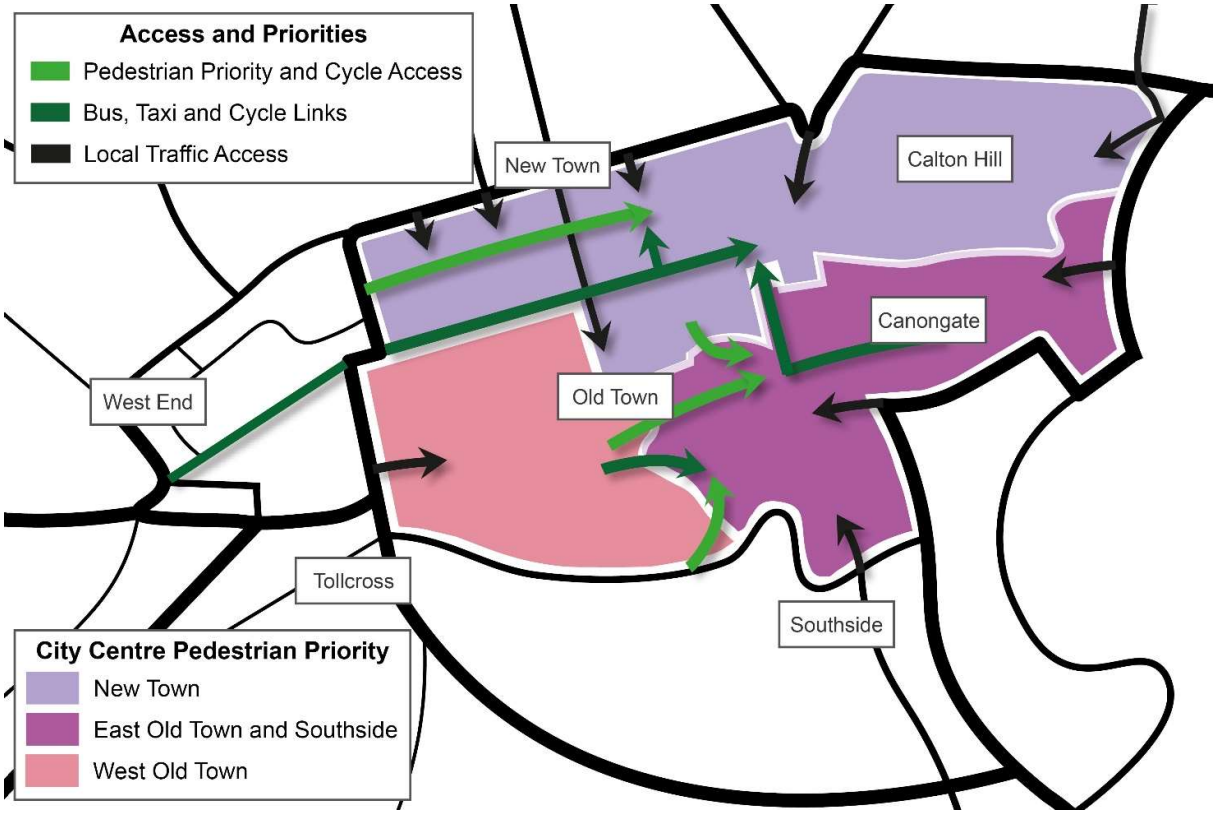


Figure 5.14: Option C Schematic

5.7 Implementation

Most of the interventions proposed originate from existing scheme proposals and can be implemented as part of their project programme:

- Bank Street and Market Street closures (Meadows to George Street)
- George Street closure (George Street)
- Lothian Road place and active travel improvements (Lothian Road project)
- Traffic filter(s)/junction changes on The Bridges could be also trialled/delivered earlier, supporting improved conditions for place, walking/wheeling, and bus priority, with some potential for footway widening in advance of future tram delivery. Through access restrictions on New Street and Jeffrey Street would need to be considered at the same time to avoid potential traffic displacement.
- Cowgate is currently closed to general traffic in the late evenings and the majority of the infrastructure needed is already in place. The closure of Cowgate could be trialled relatively easily, following a similar approach to the successful Summer Streets programme, with only servicing details to be considered and impact on neighbouring streets such as Blair Street.
- Similarly, Canongate could also be trialled in the near future. Further consideration is however required regarding restrictions, in order to retain bus services, while limiting access to deliveries and local movements.
- Any form of closure of Lauriston Place is likely to be complex due to servicing and local access requirements. However, should other changes prove successful, the incremental benefits offered by closing Lauriston Place to through traffic make it a worthy candidate for consideration in the longer term. If a tram from Granton to Bioquarter is delivered Edinburgh would then likely need a second cross city

tram line to alleviate pressures on Princes Street in the long term. The Lauriston Place / Potterrow corridor is a likely routing, with implementation requiring reduced access in some form for general traffic.

Future tram from Granton to Bioquarter is unlikely to be constructed before the early 2030s. Closure of the Bridges to through general traffic is seen as essential for this project to proceed successfully. It is recommended that the ECCT delivery plan developed in 2019 is revisited to account for the additional measures recommended in this report, to ensure that the sequencing and phasing of implementation projects maximises efficiencies and minimises disruption during the implementation period.

5.7.1 'Big Bang'

One possible approach is to implement all, or a large portion of agreed measures at one time, as was the approach taken in Ghent. This approach would require significant further work on an implementation plan and City Centre Operational Plan to maximise the potential for successful delivery with as little disruption as possible.

Introducing general traffic restrictions, as proposed under the preferred option, is anticipated to make a significant contribution towards car kilometre reduction in the city centre and reduction of vehicular dominance. Nevertheless, these won't be sufficient to deliver a 30% reduction on their own.

There are different ways the city could decide to implement a 'Big Bang' approach; this is for the ECCT Delivery Plan to explore and recommend rather than this report. But, based on high level analysis, it is anticipated that there is a significant potential risk that remaining traffic (including public transport services) could be impacted in the earlier stages towards achieving a car kilometre reduction of 30% or more, assuming a reluctance for users to switch mode. It is therefore recommended that other policy interventions are considered to support a 'Big Bang', if that is the approach chosen by the Council. This would include 'carrots' as well as 'sticks'. Further interventions that would help ease the implementation include parking restrictions and other potential policies such as a workplace parking levy, and road user charging.

Early messaging and guidance to road users could help offset the immediate impact of major network changes, and resulting public transport impacts. Frequently, it is the first weeks of a scheme that have the greatest negative impact on congestion - and there is the potential for the transport model to significantly underestimate this. In the medium term, impacts settle to an as modelled condition (or better) as traffic evaporation and behaviour change takes place.

5.7.2 Stepped Implementation

Given recent experience with partial closure of the Cowgate and North Bridge as part of temporary works, an alternative approach is a stepped plan, potentially implemented as follows:

- Stage 1 - experimental closure of Cowgate and relevant linked streets
- Stage 2 – experimental restrictions on The Bridges corridor
- Stage 3 - full implementation of Option C

Some of the proposed measures were developed to concept level as part of the Pedestrian Priority Zone (PPZ) project that followed ECCT. These will provide a useful starting point for how the individual street and junction design measures can be visualised and developed, to aid public understanding.

5.7.3 Monitoring and Evaluation

As the measures are installed on the ground, detailed monitoring of the traffic circulation impacts should be undertaken to ensure that any unintended consequences can be identified and mitigated. For example, the additional pressure placed on the 'boundary' streets of the city centre may require closer examination and mitigation of the streets in the West End or south of the Meadows to ensure that the experience of those walking, wheeling, and cycling is not compromised in these areas as a result.

Finally, the resilience of the city centre will need careful consideration as measures are implemented. For emergency access, those streets with traffic restrictions should be designed and operated to allow emergency vehicles to pass through if necessary. In the event of significant construction works on any of the city centre 'boundary' streets, the City Centre Operations Plan should identify means by which general traffic can still circulate, potentially by permitting the short-term opening of certain bus gates to general traffic where no alternative north-south or east-west links are available.

Canongate (before)

Canonagate (after)

Market Street (before)

Market Street (after)

6 Neighbourhoods

6.1 20 Minute Neighbourhood Programme

The Circulation Plan will support the development of Edinburgh's 20 Minute Neighbourhoods programme, by facilitating local journeys to be made more easily by sustainable modes and enabling residents to live well locally. The 20 Minute Neighbourhoods programme is being developed in parallel to the Circulation Plan so is not reported here. There are two immediate next steps to ensure that the emerging output from the Circulation Plan can be enhanced by the development of local neighbourhood improvements:

- Delivery of local enhancements focussed on walking. A sperate work package has prepared a methodology for prioritising these local enhancements, focussing on low-cost measures benefitting pedestrians such as dropped kerbs, 'tightening' corner radii, and widening and improving key footway routes to local facilities and services. Where there is support from local residents, street closures to reduce intrusive through traffic can complement these measures
- School streets – in addition, the potential for car-free streets or zones around the city's schools during pick-up and drop-off periods will be examined. This will ensure that proposals to improve access to schools by walking, wheeling and cycling are developed in full alignment with the emerging SAF and that traffic restrictions and diversions are put in place within this strategic context

The Circulation Plan will also support climate adaptation and nature priorities. The development of Edinburgh's national project, 'Urban Sustainable Blue and Green Surface water management solutions' is being delivered through the Green Blue Network priority areas. This also embeds the Local Nature Network projects. The detailed design of the new streets can complement the aspirations of these other city-wide networks, for example, by increasing tree canopy cover and designing in measures to help with surface water flooding. These would take into account local historic sensitivities.

7 Next Steps

7.1 Technical Reporting and CMP implementation Plan

The work completed to date on the Circulation Plan and documented in this report will directly support the following:

- February 2024 Transport and Environment Committee reporting, seeking agreement with the findings and recommended space allocations from this work
- Active Travel, Public Transport and Parking Actions and associated Business Cases, which will align to the strategic space allocations derived from the Circulation Plan

7.2 Application of Our Future Streets

Thereafter, it is intended that the Our Future Streets will be applied in the following ways:

- Interactive Mapping – the mapping and space allocations documented in this report and associated mapping will be available in GIS format, from which an interactive mapping platform will be made available to allow stakeholders to view the space allocations on each part of the network. This tool could then be made publicly available via the Council's website, if desired
- Design intents – the space allocation maps and resulting design intents for each of the key corridors identified will be used as inputs to the establishment of future design briefs for downstream delivery projects. In this way, design teams can focus attention on detailed design decisions within the strategic framework of the wider network developed by the Circulation Plan

7.3 Continued Technical Development

In addition, it is anticipated that the Circulation Plan, and the SAF in particular, will continue to be reviewed and updated by the Council as follows:

- Further development and integration of Local Neighbourhood and School Street proposals
- Future monitoring of network operations
- Sensitivity and stress testing of recommended changes
- Continued monitoring of other cities

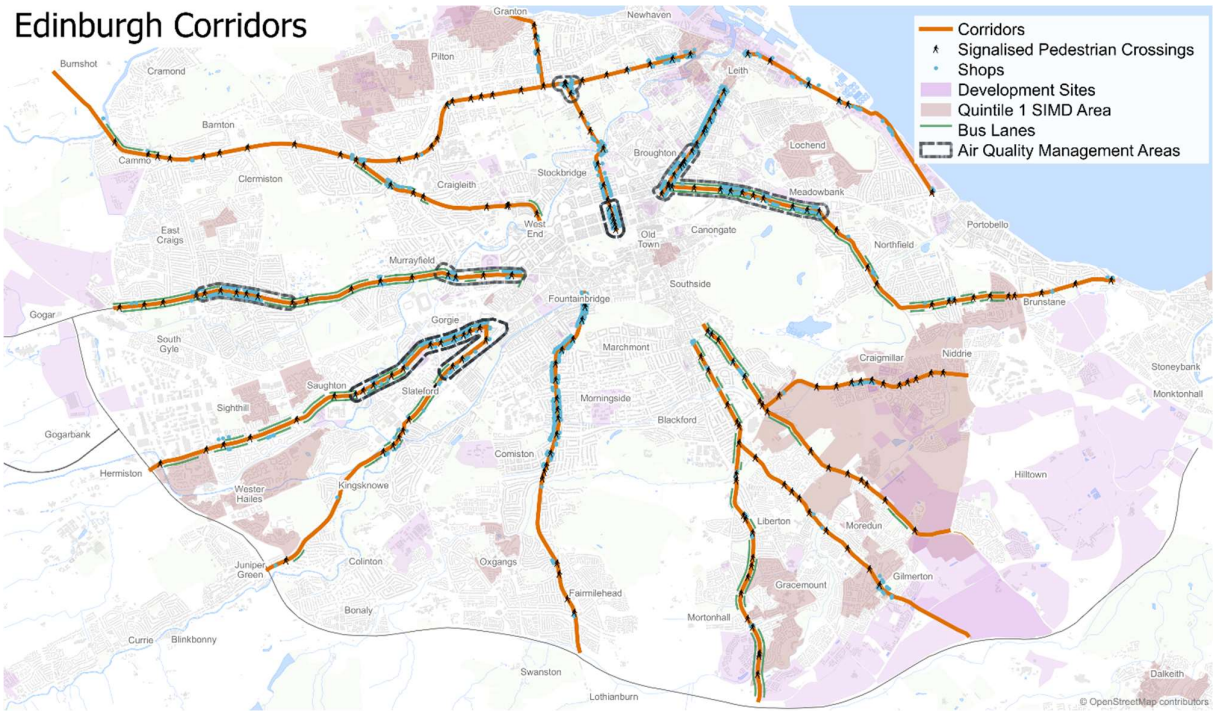
Appendix A. Streetspace Allocation Mapping Outputs

Network maps and corridor summaries presented in separate PDF files

Appendix B. Appraisal Supporting Information

Maps detailing:

- Crossing points
- SIMD
- Development sites
- Key connections
- Alternative routes
- Shop locations
- Traffic volume information



Appendix C. Appraisal of Corridors

A.1 A90

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	0	No local centre – small cluster at Maidencraig Crescent
Opportunity to improve pedestrian accessibility including overcoming severance	+2	Opportunity to improve severance – currently poor (Quality St at Davidson's Mains key example of fast-moving traffic segregating amenities from residential areas)
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Very limited opportunity on the outer section due to high traffic volumes and impact on bus delays if segregation put in place. Significant opportunity for protected cycling on inner section - could be implemented in association with Granton to Bioquarter tram.
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-2	Very high traffic volumes (1800 vehs/hr) connecting to Fife and the northeast of Scotland
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	30-40 buses per hour with significant regional flows. Significant congestion but limited opportunity to segregate buses
Opportunity to reduce transport poverty and inequality	0	Accident rates are consistent with the rest of the city. Adjacent to major secondary school. No areas in SIMD lowest 40%
Opportunity to mitigate negative traffic impacts on air quality	0	No known AQMA but high traffic volumes with an opportunity to reduce
Ability of investment in the corridor to support new development and/or regeneration	0	Limited regeneration opportunities but supports development in Queensferry and Fife. No areas in SIMD lowest 40%
Integration with objectives of existing projects	0	BPF for bus only
Impact on general traffic and likely displacement	-2	Delivering bus lanes or segregated cycling on the outer section would be likely to have a high impact. A8 to the south is unlikely to be able to accommodate any displaced traffic. No alternative to the north
Impacts on parking and loading	0	No significant parking or loading present

A.2 A8

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Local centre at Corstorphine local centre – continuous shop frontages
Opportunity to improve pedestrian accessibility including overcoming severance	+2	In general, sufficient crossing opportunities but specific solutions at Corstorphine local centre and the zoo may be required. Opportunities to reduce severance at Drumbrae
Opportunity to deliver enhanced cycling catering for an important cycle flow	+2	Part of the Primary cycle network. Could tie into significant development at West Edinburgh
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Relatively high traffic volumes especially on outer sections, but significantly lower than the A90 (include 800-1100 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+2	40+ buses per hour and will need to cater for future demand from West Edinburgh. Significant congestion but there is potential to reduce general traffic flows
Opportunity to reduce transport poverty and inequality	0	Accident rates are consistent with the rest of the city. No areas in SIMD lowest 40%
Opportunity to mitigate negative traffic impacts on air quality	+2	Known AQMA at St John's Road (plus Newbridge and Roseburn Terrace) – opportunity to improve
Ability of investment in the corridor to support new development and/or regeneration	+2	Facilitates West Edinburgh development – potential for significantly increased PT and AT flows. No areas in SIMD lowest 40%
Integration with objectives of existing projects	+2	A8 / Corstorphine Connections. West Edinburgh development. BPF
Impact on general traffic and likely displacement	-1	Some impact on general traffic with some potential displacement to the A90 to the north and the A71 to the south
Impacts on parking and loading	-1	Significant levels of on-street parking but in general there are viable alternatives available. Town centre measures likely to have some impact on loading provision on St John's Road.

A.3 A71

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Gorgie has major potential for upgrade. Also some local shops at Chesser
Opportunity to improve pedestrian accessibility including overcoming severance	+2	Major opportunity to improve or replace underpass crossings (though high cost)
Opportunity to deliver enhanced cycling catering for an important cycle flow	+2	High density of housing provides a demand for cycling and there is space for high quality provision Calder Road without impacting on bus priority. Flat corridor. More space constraints on inner sections but extensive protected cycling feasible
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Relatively High traffic volumes (1000 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	High PT volumes (50 buses per hour) serving Western Hailes. Delays at Chesser Avenue and through Gorgie. Extensive existing bus priority but scope for enhancement
Opportunity to reduce transport poverty and inequality	+2	Accident rates are consistent with the rest of the city. Several areas in SIMD lowest 20% and 40%
Opportunity to mitigate negative traffic impacts on air quality	+1	Known AQMAs on Gorgie/Dalry and Slateford/Dundee Street
Ability of investment in the corridor to support new development and/or regeneration	+1	Potential for redevelopment within West Hailes and sites adjacent to a reimagined Calder Road
Integration with objectives of existing projects	+1	Major street reconfiguration under development for Dalry, however nothing under consideration at present but nothing in the outer section (significant investment would be needed for Calder Road to meet objectives)
Impact on general traffic and likely displacement	0	Opportunity to divert general traffic on to the Western Approach Road. in association with changes on inner sections. Significant space available on outer dual carriageway section.
Impacts on parking and loading	-1	Some minor instances of on-street parking for residents that would be difficult to relocate but generally not a major issue

A.4 A70

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+1	Small cluster in Juniper Green and some spread across Slateford. Local centres at Dalry Road and Dundee Street/Fountain Bridge
Opportunity to improve pedestrian accessibility including overcoming severance	+1	Possible improvements Slateford Station/Chesser area
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Significant opportunities, but the need to deliver better bus priority, and problematic physical constraint at Ingles Green railway underbridge means continuous cycling protection is very unlikely to be deliverable
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	+1	800-1000 vehs/hr but the majority of traffic on this corridor originates within the city boundary
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	Service 44 is the principal route for half the corridor with several services joining from Longstone (25-35 buses per hr). Delays in the Slateford Station/Chesser area
Opportunity to reduce transport poverty and inequality	+1	Accident rates are consistent with the rest of the city. Some areas in SIMD lowest 20% and 40%
Opportunity to mitigate negative traffic impacts on air quality	0	AQMAs on Gorgie/Dalry and Slateford/Dundee Street
Ability of investment in the corridor to support new development and/or regeneration	0	Limited sites within City Plan 2030.
Integration with objectives of existing projects	+1	Links to Dundee Street/Fountain Bridge and Dalry active travel/ town centre projects and BPF bus priority proposals
Impact on general traffic and likely displacement	0	Bus priority and active travel improvements should be deliverable with low impact
Impacts on parking and loading	0	With the exception of Juniper Green, no significant on-street parking is present

A.5 A702

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Few shops until Morningside Road where there is high density of shops (high street feel).
Opportunity to improve pedestrian accessibility including overcoming severance	+2	Opportunity to improve crossings in Morningside/Bruntsfield and Comiston Road.
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	High potential to implement segregation on the outer section of this route. Unlikely to be feasible on Morningside section, but potential to use quiet alternative route to connect towards city centre
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	High levels of congestion but traffic volumes are relatively low (650 vehs/hr) in comparison to other corridors
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	High PT volumes (30 buses per hour) and mode share. Buses impacted by congestion with slow journey times and reliability issues. However potential for bus priority on inner sections is very constrained due to continuous 'high street' nature.
Opportunity to reduce transport poverty and inequality	0	One area in SIMD lowest 40%
Opportunity to mitigate negative traffic impacts on air quality	0	No known AQMAs
Ability of investment in the corridor to support new development and/or regeneration	0	Low SIMD and no planned development in City Plan 2030 (Astley Ainsley).
Integration with objectives of existing projects	+1	Links to the Lothian Road Boulevard Fairmilehead crossroads BPF project and Travelling Safely cycling segregation on Comiston Road.
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be low.
Impacts on parking and loading	-1	Some displacement of on-street parking (public and residents) and loading in area of high parking demand

A.6 A701

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	0	Infrequent density of shops until the Bridges where there is high density of shops (high street feel)
Opportunity to improve pedestrian accessibility including overcoming severance	-1	There are local opportunities for improvement, but relatively low pedestrian volumes and adequate crossing facilitates
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Potential connectivity to Straiton Retail Park, Cameron Toll and King's Buildings but topography challenging at Liberton Brae
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	+1	Traffic is modest in comparison to other major arterial routes (500-600 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+2	40-50 buses per hour on inner section. Regional connections to Penicuik and Peebles. Needs to support major future development in Midlothian. Modest congestion but delays at Kaimes Crossroads and Cameron Toll
Opportunity to reduce transport poverty and inequality	+1	Accident rates are consistent with the rest of the city. Several areas in SIMD lowest 20% and 40%
Opportunity to mitigate negative traffic impacts on air quality	0	No AQMAs and relatively low traffic volumes
Ability of investment in the corridor to support new development and/or regeneration	+2	Major development in Midlothian and the A701 is a key focus for that local authority. Several areas in SIMD lowest 20% and 40%.
Integration with objectives of existing projects	0	Kaimes Crossroads (BPF)
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be low.
Impacts on parking and loading	-1	Instances of on-street parking for residents that would be difficult to relocate

A.7 A772

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+1	Opportunity to enhance the local centre at Gilmerton/Drum
Opportunity to improve pedestrian accessibility including overcoming severance	-1	There are local opportunities for improvement, modest pedestrian volumes and adequate crossing facilitates
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Cycle infrastructure is already provided on this corridor but there are opportunities for enhancement at junctions and for a better connection towards the city centre from the junction of Gilmerton Road and Liberton Gardens.
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	+2	Low traffic volumes in comparison to other arterial routes (200-400 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	0	Modest public transport volumes (10 buses per hour). Delays at Gilmerton junction, remainder of the corridor performs adequately
Opportunity to reduce transport poverty and inequality	+1	Accident rates are consistent with the rest of the city. Several areas in SIMD lowest 20% and 40%.
Opportunity to mitigate negative traffic impacts on air quality	0	No AQMAs and relatively low traffic volumes
Ability of investment in the corridor to support new development and/or regeneration	+1	Several areas in SIMD lowest 20% and 40%. Substantial development at Farrier Fields
Integration with objectives of existing projects	0	No known future projects but existing cycle infrastructure already in place. Potential links to BPF
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be low
Impacts on parking and loading	-1	Instances of on-street parking for residents that would be difficult to relocate

A.8 A7

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+1	Royal Infirmary/Bio-Quarter and Cameron Toll are important destinations. Local centre on Dalkieth Road
Opportunity to improve pedestrian accessibility including overcoming severance	-1	Local opportunities for improvement to currently adequate crossing facilitates
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Potential to enhance important links to the Royal Infirmary/Bio-Quarter, Cameron Toll and King's Buildings
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Moderate traffic volumes (700-1200 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+2	Important existing PT corridor (20-25 buses per hour + future tram) serving the Royal Infirmary/Bio-Quarter, King's Buildings and Cameron Toll. Delays at Cameron Toll and on Dalkeith Road
Opportunity to reduce transport poverty and inequality	+2	Accident rates are consistent with the rest of the city. Several areas in SIMD lowest 20% and 40%
Opportunity to mitigate negative traffic impacts on air quality	+1	AQMA on the Bridges which this corridor feeds directly into
Ability of investment in the corridor to support new development and/or regeneration	+2	Several areas in SIMD lowest 20% and 40%. Bio-Quarter
Integration with objectives of existing projects	+2	Existing north-south tram proposals, Bio-Quarter and Old Dalkeith Road cycle scheme
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be low
Impacts on parking and loading	-1	Some minor instances of on-street parking for residents that would be difficult to relocate but generally not a major issue

A.9 Niddrie Mains Road

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Definitive local centre. Significant investment in Craigmillar local centre is not reflected in the current streetscape
Opportunity to improve pedestrian accessibility including overcoming severance	+1	Multiple existing crossings but not always positioned at key desire lines
Opportunity to deliver enhanced cycling catering for an important cycle flow	+2	Significant opportunity for enhancement
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Reasonably high traffic volumes during midweek peaks and weekend inter-peaks
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+2	Part of the Primary PT network. Significant congestions in the peaks and weekends – the latter driven by shopping demand to/from Fort Kinnaird (30 significantly impacted)
Opportunity to reduce transport poverty and inequality	+2	Several areas in SIMD lowest 20% and 40%.
Opportunity to mitigate negative traffic impacts on air quality	0	No known AQMAs
Ability of investment in the corridor to support new development and/or regeneration	+1	Links areas of SIMD most deprived 20% and new development at the QMU
Integration with objectives of existing projects	+2	Craigmillar town centre and Niddrie Mains Road active travel and bus priority project
Impact on general traffic and likely displacement	-1	Impact of likely measures on general traffic is expected to be modest, some impact in Craigmillar town centre likely.
Impacts on parking and loading	-1	Some on-street parking for residents that would be difficult to relocate

A.10 A1

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+1	Potential to enhance local centres at Jock's Lodge and Abbeyhill
Opportunity to improve pedestrian accessibility including overcoming severance	+1	Relatively low frequency of crossings in appropriate locations, but potential to enhance
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Significant potential for enhancement on outer section but modest demand. Higher demand on inner section but space constraints are mode challenging
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Relatively modest traffic volumes (850-1050 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	Major growth corridor supporting growth in East Lothian (50-60 buses per hour currently). Delays due to congestion. Milton Road/Sir Harry Lauder Road and Jock's Lodge but limited potential to enhance exiting bus priority at key locations
Opportunity to reduce transport poverty and inequality	-1	Accident rates are consistent with the rest of the city. Some areas in SIMD lowest 40%
Opportunity to mitigate negative traffic impacts on air quality	0	AQMA at London Road which this corridor feeds into. measures unlikely to have a negative effect
Ability of investment in the corridor to support new development and/or regeneration	+2	Major development in East Lothian and QMU
Integration with objectives of existing projects	0	Links to existing Places for Everyone and Smokey Brae cycle scheme
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be modest
Impacts on parking and loading	0	Some minor instances of on-street parking for residents that would be difficult to relocate but generally not a major issue

A.11 A199

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Portobello town centre at east end of the corridor has major potential for enhancement. Currently there are few shops spread across the corridor but there is potential for significant densification around Seafield
Opportunity to improve pedestrian accessibility including overcoming severance	-1	Some sections are one sided street or have little residential development. However crossing opportunities are poor in some places and require improvement .
Opportunity to deliver enhanced cycling catering for an important cycle flow	+2	Potential east/west connection across the north of the city with level topography
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-1	Forms part of the primary east/west link across the north of the city (850-1150 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	0	Modest bus volumes (10-20 buses per hour) in comparison to other arterial routes but potential increase as part of future developments. Delays a result of reduced priority at intersections with other key corridors
Opportunity to reduce transport poverty and inequality	-1	Accident rates are consistent with the rest of the city. Some areas in SIMD lowest 40%. Limited population through Seafield and Portobello bypass
Opportunity to mitigate negative traffic impacts on air quality	+2	Opportunity to improve known AQMA at Salamander Street
Ability of investment in the corridor to support new development and/or regeneration	+2	Significant development anticipated in the vicinity of Seafield
Integration with objectives of existing projects	+1	Links to Leith Connections Project and Seafield regeneration
Impact on general traffic and likely displacement	-1	Impact of likely measures on general traffic is expected to be modest - associated with changes at the major Kings Road junction
Impacts on parking and loading	+2	No significant on-street parking with viable alternatives present

A.12 Granton – Stockbridge

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+2	Stockbridge local centre at southern end of the corridor has major potential for enhancement.
Opportunity to improve pedestrian accessibility including overcoming severance	+1	High pedestrian movements in Stockbridge, but regular available crossings present.
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Topography means strategic links to city centre likely to be delivered on alternative routes. However very good opportunity for better connection between Stockbridge and the north of the city
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	+2	Comparatively low traffic volumes (500-650 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	0	Limited number (10-15 buses per hour) but important bus services. Limited delays in comparison to other corridors and relatively low frequency. Limited opportunity for bus priority without reducing traffic volume
Opportunity to reduce transport poverty and inequality	+1	Areas in SIMD lowest 20% and 40% at Granton
Opportunity to mitigate negative traffic impacts on air quality	0	No known AMQAs and relatively low traffic volumes
Ability of investment in the corridor to support new development and/or regeneration	+1	Development in City Plan 2030 at Granton Waterfront
Integration with objectives of existing projects	+1	Synergy with redevelopment in Granton
Impact on general traffic and likely displacement	0	Impact of likely measures on general traffic is expected to be low
Impacts on parking and loading	-1	Instances of on-street parking for residents and loading for businesses that would be difficult to relocate

A.13 Ferry Road

Appraisal Criteria	Score	Rationale
Opportunity to enhance a high street or local centre	+1	Local centres at Inverleith Row, Pilrig Street and Great Junction Street
Opportunity to improve pedestrian accessibility including overcoming severance	+1	Infrequent crossings in places,
Opportunity to deliver enhanced cycling catering for an important cycle flow	+1	Significant potential for enhancement on western section but significant constrainst towards east
Modest traffic volumes, present opportunity for reallocation of space without wider intervention	-2	Medium traffic volumes (700-900 vehs/hr)
Opportunity to improve public transport journey times by reducing delays / increasing reliability	+1	Key connection east/west across north Edinburgh (25-35 buses per hour). Significant delays to buses throughout the day – but fairly limited opportunities for priority
Opportunity to reduce transport poverty and inequality	+1	Some areas in SIMD lowest 20% and 40%
Opportunity to mitigate negative traffic impacts on air quality	+2	Known AQMA at Inverleith Row – opportunity to improve
Ability of investment in the corridor to support new development and/or regeneration	+1	Some areas in SIMD lowest 20% and 40%. Future development at Bonnington supporting City Plan 2030 and further afield at Seafield and Portobello
Integration with objectives of existing projects	0	In City Plan but no designated funding or schemes
Impact on general traffic and likely displacement	-1	Changes could result in some traffic displacement
Impacts on parking and loading	-1	Instances of on-street parking for residents that would be difficult to relocate

Appendix D. City Centre Options Modelling

General Traffic Journey Time Impacts

Microsimulation modelling was undertaken to assess the four city centre options and provide more detailed travel times for general traffic through the city centre.

The journey time routes compared are shown in Figure D.1 with key corridors and the anticipated diversion routes included. Modelling journey time outputs on these routes are listed in Table D.1 for the AM and Table D.2 for the PM. The two tables show the base model travel time and the percentage change from all four options models under the 100% traffic demand scenario and 70% demand scenario.

It should be noted that under Option 4 (100% traffic demands), modelled congestion levels in the city centre mean that some vehicles cannot complete their journeys within the simulation period. This reduces forecast journey times as these are averaged over fewer vehicles, and exclude those with extended travel times that could not complete their journeys.

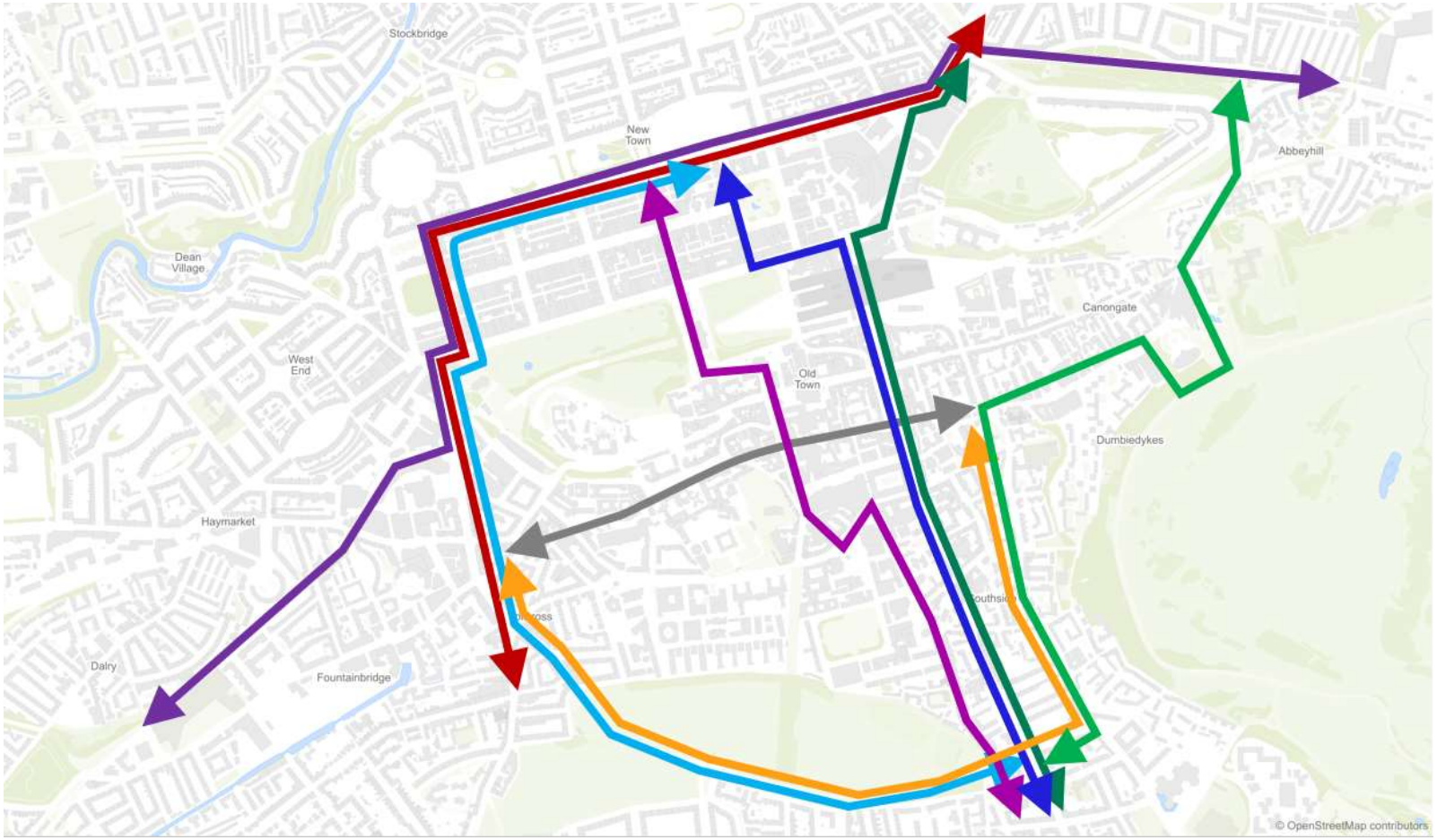


Figure D.1: Modelled General Traffic Journey Time Assessment Routes

Table D.1: Modelled AM General Traffic Journey Times

	Route	Base Ave Journey Times	100% Traffic Demands				70% Traffic Demands			
			Opt 1	Opt 2	Opt 3	Opt 4	Opt 1	Opt 2	Opt 3	Opt 4
	Tollcross – Leith Walk	14:05	-2%	2%	41%	21%	-23%	-24%	-16%	-12%
	Leith Walk – Tollcross	11:35	-8%	65%	75%	66%	-20%	60%	49%	14%
	W Approach Rd – A1	10:22	42%	40%	120%	75%	-6%	5%	16%	14%
	A1 – W Approach Rd	11:15	4%	115%	139%	37%	-7%	21%	29%	13%
	Tollcross – Dundas St	08:33	-10%	21%	55%	26%	-17%	0%	13%	13%
	Dundas St – Tollcross	08:26	16%	100%	115%	68%	-1%	73%	63%	10%
	Lothian Rd–Holyrood Rd (via Cowgate)	03:09	9%	7%	-	-	-1%	0%	-	-
	Holyrood Rd–Lothian Rd (via Cowgate)	04:28	1%	-21%	-	-	-19%	-17%	-	-
	Lothian Rd–Holyrood Rd (via Meadows)	06:31	-13%	-22%	13%	51%	-24%	-25%	1%	-14%
	Holyrood Rd–Lothian Rd (via Meadows)	06:46	14%	13%	104%	119%	-33%	-30%	21%	40%
	A7–Leith St (via Bridges)	11:34	48%	-	-	-	-37%	-	-	-
	Leith St–A7 (via Bridges)	04:48	17%	-	-	-	-13%	-	-	-
	A7–A1 (via Pleasance)	05:27	10%	36%	134%	86%	-4%	33%	32%	10%
	A1–A7 (via Pleasance)	06:24	-11%	55%	81%	48%	-23%	-20%	-26%	-22%
	A7–Queen St (via Bridges)	08:33	32%	-	-	-	23%	-	-	-
	Queen St–A7 (via Bridges)	08:48	36%	-	-	-	9%	-	-	-
	A7–Queen St (via Mound)	15:56	-	-	-	-	-	-	-	-
	Queen St–A7 (via Mound)	08:31	-	-	-	-	-	-	-	-
	A7–Queen St (via Lothian Rd)	10:22	18%	13%	90%	92%	-24%	-14%	24%	33%
	Queen St–A7 (via Lothian Rd)	10:21	-10%	23%	48%	50%	-17%	4%	5%	-4%

Table D.2: Modelled PM General Traffic Journey Times

	Route	Base Ave Journey Times	100% Traffic Demands				70% Traffic Demands			
			Opt 1	Opt 2	Opt 3	Opt 4	Opt 1	Opt 2	Opt 3	Opt 4
	Tollcross – Leith Walk	16:57	14%	-25%	109%	15%	-41%	-45%	-29%	-37%
	Leith Walk – Tollcross	10:52	10%	140%	147%	152%	-4%	99%	93%	92%
	W Approach Rd – A1	13:15	112%	-8%	196%	39%	-16%	-24%	-10%	-14%
	A1 – W Approach Rd	13:24	35%	107%	173%	174%	-9%	8%	21%	38%
	Tollcross – Dundas St	07:52	-8%	98%	126%	63%	-12%	53%	9%	-10%
	Dundas St – Tollcross	09:07	82%	125%	138%	103%	29%	82%	85%	76%
	Lothian Rd–Holyrood Rd (via Cowgate)	03:18	16%	49%	-	-	-2%	176%	-	-
	Holyrood Rd–Lothian Rd (via Cowgate)	09:26	-11%	16%	-	-	-60%	-51%	-	-
	Lothian Rd–Holyrood Rd (via Meadows)	05:10	-5%	28%	18%	8%	-10%	39%	16%	13%
	Holyrood Rd–Lothian Rd (via Meadows)	05:06	5%	-7%	152%	104%	-12%	-9%	26%	61%
	A7–Leith St (via Bridges)	16:21	4%	-	-	-	-64%	-	-	-
	Leith St–A7 (via Bridges)	05:32	-18%	-	-	-	-20%	-	-	-
	A7–A1 (via Pleasance)	05:23	1%	52%	78%	82%	-11%	38%	20%	11%
	A1–A7 (via Pleasance)	05:17	5%	48%	84%	74%	-9%	8%	-7%	0%
	A7–Queen St (via Bridges)	11:17	-10%	-	-	-	-13%	-	-	-
	Queen St–A7 (via Bridges)	08:56	45%	-	-	-	39%	-	-	-
	A7–Queen St (via Mound)	12:49	-	-	-	-	-	-	-	-
	Queen St–A7 (via Mound)	10:56	-	-	-	-	-	-	-	-
	A7–Queen St (via Lothian Rd)	09:38	60%	-6%	220%	96%	-17%	-17%	13%	21%
	Queen St–A7 (via Lothian Rd)	10:02	7%	42%	66%	54%	-9%	4%	13%	27%

100% Traffic Demands

The major network change for general traffic under Option 1 is the closure of the Mound corridor. This displaces traffic onto Lothian Road, the Bridges, and the Pleasance, increasing travel times on the corridors, and a majority of routes analysed through the city centre.

The general traffic restrictions on the Bridges corridor under Options 2-4 leads to significant delay on all other routes assessed. Lothian Road is one of the primary diversion routes from the Bridges and journey times on this corridor increase in excess of 100% (15-20 minutes). Delays of 10-15 minutes are also anticipated for vehicles that use the Pleasance, which is another key diversion route for vehicles that previously used the Bridges.

In Options 3 and 4, restricting general traffic on the Cowgate/Grassmarket resulted in a modelled increase of around 5-10 minutes for vehicles travelling east and west through the city centre. Previously 4-9 minutes via the Cowgate/Grassmarket and 10-15 minutes via Melville Drive and the Pleasance.

70% Traffic Demands

If Edinburgh's 30% reduction in vehicle kilometres target is met, the delays for general traffic are significantly reduced. Modelling of Option 1 suggests most routes assessed would be quicker for general traffic. This would indicate that this option does not go far enough to disincentivise general traffic from travelling through the city centre.

However, once more restrictions are imposed such as the Bridges (Options 2-4) and Cowgate/Grassmarket (Options 3 and 4) delays of up to 10 minutes were modelled on the corridors that remain open: London Road, Queen Street, Lothian Road, Melville Drive, the Pleasance and Abbeyhill. These levels of delays are significant for those that need to travel in the city centre by private vehicles, e.g. mobility impaired, deliveries, etc.

As previously stated, congestion levels in Option 4 are severe and the journey time analysis above does not provide a complete picture of the performance of the network. Implementing this option is likely to be a step too far even if a 30% reduction in traffic demand is achieved.

70% Compared With 100% Traffic Demands

At 100% of existing traffic demands significant levels of congestion are anticipated throughout the city centre if any additional interventions are implemented beyond Option 1 proposals. Several of the routes analysed encounter delays in excess of 100% under Option 2 increasing to almost all routes under Options 3 and 4. This suggests Options 2-4 should not be implemented without confidence that the options or wider policy measures will induce a notable reduction in private vehicle demand in the city centre.

Gradually making the city centre less attractive for general traffic and delivering major sustainable transport improvements to provide an alternative to private vehicle use (such as new Tram routes) should result in a city centre that is still serviceable and accessible for people of all abilities and demographics. As demonstrated by the more manageable general traffic delays modelled in the 70% traffic demands scenario for Options 2 and 3.

In a similar fashion to the public transport impacts above, refinement of the traffic model will be undertaken to understand the extent to which these impacts can be mitigated and contribute to the levels of traffic reduction needed across the city centre. The above impacts do however set out the relative impacts that can be expected between each option to inform the assessment of these options.

Appendix 2. Corridor 'design intent' example

Corstorphine Road: A8-05

Existing road layout:

Proposed road layout changes:

- Provide 2-way protected cycling.
- Two-way bus priority can be accommodated along the corridor, with some short stretches requiring the application of minimum widths.
- Variable width up to 23m allows place space, on street parking, and loading to be allocated at some locations.

Western Terrace: A8-06

Existing road layout:

Proposed road layout changes:

- Provide one-way bus lane and bi-directional cycling (replacing a bus lane) to link in with the existing level of provision on Section A8-07.
- Retain place to the east of section around Murrayfield Gardens.

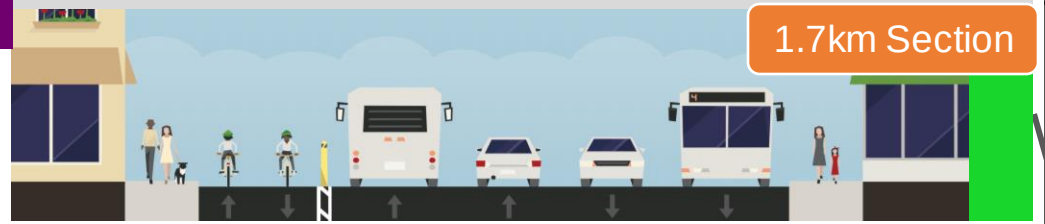
Hampton Terrace/Haymarket Terrace: A8-07

Existing road layout:

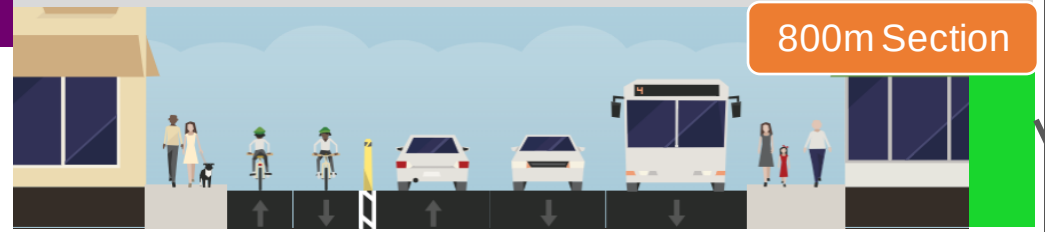
Proposed road layout changes:

- Retain existing provision of bi-directional cycling and the one-way inbound bus lane.
- Retain place to the west of section along Roseburn Terrace.

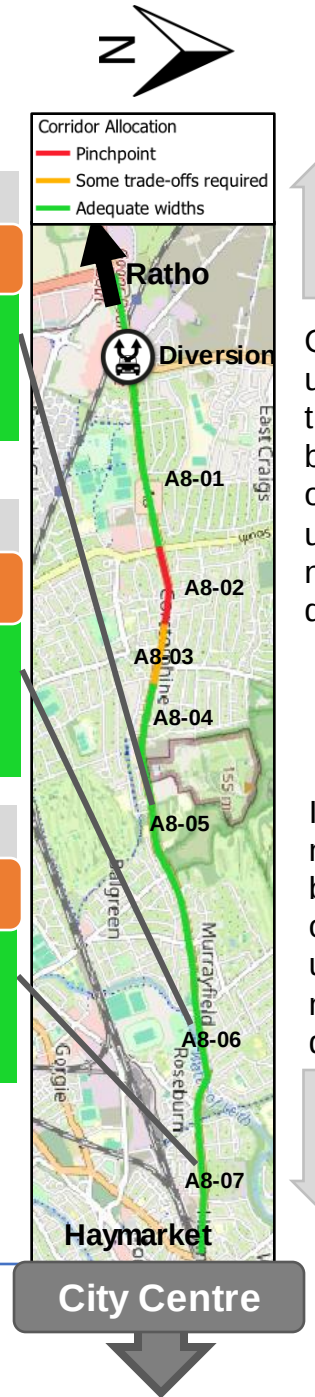
Corstorphine Road: A8-05 – Minimum width of 20m



Western Terrace: A8-06 – Minimum width of 18m



Hampton Ter. and Haymarket Ter.: A8-07 – Minimum width of 18m

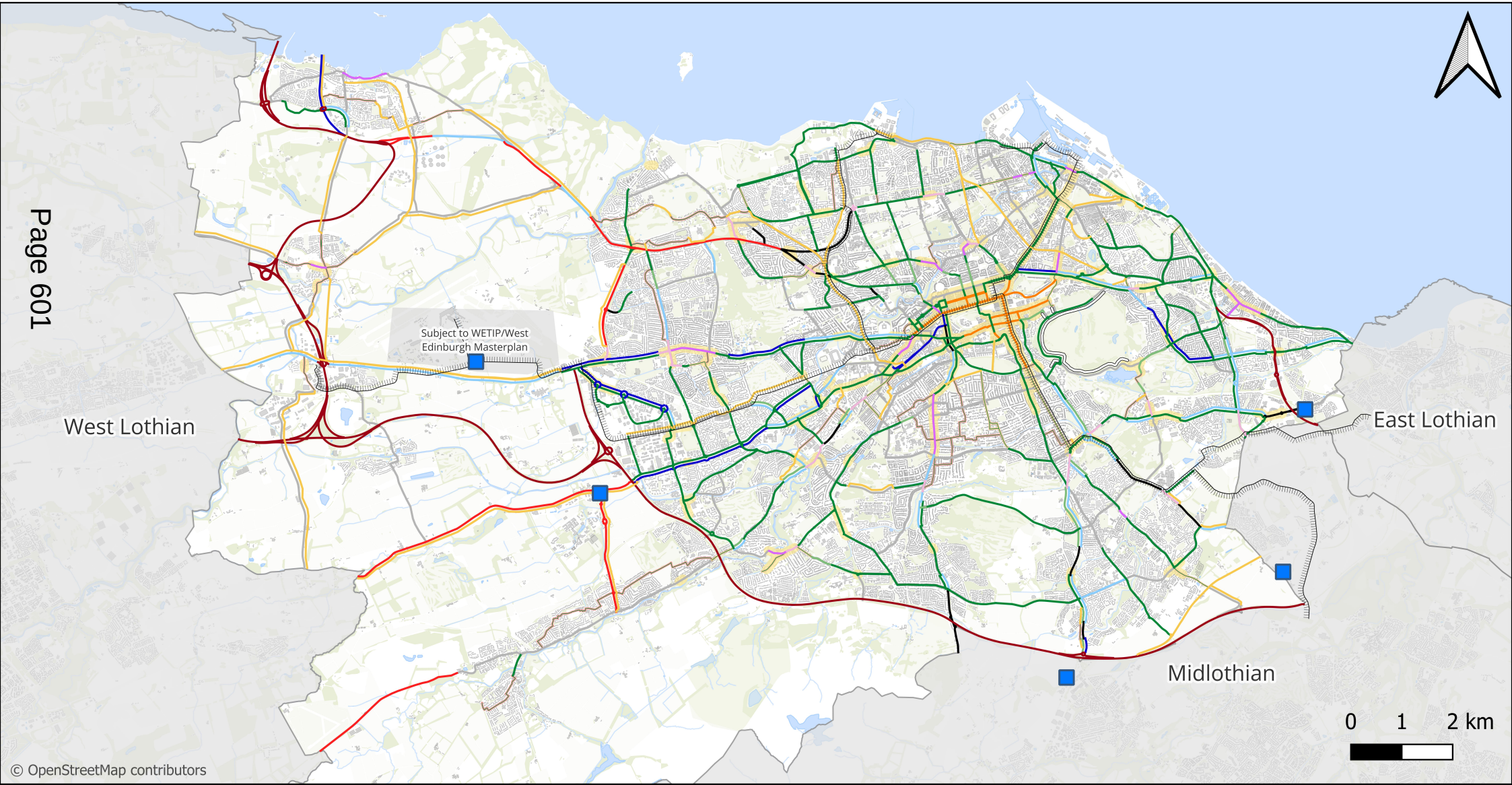


Our Future Streets (Circulation Plan) - Integrated Network Map

Key: Intended Allocation of Space

- Bus lane in one direction
- Bus lanes in both directions
- Bus lane(s) and protected cycle track(s)
- 1-way protected cycle track
- 2-way protected cycle track(s)
- Traffic network - higher volume
- Mixed traffic street - general traffic network
- Mixed traffic street - cycle network
- Local design solution - traffic restriction
- Local design solution - junction/movement
- Local design solution - place/high street
- Local design solution - cycle network continuity
- Traffic free path
- Tram Alignments (Existing and Future)
- High Place Value
- HES Roads
- Trunk road(s) and motorway network
- Park and ride sites

Note: When streetspace allocations are proposed rather than existing, delivery will be subject to consultation and relevant legal processes as appropriate to any changes.

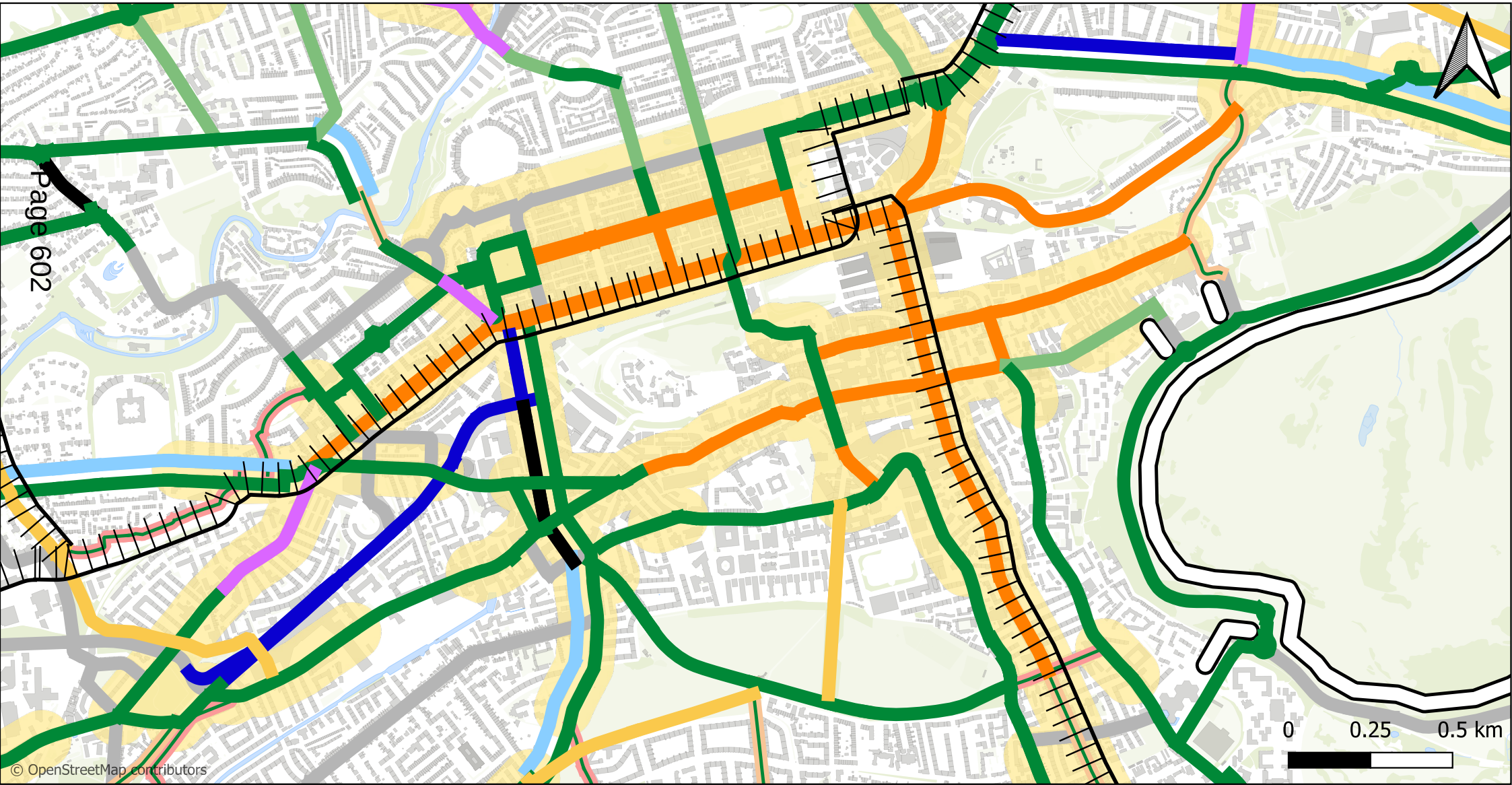


Our Future Streets (Circulation Plan) - Integrated Network Map - City Centre

Key: Intended Allocation of Space

- Bus lane in one direction
- Bus lanes in both directions
- Bus lane(s) and protected cycle track(s)
- 1-way protected cycle track
- 2-way protected cycle track(s)
- Traffic network - higher volume
- Mixed traffic street - general traffic network
- Mixed traffic street - cycle network
- Local design solution - traffic restriction
- Local design solution - junction/movement
- Local design solution - place/high street
- Local design solution - cycle network continuity
- Traffic free path
- Tram Alignments (Existing and Future)
- High Place Value
- HES Roads

Note: When streetspace allocations are proposed rather than existing, delivery will be subject to consultation and relevant legal processes as appropriate to any changes.



Transport and Environment Committee

10.00am, Thursday, 1 February 2024

Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

Executive/routine	**Executive**
Wards	**4 - Forth, 5 - Inverleith, 6 – Corstorphine/Murrayfield, 11 – City Centre, 15 – Southside/Newington, 16 – Liberton/Gilmerton, 17 – Portobello/Craigmillar**

1. Recommendations

1.1 Committee is asked to:

1.1.1 Note the engagement and consultation on the City Mobility Plan (CMP) 2021 – 2023, the associated findings and the findings of the Circulation Plan consultation that took place in 2023;

1.1.2 Note that, following detailed evaluation of the potential mass transit options from Granton to BioQuarter and beyond, the further development of the city's tram network has emerged as the preferred modal solution;

1.1.3 Note that the evaluation also concluded the preferred route would utilise the Roseburn corridor, and connect through the city centre and along the Bridges corridor to southside and onwards to the BioQuarter via Cameron Toll;

1.1.4 Approve the commencement of a 12-week period of public consultation in spring 2024 to inform the development of a Strategic Business Case which will build on the CMP consultation and highlight the preferred route for north – south tram; and

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Head Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

1.1.5 Note that a report will be submitted to Committee in autumn 2024 with findings from the consultation and a draft Strategic Business Case.

Report

Tram from Granton to BioQuarter and Beyond: Consultation for Strategic Business Case Development

2. Executive Summary

2.1 This report outlines the consultation approach for a proposed north – south tram route from Granton to Bioquarter and beyond. This builds on national, regional and city objectives to deliver a sustainable future for Edinburgh and the city region.

3. Background

3.1 Edinburgh's population has grown at three times the rate of Scotland in the last decade. The city region has grown at two times the rate of Scotland over the same period. Future population projections show Edinburgh growing 6.6% compared to Scotland's 1.8%.

3.2 The City Vision 2050 consultation findings established that residents of Edinburgh want the city to be Thriving, Welcoming, Pioneering, and Fair.

3.3 The City of Edinburgh Council's Business Plan 2023 -2027 aspires to create good places to live and work, end poverty, and deliver a net zero city by 2030.

3.4 The City Mobility Plan (CMP) supports these aspirations across three key themes: People, Movement, and Place.

3.5 Consultation in advance of the approval of the CMP demonstrated significant support for the expansion of the tram network in Edinburgh and improvement to overall public transport provision, with 62% of respondents confirming they would like to see an expansion to the tram network in the city, while 89% would like to see a general improvement to public transport.

3.6 The Council undertook a consultation in 2023 which focused on the actions to deliver the CMP and included the proposed development of a circulation plan. The results of this were reported to Committee in October 2023.

3.7 The Scottish Government National Transport Strategy (NTS) and Transport Scotland's Strategic Transport Projects Review 2 (STPR2) have highlighted Edinburgh and South-East Scotland Mass Transit as an investment priority.

4. Main report

4.1 Edinburgh faces many transport challenges, including congestion and the associated poor air quality. The CMP is designed to tackle this while also delivering improved provision for walking and wheeling, cyclists, making streets safer, managing parking to reduce unnecessary car journeys, and protecting and strengthening public transport provision. The target is to reduce car kilometres in the city by 30% and deliver a net zero carbon city by 2030. This will: deliver improved health and well-being, equality, and inclusion; support inclusive and sustainable economic growth that responds to climate change; and protect and enhance the environment.

4.2 City Plan 2030 has identified priority investment zones in the city (Waterfront, West Edinburgh, City Centre, and South-East Edinburgh). Quality transport links between these four strategic areas will connect residents with job opportunities and support the sustainable development of housing for Edinburgh that the city region requires due to the projected rising population.

4.3 Through the Edinburgh and South East Scotland Region City Deal and Sestrans Chief Officers Working group, there has been engagement at the regional level, with particularly close working with Transport Scotland, East Lothian and Midlothian Councils, to ensure a collaborative approach.

Economic Development

4.4 A high quality public transport service connecting Granton to the Bioquarter and beyond would deliver significant economic benefits.

4.5 In addition to directly connecting three of the four priority investment zones (and potentially connecting with the fourth), improved public transport would support social inclusion and continued local regeneration of communities (particularly in north Edinburgh, around the BioQuarter and beyond) while the proposed route would connect the city's two principal hospitals (Edinburgh Royal Infirmary and Western General Hospital).

4.6 Also, recognising that the southside corridor is one of the busiest in the city, the proposed route through southside to the BioQuarter and beyond could significantly improve access to public transport while reducing travel time.

4.7 The route also recognises the significant employment opportunities which currently exist and the potential for further development (e.g. BioQuarter), enabling sustainable growth of employment in the priority investment zones, alongside leisure and housing.

Modal Summary

4.8 Appendix 2 summarises the outcome of assessments of both Bus Rapid Transit (BRT) and tram as possible modes to provide mass transit solutions along the corridors from Granton Waterfront and Edinburgh BioQuarter and concludes that further development of the city's tram network would be the preferred modal solution (compared to BRT or doing nothing). This conclusion is reached on the basis that tram would provide significantly better quality, capacity, journey time and journey time reliability on each of the main corridors. This also presents the potential for enhanced future connectivity and to accelerate sustainable delivery of the city's Strategic Development Areas.

4.9 Further development of the city's tram network also builds on the existing routes and enables effective interchange between routes (and connectivity with other modes).

Route Options

Granton to City Centre

4.10 From Granton Waterfront to city centre, via Crewe Toll, two route options were considered through an evidence-based evaluation. Subsequently, the Roseburn Corridor has emerged as the preferred option for public consultation.

4.11 Some of the alignment for this was safeguarded within the existing Local Development Plan and the Tram Act 2006. In addition, the revised route proposed enables the tram to directly serve the Western General Hospital. The potential impacts on amenity and ecology are summarised in the impact sections of this report and are detailed in Appendix 2.

4.12 The alternative route, the Orchard Brae Corridor, would enable the Roseburn Path to be retained as a dedicated active travel corridor and would avoid the environmental impacts along the path. However, there would be limited opportunity to enhance segregated cycling in conjunction with tram along this corridor and, at some locations (e.g. Crewe Road South), existing cycle provision may need to be removed. Furthermore, Dean Bridge is a significant constraint, and it would not be possible to provide segregated cycling facilities at this location without a new structure. Journey time and reliability for tram would be reduced due to the impact of traffic congestion and further constraints. There would also be local ecological impacts and wider impacts on current and potential bus and network capacity.

4.13 While the impact of tram construction and operation on the current use and amenity of the Roseburn Path should not be under estimated, it must be balanced against the benefit of using an off road alignment for tram. The Roseburn alignment provides better journey times for passengers living along the route, and crucially also gives superior journey time reliability, avoiding traffic congestion. It should be noted that the journey times set out in Appendix 2 are averages of journey time but peak is likely to be longer. The Orchard Brae alignment passes along Queensferry Road, Dean Bridge and Queensferry Street which is a key route into the city and

bus route. Congestion along this route will impact journey time, making the tram less attractive to passengers and impacting the benefit realisation.

4.14 The Roseburn corridor also provides more flexibility in serving the airport as it would be possible for a tram to turn right at Haymarket to directly serve the Airport from Granton. In the event that timetabling constraints mean that the Airport is not directly served from Granton, the interchange would be at Haymarket. A tram using the Orchard Brae alignment would not be able to turn right from Queensferry Street onto Shandwick Place and there would be no flexibility for a tram to serve the Airport from Granton. To access the Airport, passengers would have to interchange at Princes Street (assuming the Bridges corridor is utilised).

City Centre to BioQuarter and Beyond

4.15 The proposed route through the city centre follows the safeguarded alignment along North and South Bridges towards the southside. Appendix 2 highlights the alternative routes considered and the potential constraints and issues associated with each.

4.16 Within the city centre, a delta junction at Princes Street's connection with St Andrew Square is proposed to maximise service options and connectivity by linking all of the tram corridors.

4.17 For the route from the Southside to Cameron Toll and on to the BioQuarter, the proposed route follows the safeguarded alignment in the Local Development Plan.

4.18 The options beyond the Bioquarter are also outlined in more detail in Appendix 2, with four alignment options being considered.

Newhaven and Granton

4.19 The tramline between Newhaven and Granton, commonly referred to as Line 1C, will not form part of this consultation as it was not identified as a priority at this time. This line may, however, form part of further tram expansion in the future.

Public Consultation

4.20 To allow a Strategic Business Case to be developed, a consultation that builds on the findings from the CMP is proposed to take place in spring 2024 for a 12-week period. The consultation will show the recommended route across the four sections (Granton – City Centre; through the City Centre; City Centre – Bioquarter; and Bioquarter and beyond into the city region) and detail why it has been chosen. It will also give indicative locations for tram stops along the route. In addition, it will include details of the alternate routes that have been explored and the reasons why these have been discounted. Full details on route alignments on the four sections can be found in Appendix 2.

4.21 Consultees will be asked to respond to a series of multiple-choice questions and will have the opportunity to give fuller answers via a free-text box. The consultation will be hosted on the Council's Consultation Hub and a series of public drop-in events will take place during the consultation period. Details of the consultation and associated communications plan are attached in Appendix 3.

5. Next Steps

5.1 If Committee agree to proceed, the consultation will be launched in spring 2024 for a period of 12 weeks. A go-live date will be announced and widely publicised in due course.

5.2 The consultation responses will be reported to Committee in autumn 2024, alongside a draft Strategic Business Case. Consultation feedback will also be provided via the "You said, we did function" on the Consultation Hub.

6. Financial impact

6.1 There are no direct financial implications arising from this report. Costs for the consultation and development of the Strategic Business Case are contained within Placemaking and Mobility revenue budget for financial years 2023/24 and 2024/25.

6.2 Estimates at this stage of the project indicate the overall cost to build the scheme could be in the region of £2 billion. Details of the financial requirements will be outlined within the Strategic Business Case report later in the year.

6.3 The costs of developing an Outline Business Case and Final Business Case (and all associated workstreams pre-construction) are in the region of £44m, and the Council has no funding allocated at present for such costs.

6.4 It is expected that Scottish Government/Transport Scotland would allocate funding as the project moves forward given its inclusion in STPR2, but this is yet to be confirmed and is clearly uncertain given current Scottish Government financial constraints. However, there have been positive discussions with the Scottish Government and Transport Scotland on support to develop an Outline Business Case and Final Business Case in the future. As such, the Council Leader and Convener for the Transport and Environment Committee will be issuing a letter to the transport minister to formally request financial support.

6.5 It may be that alternative public/private delivery models need to be explored. This would be looked at in detail at the Outline Business Case stage.

7. Equality and Poverty Impact

7.1 The project has used the Integrated Impact Assessment process to identify key groups, including those with protected characteristics, and early engagement has been undertaken ahead of the public consultation going live to receive and encourage feedback on the proposals.

8. Climate and Nature Emergency Implications

8.1 Public transport is recognised as a key factor in the reduction of emissions. Measures which increase public transport uptake will make a positive contribution to

carbon emissions reductions, improved air quality, a reduction in vehicle usage, and contribute to Edinburgh being a net zero city by 2030. The delivery of a tram between Granton and BioQuarter and beyond would be a key enabler of sustainable growth at key development sites within the city and region.

8.2 As outlined in Appendix 2, although the ecological and amenity impacts are still being assessed for the proposed tram route along the Roseburn Corridor, it is likely that this will result in significant tree loss, with a necessary mitigation being replanting. It is anticipated that new structural and geotechnical technologies may enable improved planting strategies. Planting options will consider the most appropriate approach and the impact on habitats, including to reintroduce and enhance wildlife and pollinating corridors. A key design principle will be the requirements to support the minimise impacts on, and reintroduce as required, wildlife habits and pollinating corridors.

8.3 Delivery of the Orchard Brae route would necessitate removal of some protected trees to accommodate the alignment.

8.4 The potential impacts on the other preferred routes are outlined in detail in Appendix 2.

8.5 As part of the consultation, information will be given on potential environmental impacts and the project will encourage feedback on this.

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

9.1 The content of this report responds to national, regional and city priorities and consultations that have taken place regarding the delivery of a sustainable future for Edinburgh and the surrounding city region.

9.2 The consultation approach has been approved by the Council's Consultation Advisory Panel and developed in collaboration with officers in Corporate Services.

9.3 Early engagement has taken place with key stakeholders along the route (within the city and wider city region) and with other key organisations.

9.4 The proposed route along the Roseburn Corridor would enable the tram to directly serve the Western General Hospital, improving connectivity for staff, patients and visitors, without impacting on emergency services

9.5 While the proposed route along the Roseburn Corridor ensures that alignment is fully segregated, this is currently designated as an active travel route for the city. The proposal incorporates a 3-metre wide footpath for walking and wheeling adjacent to the tram line, with segregated cycling facilities provided on Queensferry Road and Orchard Brae. This will provide a direct link into the city centre and improved connectivity to the Western General Hospital via Crewe Road South.

9.6 The potential impacts on the other preferred routes are outlined in detail in Appendix 2.

10. Background reading/external references

10.1 City Vision 2050 website

10.2 City of Edinburgh Council's Business Plan 2023 -2027

10.3 City Mobility Plan 2021-2030 (web pages)

10.4 Scottish Government National Transport Strategy

10.5 Transport Scotland's Strategic Transport Projects Review 2 (STPR2)

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

10.7 Circulation Plan Consultation Update

10.8 Edinburgh Economic Strategy

10.9 Edinburgh City Plan 2030

10.10 Reform of Transport Arm's Length External Organisations

10.11 2030 Climate Strategy

11. Appendices

Appendix 1: Stakeholder Overview

Appendix 2: Tram: Granton Waterfront to Bioquarter and Beyond – Modal and Routing Summary

Appendix 3: Trams from Granton to Bioquarter and Beyond – Outline Communications Plan

Appendix 1 – Stakeholder Overview

Engagement / Consultation Check list		
	Method of Engagement	**Engagement to date**
City of Edinburgh Council		
a) Active Travel	In person	Ongoing
b) Public Transport	In person	Ongoing
c) Circulation Plan	In person	Ongoing
d) Planning	In person	Ongoing
e) Property	In person	Ongoing
f) Finance	In person	Ongoing
g) Legal	In person	Ongoing
h) Ecology	In person	Ongoing
i) Education	In person	Ongoing
Elected Members		
a) City of Edinburgh Council		
Labour Group	In person / in writing	Jan-24
SNP Group	In person / in writing	Jan-24
Conservative Group	In person / in writing	Jan-24
Liberal Democrat Group	In person / in writing	Jan-24
Green Group	In person / in writing	Jan-24
Independents	In person / in writing	Jan-24
b) Midlothian Council	In writing	Jan-24
c) East Lothian Council	In writing	Jan-24
MSPs		
Edinburgh		
Alex Cole-Hamilton	In writing	Jan-24
Daniel Johnson	In writing	Jan-24
Gordon McDonald	In writing	Jan-24
Ben Macpherson	In writing	Jan-24
Ash Regan	In writing	Jan-24
Angus Robertson	In writing	Jan-24
Jeremy Balfour (Region)	In writing	Jan-24
Sarah Boyack (Region)	In writing	Jan-24
Miles Briggs (Region)	In writing	Jan-24
Foysol Choudhury (Region)	In writing	Jan-24
Alison Johnstone (Region)	In writing	Jan-24
Lorna Slater (Region)	In writing	Jan-24
Sue Webber (Region)	In writing	Jan-24
Midlothian		
Colin Beattie	In writing	Jan-24
Christine Grahame	In writing	Jan-24

East Lothian		
Paul McLennan	In writing	Jan-24
MPs		
Edinburgh		
Deidre Brock	In writing	Jan-24
Joanna Cherry	In writing	Jan-24
Christine Jardine	In writing	Jan-24
Ian Murray	In writing	Jan-24
Tommy Sheppard	In writing	Jan-24
Midlothian		
Owen Thompson	In writing	Jan-24
East Lothian		
Kenny MacAskill	In writing	Jan-24
Transport Scotland	In person / in writing	Ongoing
Midlothian Council	In person / in writing	Ongoing
East Lothian Council	In person / in writing	Ongoing
University of Edinburgh	In person / in writing	Ongoing
Public Transport User Forums		
a) Edinburgh Bus User Group	In writing	Jan-24
b) Confederation of Passenger Transport	In writing	Jan-24
City Region Deal Partners		
a) Scottish Government	In writing	Jan-24
b) UK Government	In writing	Jan-24
c) SEStran	In writing	Jan-24
d) Other local authorities	In writing	Jan-24
e) Universities	In writing	Jan-24
Active Travel, Accessibility and Placemaking		
a) Spokes	In writing	Jan-24
b) Cycling Scotland	In writing	Jan-24
c) Living Streets	In writing	Jan-24
d) Sustrans	In person	Ongoing
e) Transform Scotland	In writing	Jan-24
f) Edinburgh Access Panel	In writing	Jan-24
Business Forums		

a) Edinburgh Chamber of Commerce	In writing	Jan-24
b) Federation of Small Businesses	In writing	Jan-24
c) Essential Edinburgh	In writing	Jan-24
Statutory Environmental Consultees		
a) Scottish Environmental Protection Agency	In writing	Jan-24
b) Nature Scot	In writing	Jan-24
c) Historic Environment Scotland	In writing	Jan-24
d) City of Edinburgh Council (see above)	In writing	Jan-24
Community Councils		
a) Granton & District Council	In writing	Jan-24
b) West Pilton / West Granton	In writing	Jan-24
c) Drylaw / Telford	In writing	Jan-24
d) Craigleith / Blackhall	In writing	Jan-24
e) Stockbridge / Inverleith	In writing	Jan-24
f) Murrayfield	In writing	Jan-24
g) West End	In writing	Jan-24
h) New Town / Broughton	In writing	Jan-24
i) Old Town	In writing	Jan-24
j) Southside	In writing	Jan-24
k) Grange / Prestonfield	In writing	Jan-24
l) Gilmerton / Inch	In writing	Jan-24
m) Craigmillar	In writing	Jan-24
n) East Lothian / Mid Lothian Community Councils	In writing	Jan-24
Emergency Service		
Police Scotland	In writing	Jan-24
Fire Scotland	In writing	Jan-24
Scottish Ambulance Service	In writing	Jan-24
Maritime and Coastguard Agency	In writing	Jan-24
NHS Lothian		
a) Western General	In person	Ongoing
b) Edinburgh Royal Infirmary	In person	Ongoing
c) Lauriston Place	As above	As above
d) Princess Alexandria Eye Pavillion	As above	As above
Utility Providers		
a) Scottish Water	In writing	Jan-24
b) Scottish Gas	In writing	Jan-24
c) Scottish Power	In writing	Jan-24
d) Virgin	In writing	Jan-24
e) City Fibre	In writing	Jan-24
f) BT	In writing	Jan-24

g) Verizone	In writing	Jan-24
h) Vodafone	In writing	Jan-24
Transport Providers		
a) McGills	In writing	Jan-24
b) Stagecoach	In writing	Jan-24
c) Citylink	In writing	Jan-24
d) Borders Buses	In writing	Jan-24
e) Megabus	In writing	Jan-24
f) Scotrail	In writing	Jan-24
g) National Express	In writing	Jan-24
h) Edinburgh Bus Tours	In writing	Jan-24
i) Edinburgh Car Club	In writing	Jan-24
j) Central Taxis	In writing	Jan-24
k) Transport for Edinburgh	In person	Ongoing
l) Edinburgh Trams	In person	Ongoing
m) Lothian Buses	In person	Ongoing
Community Organisations, Advocacy or Grassroots Groups		
a) EVOC	In writing	Jan-24
b) Moray Feu	In writing	Jan-24
c) Cockburn Association	In writing	Jan-24
d) The Causey	In writing	Jan-24
Groups representing people with protected characteristics		
a) Age Scotland	In writing	Jan-24
b) Together (Scottish Alliance for Children's Rights)	In writing	Jan-24
c) Children in Scotland	In writing	Jan-24
d) Equalities and Rights Network	In writing	Jan-24
e) Equality Network	In writing	Jan-24
f) Stonewall Scotland	In writing	Jan-24
g) Scottish Trans Alliance	In writing	Jan-24
h) LGBT Youth Scotland	In writing	Jan-24
i) Engender	In writing	Jan-24
j) Scottish Women's Aid	In writing	Jan-24
k) Scottish Women's Convention	In writing	Jan-24
l) Rape Crisis Scotland	In writing	Jan-24
m) BEMIS	In writing	Jan-24
n) Council of Ethnic Minority Voluntary Organisations Scotland	In writing	Jan-24
o) Scottish Refugee Council	In writing	Jan-24
p) Interfaith Scotland	In writing	Jan-24
q) Edinburgh Interface Association	In writing	Jan-24
r) Inclusion Scotland	In writing	Jan-24
s) Euan's Guide	In writing	Jan-24
t) HCL Transport	In writing	Jan-24
v) Lothian Centre for inclusive living	In writing	Jan-24
w) National Federation for the Blind Scotland	In writing	Jan-24

y) Mobility and Access Committee for Scotland	In writing	Jan-24
z) People First (Scotland)	In writing	Jan-24
aa) Royal National Institute of Blind People	In writing	Jan-24
bb) Sight Scotland and Sight Scotland Veterans	In writing	Jan-24
cc) The Guide Dogs for the Blind Association (Scotland)	In writing	Jan-24
dd) The Scottish Assembly	In writing	Jan-24
ee) Edinburgh Accessibility Commission	In writing	Jan-24
ff) Edinburgh Poverty Commission	In writing	Jan-24
Statutory Objectors		
a) Scottish Canals	In writing	Jan-24
b) Network Rail	In person	Ongoing
c) CPO Landowners / lessees	In writing	Jan-24
Cultural / Heritage		
a) Edinburgh World Heritage	In writing	Jan-24
b) Visit Scotland	In writing	Jan-24
c) Event Scotland	In writing	Jan-24
d) Edinburgh Tourism Action Group	In writing	Jan-24
e) Surgeon's Hall	In writing	Jan-24
f) Usher Hall	In writing	Jan-24
g) Traverse Theatre	In writing	Jan-24
h) Lyceum Theatre	In writing	Jan-24
i) National Museum of Scotland	In person	Ongoing
j) National Galleries of Scotland	In person	Ongoing
k) Capital Theatres	Written	Jan-24
l) Queen's Hall	In writing	Jan-24
m) Festivals Edinburgh	In writing	Jan-24
n) Individual Festivals	In writing	Jan-24
o) Dovecot Studios	In writing	Jan-24
Others		
a) Haulage Assocation	In writing	Jan-24
b) Hotel Assocation	In writing	Jan-24
c) Edinburgh Leisure	In writing	Jan-24
d) Scottish Enterprise/ Bioquarter	In person	Ongoing
e) Logistics UK	In writing	Jan-24
f) Royal Mail	In writing	Jan-24
h) West End Business	In writing	Jan-24
i) Edinburgh St James	In writing	Jan-24
j) Bridges Corridor Businesses	In writing	Jan-24
k) Cameron Toll Shopping Centre	In person	Ongoing
l) Quartermile	In writing	Jan-24
m) Bridge Farm	In person	Nov-24
Education		
a) Stewarts Melville	In writing	Jan-24

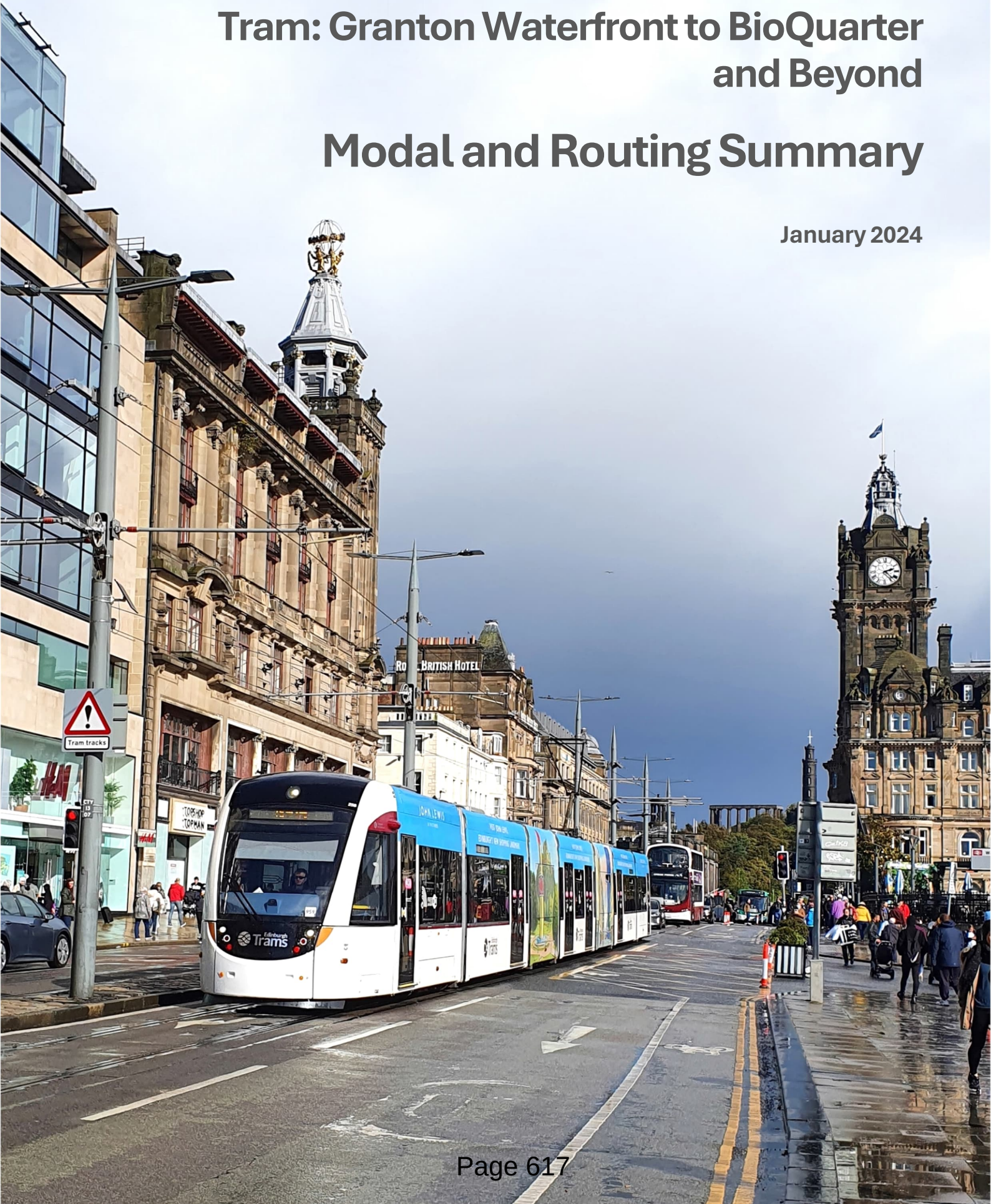
b) Mary Erskine	In writing	Jan-24
c) St George's School for Girls	In writing	Jan-24
d) Heriots	In writing	Jan-24
e) Fettes	In writing	Jan-24
f) Edinburgh Academy	In writing	Jan-24
g) City of Edinburgh Council Primary Schools	In writing	Jan-24
h) City of Edinburgh Council Secondary Schools	In writing	Jan-24
i) Napier University	In writing	Jan-24
j) QMU	In writing	Jan-24
k) Heriot Watt	In writing	Jan-24
l) Edinburgh College of Art	In writing	Jan-24
m) Edinburgh College	In writing	Jan-24

The City of Edinburgh Council

Tram: Granton Waterfront to BioQuarter and Beyond

Modal and Routing Summary

January 2024



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Tram: Granton Waterfront to BioQuarter and Beyond
Strategic Business Case - Summary
January 2024

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1. Introduction

1.1 Introduction

This note summarises work undertaken to assess modal and route options, supporting the development of a second tram route between Granton Waterfront, the BioQuarter and Beyond. It follows previous work (Edinburgh Strategic Sustainable Transport Study (ESSTS) Phases 1 and 2 which reaffirmed the case for transit on key corridors, as a means of delivering against the City of Edinburgh Council (CEC) policy priorities and outcomes. Tram underpins City Plan 2030 and the City Mobility Plan and is key in helping the city meet net zero targets.

Given the significant projected demand along the corridor, work has identified tram as the most suitable and best performing mode. Route options have been developed but final preferred route options will be confirmed on completion of the engagement and public consultation exercise being conducted in early 2024.

1.2 Regional Dimension

1.2.1 National Transport Strategy 2

National Transport Strategy 2 (NTS2) was published in February 2020 and provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out key priorities and outcomes to support that vision:

- Reduces inequalities - Everyone in Scotland will share in the benefits of a modern and accessible transport system.
- Takes climate action - People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations.
- Helps deliver inclusive economic growth - Scotland will have a transport system that will help deliver sustainable and inclusive economic growth enabling the whole country to flourish.
- Improves our health and wellbeing - Scotland's transport system will be safe and enable a healthy, active and fit nation.

NTS2 sets out the Sustainable Travel Hierarchy that promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. It also outlines the Sustainable Investment Hierarchy to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel sustainably are prioritised.

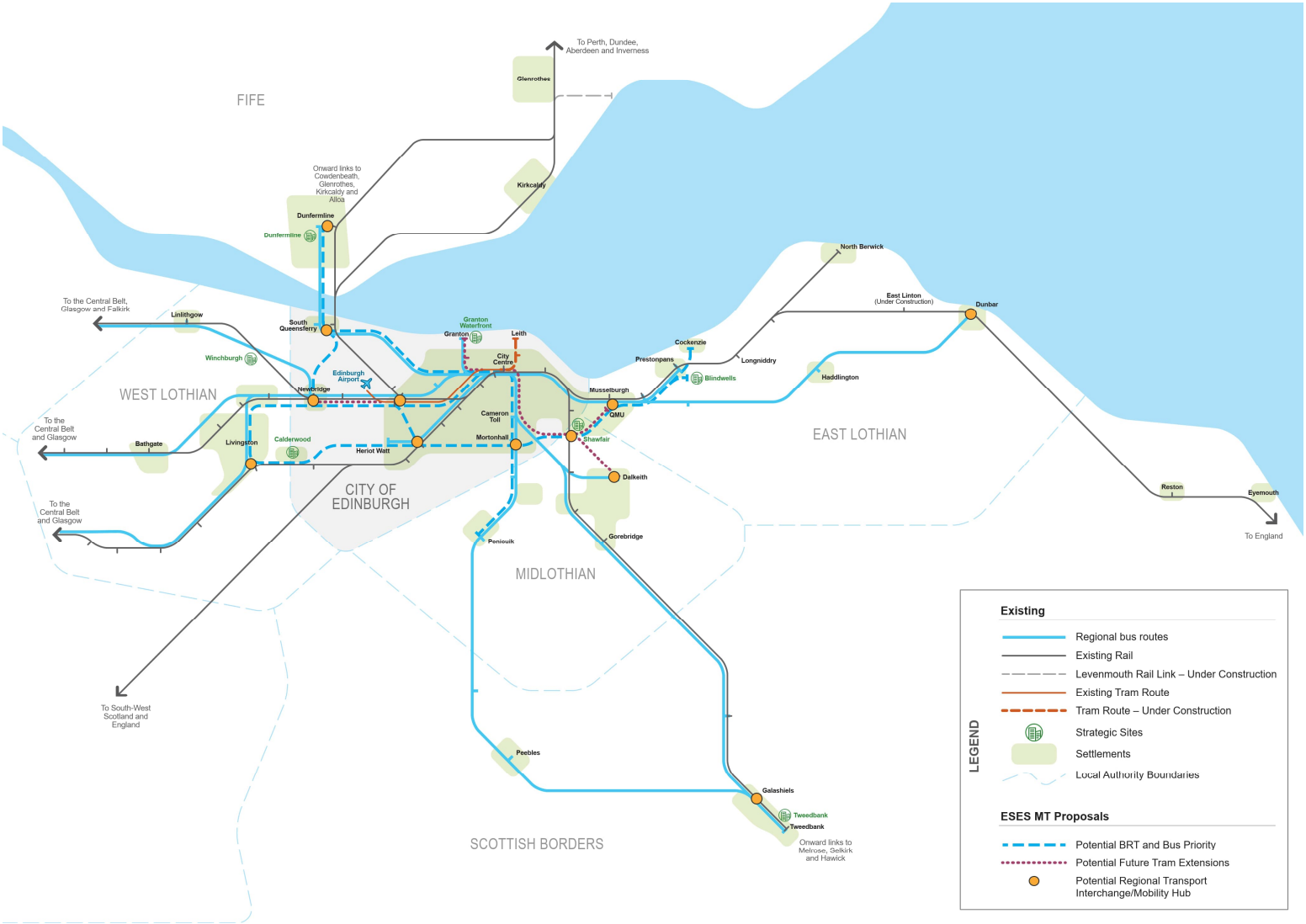
1.2.2 Strategic Transport Projects Review 2

The Strategic Transport Projects Review 2 (STPR2) has identified nationally significant projects which deliver NTS2 outcomes and priorities. Recommendation 12 considers the delivery of a step-change in public transport provision within the Edinburgh and South East Scotland (ESES) Region, captured under the term 'Edinburgh and South East Scotland Mass Transit (ESES MT)'.

An ESES MT system would increase public transport options for cross-boundary travel, facilitating end-to-end sustainable travel choices, and reduce public transport journey times making these competitive compared to travel by private car. It is envisaged the system could comprise a mix of tram and bus-based transit modes, including Bus Rapid Transit (BRT), and involve reallocating existing road space to reduce the impact of congestion on public transport journey times and reliability. The system would complement and integrate with the Region's current bus, tram, heavy rail and active travel networks.

The system would also connect with existing and new mobility hubs/transport interchange locations in the Region, alongside the wider local network to further facilitate cross-boundary connectivity. This would extend the reach of mass transit and improve connectivity for more rural as well as urban areas to encourage mode shift from car to public transport and other more sustainable travel options.

Figure 1.1: STPR2 Recommendation 12, Edinburgh and South East Scotland Mass Transit



1.2.3 City Mobility Plan

Within Edinburgh, transport is one of the biggest contributors to greenhouse gas emissions, including carbon, and central to the damage being done to the environment. If the city is to meet the challenge of becoming net carbon zero by 2030, transport policies and practises must change.

The vision of the City Mobility Plan is that "Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents".

Over the past ten years Edinburgh has made significant progress with investment in greener and more affordable public transport and active travel provision. While the Covid-19 pandemic has changed why and how people move around the city, the delivery of a more efficient public transport network, helping reduce car travel and emissions, is a key outcome that continues to be supported.

The City Mobility Plan's aim for 2030 is a city transformed. The vision is that the mass transit network, including tram, will have been extended to connect the Waterfront in the north to the Edinburgh Royal Infirmary in the south and beyond. The city region's seven Park & Ride facilities will be upgraded to support fast and frequent public transport along strategic bus lanes and mass rapid transit routes travel from these interchanges into the city. Additional regional interchanges will have been developed to support a wider regional strategy. This will give people travelling to the city a better choice to leave their cars at multi-modal journey hubs and travel around the city on a fast, efficient public transport network.

1.3 Scope of the Assessment

The purpose of the route assessment has been to identify the advantages and disadvantages of alternative route options between Granton, the BioQuarter and Beyond. Analysis has been undertaken to ensure that options are deliverable and that key technical issues and environmental impacts are understood.

Workstreams have included:

- Structures, geotechnical and environmental assessments supporting the identification of a Preferred Option
- Strategic modelling to inform patronage forecasts
- Microsimulation modelling to identify traffic impacts and tram journey times
- Client and stakeholder engagement

Public Consultation and further engagement will inform the identification of a preferred option to be developed for the Strategic Business Case (SBC). This document will set out the case for investment and the evidence-base to inform decision-makers on whether and how the scheme should proceed.

Work has gone beyond the scope of a typical routing assessment at this stage, in respect of a number of key areas that are critical to CEC being able to convey the level of evidence to decision makers. Examples include:

- structures, geotechnical and ecology assessments on the Roseburn corridor, including a review of the feasibility of an alignment via Telford Road, and
- feasibility design, including microsimulation modelling of the on-street section of route from North Bridge to Cameron Toll in the south.

Candidate designs have helped demonstrate what the tram concept and associated provision for other modes could look like, how it might interface with active travel and other transport modes and how it might help achieve a sense of place.

Alignment constraints have been identified and initial discussion have been held with CEC Planning Officers to help identify mitigation strategies and necessary safeguards. Discussions have also been held with Midlothian Council and East Lothian Council regarding route options. Work has been undertaken on the financial case for the project

with a key focus on project cashflows. Project governance has ensured that work is consistent with Transport and Works (Scotland) processes.

1.4 Summary of Transport Recommendations by Corridor

The 2019 Edinburgh Strategic Sustainable Transport Corridors study identified four routes as being more suitable for the consideration and development of transit solutions:

- Corridor 3 – South East via BioQuarter
- Corridor 6 – Granton
- Corridor 7 – towards Newbridge
- Corridor 8 – West of Hermiston

Based on a high-level appraisal of benefits, including an assessment of future development opportunities, Granton and the South East via BioQuarter corridors scored most strongly and these have subsequently been taken forward for further assessment.

1.4.1 Corridor 6: Granton

The corridor serves major existing destinations such as the Western General Hospital, Edinburgh College and Craigleith Retail Park or Comely Bank, and connects areas of multiple depravation, including Muirhouse and Pilton. In addition, the northern section of the corridor includes major brownfield development opportunities around the Waterfront area. There is also an opportunity to integrate tram with the emerging Granton Masterplan, which is currently under development.

1.4.2 Corridor 3 – South East via BioQuarter

The South East Corridor contains all the key elements that support the development of a successful tram corridor. These include having strong existing demand generators (the University of Edinburgh, Cameron Toll, Royal Infirmary), designated major employment centres (the BioQuarter), the potential for supporting further sustainable housing and mixed-use development, and the presence of strategic Park & Ride. The corridor could also serve existing and planned housing and employment areas in Midlothian, reinforce the development of Shawfair town centre, and provide interchange with the Borders Railway. A route to East Lothian has the potential to serve Queen Margaret University and provide interchange with the East Coast Mainline at Musselburgh Station.

2. Mass Transit Options

2.1 Modal Option Assessment - Tram v BRT

Bus Rapid Transit (BRT) has several characteristics that differentiate it from tram:

- BRT offers greater flexibility in terms of routing. For example, it can run on-street and serve more than one corridor, can be delivered in less time and in terms of engineering alignment, gradients can be steeper and radii tighter than tram.
- BRT would typically be a lower capital cost alternative to tram. However, achieving quality approaching that of tram can narrow this cost differential substantially. For example, in order to achieve the same levels of reliability on BRT there would still be a requirement to divert utilities as is required for tram.
- BRT does have lower vehicle capacity, and this means it could not deliver the same overall corridor capacity as tram. In the UK, BRT therefore tends to operate either in ‘secondary’ cities and towns (Cambridge, Luton-Dunstable) or in lower capacity corridors within larger conurbations (e.g. Leigh Guided Busway in Manchester).
- Operating costs for BRT can be high, certainly on high-demand routes. That is because more drivers are needed to transport the same number of passengers, unit costs are higher, and there is a shorter replacement horizon.

- In general, tram tends to be a more appropriate solution on higher demand corridors in larger cities (Manchester Metrolink, Midland Metro, Nottingham NET, Sheffield Supertram). These cities have all developed, and continue to develop, successful tram networks following the implementation of an initial route.

2.1.1 Key Issues in an Edinburgh Context

There are several specific issues when considering the BRT alternative in an Edinburgh context for the SBC corridors, as summarised in Table 2.1.

Table 2.1: BRT Option – Key Considerations

Route Section	Issue for Consideration
City centre - Modal mix and complexity	▪ Tram and buses (at high frequency) both operate within the city centre. ▪ The historic nature of the city centre means than space is constrained, and the feasibility and practicality of providing a new BRT mode would be complex.

City centre – Consistency with City Centre Transformation Objectives	▪ Ability to reduce car traffic and buses in the central area (in line with Circulation Plan ambitions). The realisation of the Circulation Plan relies on achieving a significant reduction in traffic through mode change to public transport and active travel. BRT's ability to achieve this is more limited due to:
	  ▪ Higher number of BRT vehicles required to carry equivalent passenger capacity.
	  ▪ Greater attractiveness of tram in terms of attracting transfer from car and achieving modal shift. It would be more difficult for BRT to provide the quality and attractiveness that provides an attractive and viable alternative to car.

South East corridor (Inner sections)	▪ Key issue in corridor is high volume of buses (c 80 per hour per direction) and poor bus journey times and journey time reliability associated with high bus volumes operating through a space-constrained corridor. ▪ Tram would be designed to deliver high levels of priority and achieve significant improvements in journey time and journey time reliability. ▪ Ability to secure comparable journey times and journey time reliability with BRT is uncertain, and there is significantly less scope for reduction in bus services with BRT.

Cross-City Connectivity	▪ A transit network providing linkages between the key strategic development areas across the city would support the achievement of the City's spatial planning, economic development, and transport sustainability objectives.
	▪ The existing tram network provides high quality direct connectivity between the Airport, Edinburgh Park, the city centre and Leith Waterfront. A tram route from Granton and along the South East corridor would connect the remaining Strategic Development Areas (Granton Waterfront and BioQuarter).
	▪ This cross-city connectivity is more challenging to provide via BRT, given:
	  ▪ That any BRT to tram service would require interchange in the city centre. Designing for quality interchange would be challenging given the existing tram and bus routes and stops in the city centre.
	  ▪ The capacity, speed, reliability, and quality of BRT connections would be lower.

Development Potential	▪ A key objective of tram is to support the sustainable development of the Granton Waterfront and BioQuarter Strategic Development Areas. For the reasons outlines above, tram offers greater potential in helping support a higher overall level and density of development, and to provide for this growth in a more sustainable manner.

2.2 Tram v BRT Assessment against Transport Planning, STAG Objectives and Deliverability

An assessment of the benefits of Tram versus BRT has been undertaken across Transport Planning, STAG Objectives and Deliverability criteria[1].

Comparing against Transport Planning Objectives, tram performs better than BRT against each sub objective. Differences are most pronounced in terms of sustainable economic growth and development and contribution to the City of Edinburgh's zero emissions targets.

[1] https://www.transport.gov.scot/media/10165/idm-guidance-annex-d-business-case-guidance-for-publication-jan-2016.pdf

Tram also performs better than BRT across a range STAG Objectives, particularly around economic benefits, accessibility and integration.

In terms of Deliverability, both options have a range of similar challenges. However, operationally, tram is more deliverable than BRT. Tram provides connectivity with the existing route, enabling a range of destinations to be served, BRT frequencies would be similar to existing bus and interchange with other modes would be complex. As a results BRT does not deliver against wider city centre transformation objectives.

Powers and consents, stakeholder acceptability and financial performance would also present greater challenges to BRT deliverability than tram. There is however greater scope for BRT to avoid potential land take and associated risks due to ability to run on-street and have greater route flexibility, but this may compromise scheme performance and contribution to objectives.

2.3 Tram v BRT Conclusion

The modal options assessment has identified that further development of the City's tram network is the preferred modal solution (compared to a BRT alternative or doing nothing) to support the City's key spatial development, climate change, inclusion, safety and 'place' related objectives.

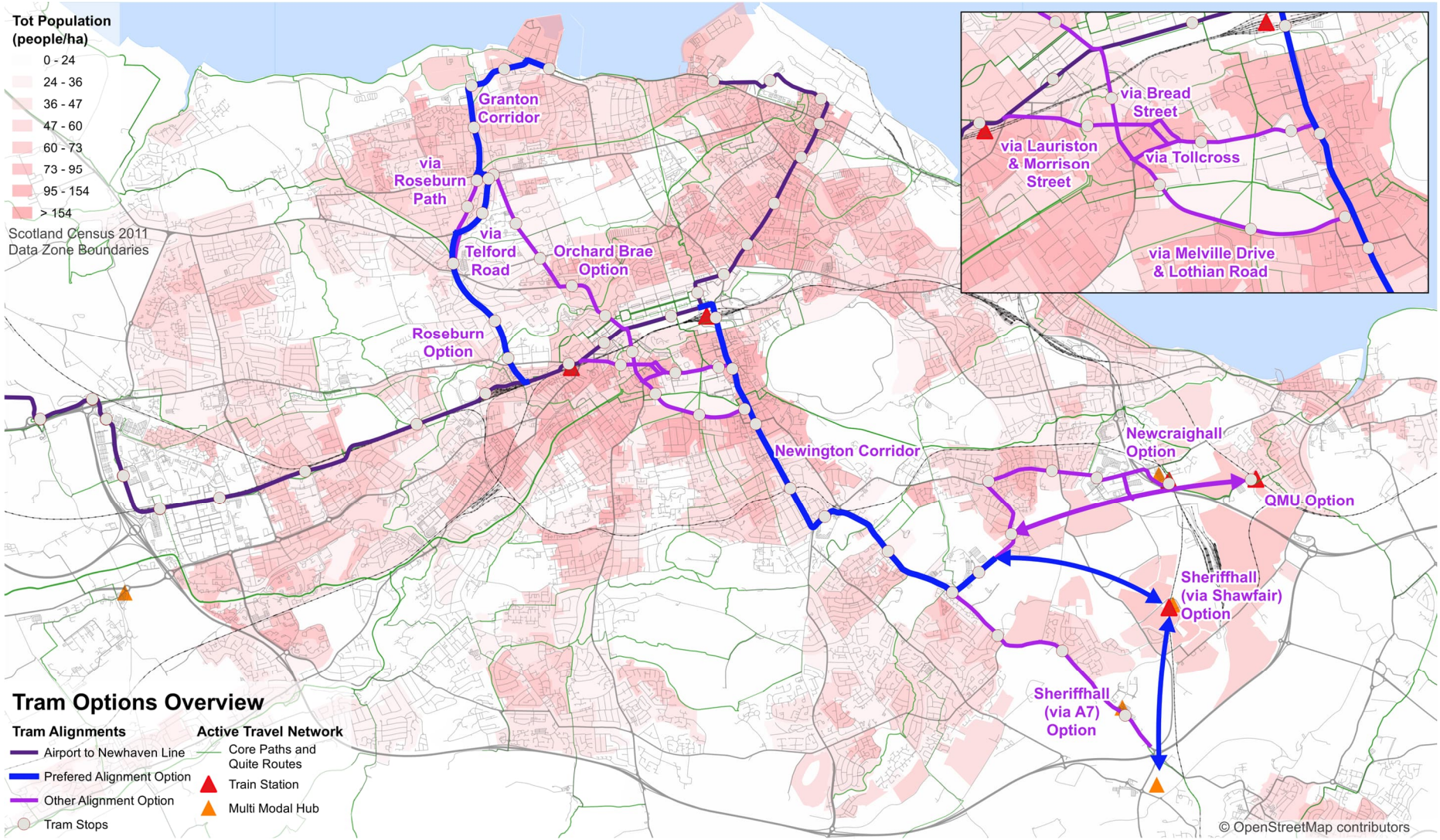
- Tram would provide significantly better quality, capacity, journey time and journey time reliability than a BRT-based alternative on each of the main corridors.
- As a development of the existing tram network, tram would also provide high-quality cross-city connectivity across corridors and connect all the city's major Strategic Development Areas.
- Within the city centre, tram would be a fundamental enabler of the reduction in vehicular traffic and buses that is central to the achievement of the City Centre Transformation Vision to enhance provision for active modes, improve the pedestrian and built environment. Tram would achieve this by providing the public transport capacity, through connectivity and overall attractiveness to support modal shift, that could not be achieved with BRT. Indeed, any BRT solution would add to the existing modal mix (bus and existing tram) in the city centre. This would add greater complexity and additional need for interchange from a passenger perspective and be challenging to accommodate in terms of route and stop infrastructure, without compromising the ability to deliver desired City Centre Transformation priorities.
- The better performance and quality of tram also underpin its greater potential to support several strategic planning objectives, including to support and accelerate the sustainable delivery of Strategic Development Areas and other areas of designated growth. Tram provides enhanced regional connectivity via strategic interchange (P&R and rail) and potential extensions to Dalkeith or East Lothian.
- Given the early stage of development, there remain a number of deliverability challenges in developing and delivering tram expansion. However, the routing work concludes that tram is technically feasible and that there are no 'showstopper' deliverability risks.
- The acceptability of BRT is less certain, given its comparatively poor performance compared to tram in meeting the City's objectives. This represents a key risk to the deliverability of this option.

3. Route Options

3.1 Introduction

An overview of tram route options is given in Figure 3.1

Figure 3.1: Granton Waterfront to BioQuarter and Beyond



3.2 Granton Waterfront to City Centre

The Granton Waterfront to city centre corridor connects Granton in the north of Edinburgh to the existing tram network in the city centre. It is characterised by established residential areas such as Pilton, Muirhouse and Ravelston. In addition, major residential development is proposed on former industrial land around Granton Waterfront. The areas around Pilton and Muirhouse are some of the most deprived in Edinburgh. Conversely, further south, in the vicinity of Orchard Brae and Ravelston, communities are some of the most affluent in the city.

Two Options have been considered between Crewe Toll and the city centre. These are the Roseburn Corridor and Orchard Brae Corridor, as shown in Figure 3.2.

Between Granton and Crewe Toll, based on work to date, it is proposed that the Roseburn Corridor is presented as the recommended option at public consultation.

3.2.1 Roseburn Option

Previous work on the Roseburn tram alignment assumed a route from Russell Road / A8 to Ferry Road, west of Crewe Toll. The alignment is fully segregated, following an old railway track bed; it is currently an active travel corridor. From Crewe Toll, the route follows West Granton Access and Waterfront Avenue to Granton Square. This alignment is the safeguarded route for tram within the existing Local Development Plan.

The emerging preferred tram alignment option is similar to the above but the route would divert to follow Telford Road to Crewe Toll, re-joining the original alignment at West Granton Access. The key advantage of this revised route is that it directly serves the Western General Hospital, improving connectivity for staff, patients and visitors.

To minimise the required cross section on the Roseburn corridor, and the resulting environmental impact, it is proposed that a 3-metre-wide footpath will be provided adjacent to the tram alignment. This will be suitable for walking and wheeling, but cycling will be discouraged. Instead, segregated cycling facilities will be provided on Queensferry Road and Orchard Brae, providing a direct link to the city centre and improved connectivity to the Western General Hospital via Crewe Road South.

Ecological impacts are currently being assessed but it is likely that significant tree loss will result from tram construction with necessary replanting following completion. New structural and geotechnical technologies may enable improved planting strategies, compared with previous proposals from the mid 2000s. Planting options will consider whether a natural approach to replanting or a more structured landscape / park solution is most appropriate. Replanting will consider the impact on habitats and the need to reintroduce and enhance wildlife and pollinating corridors.

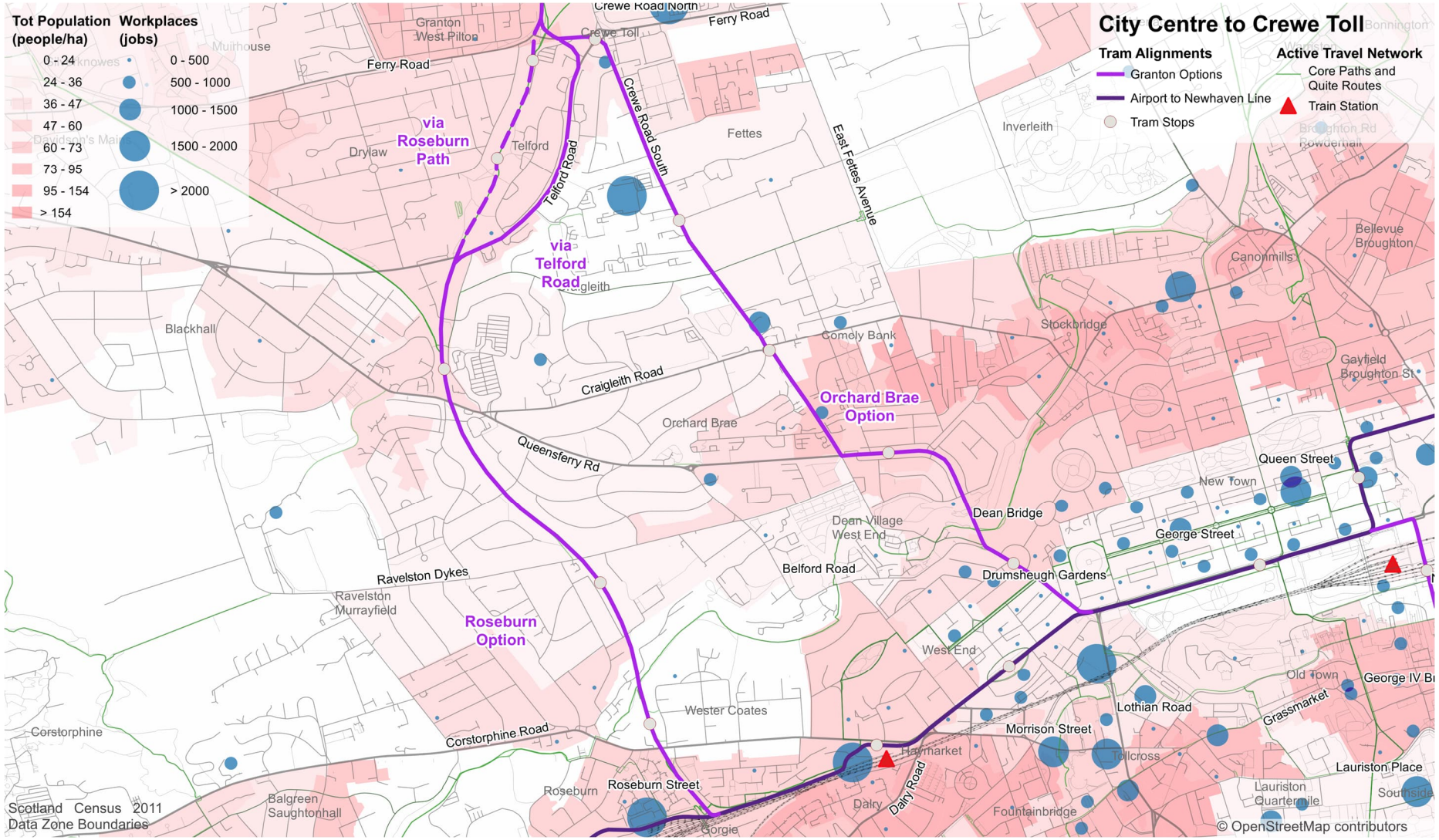
3.2.2 Orchard Brae Option

An alternative on-street option has also been considered utilising Queensferry Street, Dean Bridge, Orchard Brae and Crewe Road South towards Crewe Toll. This option would provide access to the Western General Hospital from the existing entrance on Crewe Road South and serve Comely Bank and the western end of Stockbridge. Nevertheless, constraints at Crewe Toll, Orchard Brae, Dean Bridge and Queensferry Street, require further consideration during future design development.

An on-street option allows the retention of the Roseburn Path/ NCN1 as a dedicated active travel corridor. Possible environmental impacts along the Roseburn Path are also avoided. However, bus and tram would share the same corridor, and both would be impacted by traffic congestion. There are limited options to reroute traffic and so the benefits of tram, in terms of journey time and reliability, are reduced in comparison with the Roseburn option.

With an Orchard Brae route, it would not be possible to provide segregated cycling facilities on Crewe Road South, limiting options to improve connectivity to the Western General Hospital. Dean Bridge is also a constraint, and segregated cycling provision would require a new structure across the Water of Leith.

Figure 3.2: City Centre to Crewe Toll



Constraints along the route may necessitate land purchase. In addition, options for accommodating a tram stop on Queensferry Street have not been resolved and provision would have a direct impact on current and future bus capacity, at an already critical location on the network. Regional growth could be especially impacted, with capacity constraints limiting the growth of bus services on Queensferry Road and from Fife.

The connection to the existing tram route would be at Princes Street / Queensferry Street. This would be eastbound only; westbound travel between the Orchard Brae corridor and Haymarket, and all stops to the airport, would require interchange at Princes Street. A junction design would be complex, potentially impacting on existing bus and tram capacity and reliability, and limiting options to improve pedestrian and cycling safety.

While the Orchard Brae option is primarily on-street, tram would have local ecological impacts. Specifically, a number of trees, which are subject to a tree protection order (TPO), may require to be removed. These are primarily on Crewe Road South in the vicinity of Comely Bank Roundabout.

3.3 City Centre

A single tram route has been taken forward, following North and South Bridge towards the southside, consistent with the previously safeguarded alignment. Alternative route options have been considered but these were not considered to be viable. Routes via The Mound and The Pleasance are unsuitable due to their gradient and / or other geometric constraints meaning North and South Bridge is the only suitable option at the east end of the city centre.

A cross city route via Morrison Street was identified in part to provide additional capacity across the city centre and in part as an alternative should structures or utilities constraints on North and South Bridge prove impossible to resolve. The route extends from Haymarket along Morrison Street, Bread Street, Lauriston Street, Lauriston Place and Potterrow to Nicholson Square. It follows what is loosely termed the Innovation Mile. It picks up major sites of demand including The Exchange District, the proposed Exchange 2 and University of Edinburgh Lauriston and Central Campuses and the Edinburgh Futures Institute in between. Further design development has highlighted a number of pinch points which make this scheme difficult to deliver in the short to medium term. These are West Port/ Lauriston Street, Bristo Square/ Potterrow/ Marshall Street and at Nicholson Square. Nevertheless, the route serves a key and expanding city centre corridor and so remains an important longer-term opportunity.

A route via Lothian Road and Melville Drive has also been reviewed but not taken forward. While the Lothian Road cross section is wider than the Bridges corridor, providing greater flexibility, the route through the Meadows would have a significant environmental impact while serving a limited catchment.

3.3.1 Connection to Newhaven

In order to maximise service options and connectivity, provision of a three-way connection through the city centre, linking all tram corridors, is critical. The Leith Walk / Newhaven and Southside areas are some of the highest density areas of the city. Providing a link between them generates additional passengers and revenue. It also provides a direct link between the north of the city and the Royal Infirmary, and the BioQuarter. In reverse the tram provides access to Leith and Newhaven as well as Granton and the Airport.

As part of the assessment, several options for providing a three-way connection have been considered. These include:

- providing a new short section of tram route via Leith Street, or
- providing for movements between Princes Street (east) and St Andrew Square via a delta junction at Princes Street / South St Andrew Street

Analysis suggests that the provision of a delta junction would be the more cost effective, feasible and acceptable solution, and this has been assumed for the purposes of the route analysis.

3.4 Southside to Cameron Toll to BioQuarter

Through the Southside, tram would follow the Local Development Plan (LDP) safeguarded alignment via Clerk Street, Minto Street and Craigmillar Park. Tram would then cross the Craigmillar Park/ Lady Road junction at an acute angle, requiring a major reconfiguration of this busy junction.

At Cameron Toll, the reserved tram alignment runs to the south of Lady Road, in front of the shopping centre, as agreed with the site owners. This is a change to an earlier mid-2000s proposal which routed trams to the rear of the centre. While the current alignment is more direct, there is limited space between Lady Road and the north east shopping centre entrance. Level differences will require a complex engineering solution to resolve, taking cognisance of the operational needs of the site.

Early discussions have been held with the Cameron Toll site owners and it is their intention to deliver a new hotel and residential development, while retaining the retail core. Further design work is required to determine the tram limit of deviation to avoid unnecessary delay to the approval of future planning applications.

Between Cameron Toll and the BioQuarter, the tram route would follow the A7, primarily on street, consistent with the LDP. An active travel scheme for the route is currently in development. Going forward, the intention is to integrate both projects together with wider proposals for Inch Park.

3.5 BioQuarter to South East

Four alternative alignment options have been considered south east of the BioQuarter:

- Newcraighall option: BioQuarter to Newcraighall via Craigmillar
- Queen Margaret University option: BioQuarter to QMU via Hunter's Hall
- Sheriffhall (via A7) option: BioQuarter to Sheriffhall following route of the A7
- Sheriffhall (via Shawfair) option: BioQuarter to Sheriffhall via Shawfair

These options are described further below and summarised in Figure 3.3. Routes cross either the East Lothian or Midlothian Council boundary, creating improved regional connectivity. Engagement with individual local authorities continues in order to develop the detail of each alignment.

3.5.1 Newcraighall Option

This alignment of the Newcraighall option runs between BioQuarter and Newcraighall on a largely segregated route serving Niddrie and Craigmillar, both areas of relative deprivation, and Fort Kinnaird Retail Park. Significant sections of the corridor are segregated, although local traffic is required to cross the route. Elsewhere, traffic signals would be coordinated to prioritise tram.

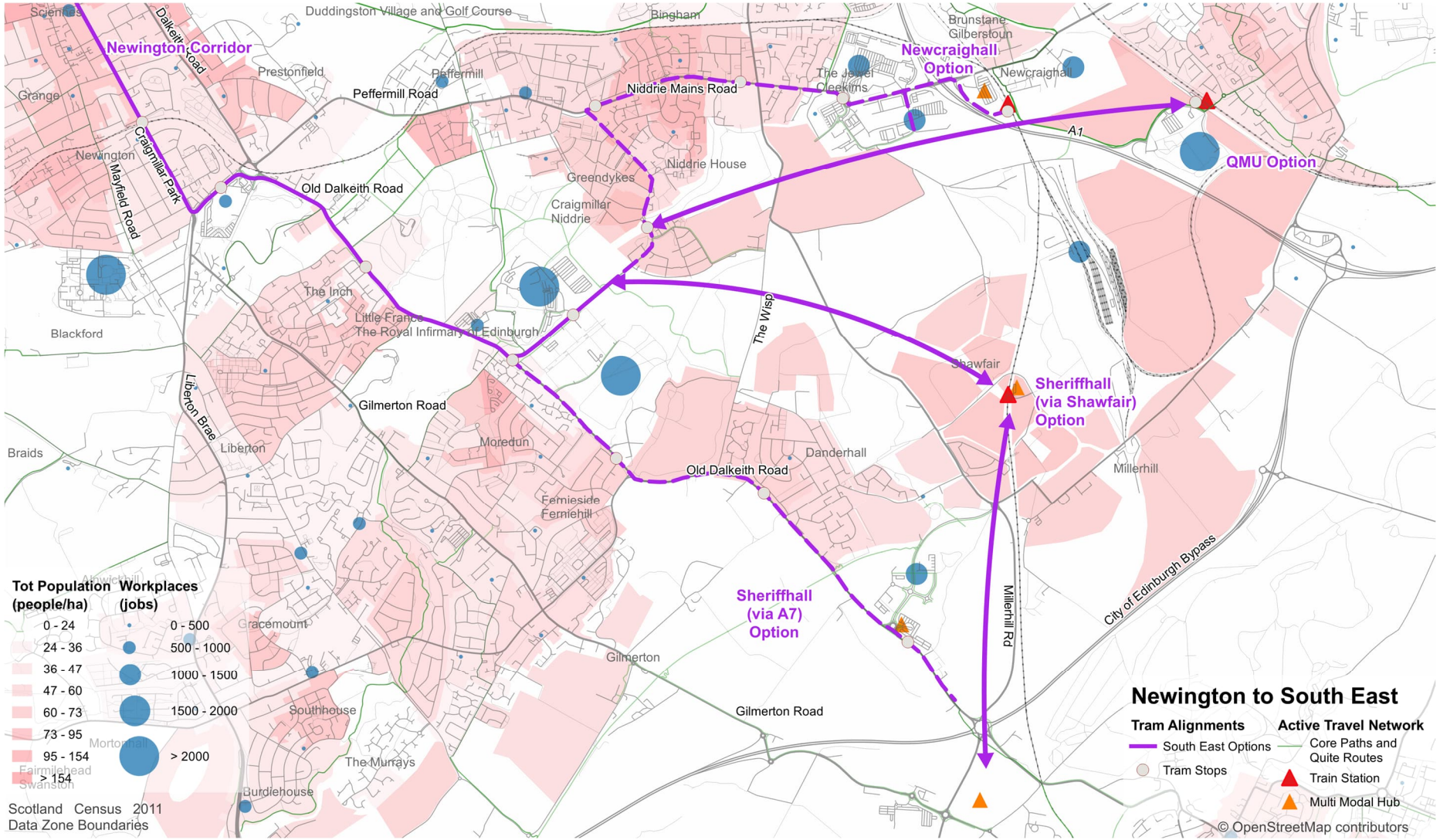
This route is safeguarded in the LDP; it serves a number of strategic development sites and supports social inclusion and local economic regeneration. Nevertheless, while the route links multiple areas of high density and demand, the circuitous alignment results in an extended tram journey time. East of the BioQuarter, this is unlikely to be competitive with bus, undermining the potential business case for the scheme.

As an alternative to a terminus at Newcraighall, there is an opportunity to extend the route to serve Queen Margaret University and connect with Musselburgh Rail Station.

3.5.2 Queen Margaret University (via Hunter's Hall) Option

This route option is similar to above but omits Craigmillar Town Centre to provide a direct routing between the BioQuarter and Queen Margaret University. Journey times would be significantly reduced, making tram more effective against bus for journeys to and from the campus.

Figure 3.3: BioQuarter Newcraighall, Queen Margaret University, Sheriffhall



3.5.3 Sheriffhall (via A7) Option

The Sheriffhall (via A7) option provides a direct link between the BioQuarter and a new Sheriffhall Park & Ride / multi-modal journey hub, on a mixed on-street and segregated alignment parallel to the A7. It is assumed that adjacent active travel facilities would be provided. The Edinburgh section of the alignment is safeguarded for tram within the LDP. A key benefit is that it serves Sheriffhall P&R and provides a direct link towards Midlothian.

Issues with the route include:

- the lack of connectivity to the national rail network
- the environmental impact and associated acceptability in delivering segregated sections of the route
- the longer walking distance to the Royal Infirmary and BioQuarter compared with Newcraighall and Sheriffhall (via Shawfair) options
- that it replicates existing bus routes whereas an alignment via Sheriffhall provides new travel options

There in an opportunity to extend this option to Dalkeith, either through a future extension of tram or supporting feeder bus/ BRT services.

3.5.4 Sheriffhall (via Shawfair) Option

The Sheriffhall (via Shawfair) option provides a link between the BioQuarter and Sheriffhall P&R, via Shawfair, on a segregated alignment serving new development. Though the longest of the Section E options, segregation could enable a run time similar to the direct A7 route above. As with Sheriffhall (via A7) option, adjacent active travel facilities would be provided.

A key driver for this alignment is the ability to provide interchange with the Borders Railway at Shawfair Station, providing connectivity between Midlothian and the Borders and south Edinburgh. It also enables strategic development around Shawfair and directly serves the Royal Infirmary and BioQuarter.

As above, there in an opportunity to extend the Sheriffhall (via Shawfair) option to Dalkeith, either through a future extension of tram or supporting feeder bus/ BRT services.

4. Route Option Assessment

4.1 Option Assessment

This section presents an assessment of the route options outlined above. The assessment has been undertaken using a Multi-Criteria Assessment Framework (MCAF), which is based on:

- the strategic/policy objectives set out in Chapter 2, in particular:
  - Impact of each option on transport performance
  - Better connectivity and accessibility (through faster journey times and better public transport provision to the scheme in-scope areas)
  - Impact on other transport modes, including current bus and active travel provision, and impacts on road traffic/tram operations
  - Impact of each option on non-transport related elements, such as ecology, environment, heritage, or townscape/place
- a comparative economic performance assessment/Value for Money, including cost/financial impacts and socioeconomic benefits

The purpose of using a MCAF is to provide evidence on performance of route options to support informed stakeholder engagement, decision-making by the Council, and to inform public consultation.

The assessment of each route option against the criteria described above is presented in the following sections:

4.2 Granton to City Centre Options

This section provides the assessment of the Granton to City Centre options:

- Roseburn corridor; and
- Orchard Brae corridor

4.2.1 Transport Performance of Route Options – Tram Performance

The key drivers of the transport performance are: (1) impact on journey times and journey time reliability, (2) impact on demand, and (3) impact on other modes. These are summarised below for each of the options under consideration.

The table below summarises the transport performance of the Granton to City Centre route options:

Table 4.1: Transport performance – Granton to City Centre Options

Criteria	Roseburn Option	Orchard Brae Option
Journey time (Granton to Princes St)	Roseburn options are c. 2 mins faster than Orchard Brae to City Centre (Princes St)	Roseburn options are c. 2 mins faster than Orchard Brae to City Centre (Princes St)
Journey time (Granton to West Edinburgh / Airport)	Roseburn options are c. 15 mins faster than Orchard Brae option	Roseburn options are c. 15 mins faster than Orchard Brae option
Journey time (Granton to East Edinburgh / Newhaven)	Roseburn options are c. 2 mins faster than Orchard Brae option	Roseburn options are c. 2 mins faster than Orchard Brae option
Journey reliability	Roseburn provides greater journey time reliability, given it operates on a segregated route for part of the journey, unlike Orchard Brae, with less impact from on-road traffic	Reliability is impacted by on-street congestion at Crewe Toll, Comely Bank and Queensferry Street. Traffic reductions and redistribution would be required to deliver this option
Catchment	Similar in-scope population catchment. Similar in jobs catchment (serves WGH from west)	Similar in-scope population catchment. Similar in jobs catchment (serves WGH from east)
Tram demand	Initial modelling suggests network demand and benefits would be higher for Roseburn option	Initial modelling suggests network demand and benefits would be higher for Roseburn option

Across all the above criteria, the Roseburn option performs better than the Orchard Brae option[2]:

- Roseburn provides faster and more reliable journey times between Granton and the city centre (Princes St)
- Roseburn serves better the wider city centre, specifically through providing direct connectivity with Haymarket
- Roseburn provides better cross-city connectivity (due to faster journey times) to the South East and Newhaven. Connectivity to West Edinburgh and the airport via Roseburn is significantly better due to routing via Haymarket; and
- Faster journey times to the city centre and better connectivity for all cross-city movements contribute to Roseburn generating more demand than Orchard Brae.

[2] It should be noted that both sub-options for the Roseburn option are anticipated to outperform the Orchard Brae option. Further work on determining the preferred sub-option is expected in the following stages of the SBC, including the trade-offs between journey times and better accessibility (e.g. to the Western General Hospital).

4.2.2 Impacts on Other Transport Modes

In addition to the transport performance of each option, impacts on other transport modes are considered in the table below:

Table 4.2: Impact on Other Transport Modes – Granton to City Centre Options

Criteria	Roseburn Option	Orchard Brae Option
Impact on road traffic/tram operation	▪ Segregated alignment reduces tram interaction with general traffic ▪ Encourages modal shift from car to tram ▪ **Positive impact**	▪ Orchard Brae would run on a key strategic route between Fife and Edinburgh ▪ Tram reduces the effective capacity for traffic, with limited opportunity for rerouting ▪ Impacts on access and servicing, and potentially on emergency service access to Western General Hospital, would need to be considered ▪ **Negative impact**
Interaction with walking and wheeling	▪ Journey ambience impacted in the short term until landscaping matures ▪ Walking and wheeling would be alongside an operational tram ▪ Potential for significant accessibility and safety improvements, including lighting and CCTV ▪ **Neutral impact**	▪ No significant impact on walking and wheeling, local footway impacts offset by improved junction facilities ▪ **Neutral impact**
Interaction with cycling	▪ Cycle provision cannot be provided along Roseburn corridor. Cycling would need to be provided on an alternative corridor ▪ Alternative provision via Queensferry Road has the potential to improve provision for movements between the corridor and city centre (e.g. Princes Street), though provision would be worse towards Haymarket. ▪ Journey ambience for cyclists worse that existing provision ▪ **Slight negative impact**	▪ Limited opportunity to enhance segregated cycling in conjunction with tram. At some locations (e.g. Crewe Road South) existing cycle provision may need to be removed ▪ Very difficult to provide segregated cycling across Dean Bridge ▪ **Negative impact**
Interaction with bus	▪ Option would serve corridor (south of Crewe Toll) not currently directly served by bus, which would result in better overall public transport accessibility ▪ As part of further option development better network integration between tram and bus would be examined ▪ **Positive impact**	▪ Tram would service existing bus corridor with higher route catchment demand south of Crewe Toll ▪ As part of further option development better network integration between tram and bus would be examined ▪ **Neutral impact**

Across all the above criteria, the Roseburn option provides advantages over the Orchard Brae option:

- The segregated alignment along Roseburn corridor is anticipated to have a positive impact on traffic and congestion, given the expected modal shift from car to tram. In the case of Orchard Brae, negative impacts on traffic/congestion are anticipated given tram would run in a non-segregated corridor. Access and servicing, including to the hospital, could also be negatively affected.
- Tram has a neutral impact on walking and wheeling. On the Roseburn corridor, ambience is impacted in the short term, but this is offset by accessibility and safety improvements. An Orchard Brae option would have local footway impacts but most junctions would be upgraded with improved facilities.
- There is insufficient width on the Roseburn corridor to provide both tram and cycling and so alternative cycling provision would need to be provided on Queensferry Road. Improved cycling facilities could also be provided on Orchard Brae and Crewe Road South, improving accessibility to the Western General Hospital. Nevertheless, the Roseburn corridor is considered to have a slight negative impact. There is limited opportunity

to provide parallel segregated cycling with an Orchard Brae option. The difficulty in providing safe cycling across Dean Bridge results in this option having a negative impact.

4.2.3 Non-Transport Impacts

The assessment of options also includes non-transport impacts of each of the options. The table below summarises these for the Granton to City Centre route options:

Table 4.3: Non-Transport Impacts – Granton to City Centre Options

Criteria	Roseburn Option	Orchard Brae Option
Ecology and environment	▪ Loss of some existing ecology and habitats on corridor. Partial mitigation through new planting ▪ Negative impact overall	▪ Loss of a number of trees on the corridor. ▪ Negative impact overall (but less severe than Roseburn option)
Amenity	▪ Reduced amenity in short term for walking and wheeling due to loss of green space ▪ Longer term wellbeing benefits as new planting matures, although walking and wheeling would be alongside an operational tram ▪ Positive safety improvements including improved lighting and CCTV	▪ No significant impacts
Heritage	▪ No significant impacts	▪ Adverse impact on Dean Bridge
Townscape and placemaking	▪ Limited impact given segregated route, not running through densely populated areas	▪ Slight negative impact through provision of tram through densely populated areas

The Roseburn corridor is a Corridor Local Nature Conservation Site. National and local policies aim to conserve biodiversity by 2030 and reverse losses by 2045 to address the nature crisis and tie in with global targets. The Edinburgh Biodiversity Action Plan identifies linear habitat corridors as a priority urban habitat. Understanding the available mitigations to minimise ecology and biodiversity impacts on the corridor, together with improved access for walking and wheeling, would be a key principle of the tram design.

4.2.4 Comparative Economic Performance of Options

Based on the transport and non-transport impacts of each of the route, and the likely high-level cost/financial impact of each of the options, a comparative economic performance of each option has been developed:

Table 4.4: Comparative Economic Performance – Granton to City Centre Options

Criteria	Roseburn Option	Orchard Brae Option
Net costs / financial impacts	**££ - £££** ▪ Tram capex anticipated lower, however potential offset by costs of providing alternative cycling corridor elsewhere, currently not costed ▪ Lower operating cost due to faster shorter journey times ▪ Higher tram revenues (related to higher demand)	**£££** ▪ Higher tram capex, however, less need to build alternative cycling corridor ▪ Higher operating costs due to slightly longer journey times ▪ Lower tram revenues
Benefits: transport impacts	**£££** ▪ Higher journey time savings and demand ▪ Higher reliability due to route segregation	**££** ▪ Lower journey time savings and demand ▪ Lower reliability due to route segregation
Benefits: impacts on other transport modes	**Positive impact** ▪ Positive impact on traffic/congestion given route segregation ▪ Neutral impact anticipated on bus and active travel (provided that alternative cycling provision is found elsewhere)	**Negative impact** ▪ Negative impact on traffic/congestion given lack of route segregation ▪ Neutral impact anticipated on bus and active travel

Overall, Roseburn presents advantages over Orchard Brae from an economic perspective:

- It would require lower operating costs and lower tram construction capital costs (however some of the cost difference could potentially be offset by the cost of providing alternative cycling provision)
- It would generate higher demand and would lead to greater transport benefits, and revenues
- It would not lead to negative impacts traffic and congestion, given its route segregation, unlike Orchard Brae

4.2.5 Summary of Granton to City Centre Options Assessment

In summary, the route option via Roseburn corridor presents advantages over Orchard Brae.

Roseburn has the potential to deliver a greater quantum of transport benefits, driven by shorter and more reliable journey times, leading to more passenger demand compared to Orchard Brae.

The impacts of Roseburn on other transport modes would also be lower, with no knock-on impact on bus provision or on-road traffic/congestion given the use of a segregated route, however cycling provision would need to be delivered outside the Roseburn corridor should tram be built along this route.

Overall, Roseburn also provides a better economic performance than Orchard Brae. Coupled with greater transport benefits, Roseburn is expected to have lower capital costs (due to Orchard Brae's potential deliverability constraints/issues) and lower operating costs (due to shorter journey times), leading to the potential for Roseburn to deliver better value for money.

4.3 City Centre Options

This section provides the assessment of the Granton to City Centre options:

- Bridges; and
- Lothian Road/ Melville Drive

A Cross-City option for Lauriston Place and Potterrow is not deliverable in the near term and so is not presented.

4.3.1 Transport Performance of Route Options – Tram Performance

The key drivers of the transport performance are: (1) impact on journey times, (2) impact on demand, and (3) impact on other modes. These are summarised below for each of the options under consideration:

The table below summarises the transport performance of the City Centre route options:

Table 4.5: Transport Performance – City Centre Options

Criteria	Bridges	Lothian Rd
Linking to Roseburn: Journey time (across city centre S of Melville Drive to Haymarket)	Bridges and Lothian Rd options would have similar journey times of c. 16 mins	Bridges and Lothian Rd options would have similar journey times of c. 16 mins
Linking to Orchard Brae: Journey time (across city centre S of Melville Drive to Shandwick Place)	Bridges and Lothian Rd options would have similar journey times of c. 13 mins	Bridges and Lothian Rd options would have similar journey times of c. 13 mins
Journey time (SE corridor to Newhaven)	Bridges option would be around 45 minutes	Lothian Road option would be over 60 minutes *
Journey reliability	Similar	Similar
Catchment	Large	Small
Tram demand	Significantly higher, due to serving major city centre destinations (employment, leisure, retail, transport interchange)	Significantly lower, as route does not access city centre as well as Bridges

*Less direct routing, plus Interchange at West End/Shandwick Place includes 4 min walk + 3 min wait time

Across all the above criteria, the Bridges option performs better than the Lothian Road option:

- The Bridges option would attract significantly higher demand
- The Bridges option provides much better connectivity and faster journey times between the south east and Newhaven
- There are no criteria where the Lothian option is better in terms of transport performance

4.3.2 Impacts on Other Transport Modes

In addition to the transport performance of each option, impacts on other transport modes are considered in the table below:

Table 4.6: Impact on Other Transport Modes – City Centre Options

Criteria	Bridges	Lothian Rd
Impact on road traffic/tram operation	▪ Route consistent with emerging Circulation Plan ▪ Interaction with general traffic, although potential for through traffic to be removed ▪ Corridor prioritised for public transport and active modes ▪ **Positive impact** (with through traffic restrictions)	▪ Complex interaction with general traffic ▪ Number of large junctions makes delivering tram priority challenging ▪ Lothian Road remains a key general traffic route to enable pedestrian and wheeling improvements on the Bridges ▪ Potential conflict with emerging Circulation Plan ▪ **Negative Impact**
Interaction with walking and wheeling	▪ Tram enables footway widening, supporting improved walking and wheeling ▪ Priority given to pedestrians where footfall greatest ▪ **Positive impact**	▪ Tram impacts on pedestrian and wheeling provision at Lothian Road / Princes Street junction. Potential need to relocate key crossings ▪ Complex junction solutions at West Approach Road, Morrison Street, Fountainbridge and Tollcross ▪ Potential footway narrowing, particularly if associated cycling facilities are introduced ▪ **Negative Impact**
Interaction with active travel	▪ Segregated cycling infrastructure focused on parallel routes ▪ Cycling permitted on corridor, design enables safe cycling through tram stops ▪ **Neutral impact**	▪ Limited options for alternative cycling provision. ▪ Need to improve crossing opportunities for walking and wheeling ▪ Lothian Road is a busy cycling corridor ▪ **Neutral impact**
Interaction with bus	▪ Most scope for of bus service integration, facilitating a reduction in the number of buses within the city centre ▪ Currently >60bph in each direction on the Bridges ▪ **Slight positive impact**	▪ Limited scope for bus rationalisation as tram would not serve Bruntsfield / Morningside ▪ **Negative impact**

Across all the above criteria, the Bridges option provides advantages over the Lothian Road option:

- Although wider, the number of complex junctions on Lothian Road makes delivering tram difficult
- The large volume of buses (>60bph) on The Bridges corridor presents increased scope for rationalisation of services accessing the city centre. This would have the additional benefit of allowing reallocation of vehicles to serve other corridors
- Tram would not serve the primary Lothian Road catchment, including Bruntsfield and Morningside, and so the opportunity for rationalisation of bus services is reduced
- Tram on North Bridge compliments proposals to widen footways to support improved walking and wheeling provision

4.3.3 Non-Transport Impacts

The assessment of options also includes non-transport impacts of each of the options. The table below summarises these of the City Centre route options:

Table 4.7: Non-Transport Impacts – City Centre Options

Criteria	Bridges	Lothian Rd
Ecology and environment	▪ Local environmental impacts, but also opportunity for improvement	▪ Potential environmental impact through the Meadows
Amenity	▪ Potential improvements associated with traffic reduction proposals	▪ Potential increased congestion, particularly between Princes Street and West Approach Road could impact on amenity
Heritage	▪ Closer proximity to Old Town streets but most heritage impacts can be addressed	▪ Potentially less sensitive, local heritage impacts can be addressed
Townscape and placemaking	▪ Opportunity for significant improvement, particularly if delivered in conjunction with restrictions to reduce through traffic	▪ Potential for localised improvements but potential for significant traffic reductions is lower

4.3.4 Comparative Economic Performance of Options

Based on the transport and non-transport impacts of each of the route, and the likely high-level cost/financial impact of each of the options, a comparative economic performance of each option has been developed:

Table 4.8: Comparative Economic Performance – City Centre Options

Criteria	Bridges	Lothian Rd
Net costs / financial impacts	**££** ▪ Tram capex anticipated lower as significantly shorter section of new route infrastructure required ▪ Operating cost lower	**£££** ▪ Higher tram capex due to longer section of new route infrastructure required ▪ Higher operating costs due to slightly longer journey times
Benefits: transport impacts	**£££** Higher tram demand	**£** Lower tram demand
Benefits: impacts on other transport modes	**Positive impact** ▪ Negative impact on traffic/congestion ▪ Neutral impact anticipated on bus and active travel	**Negative impact** ▪ Negative impact on traffic/congestion – worse than for Bridges ▪ Neutral impact anticipated on bus and active travel

Overall, Bridges presents advantages over Lothian Road from an economic perspective:

- It would require lower capital costs for tram construction. Shorter journey times would result in lower operational costs
- It would generate much higher demand and would lead to greater transport benefits
- Though there would be a negative impact on traffic congestion this would be less significant than for the Lothian Road option

4.3.5 Summary of City Centre Options Assessment

In summary, the route option via The Bridges corridor presents advantages over Lothian Road.

The Bridges option provides faster journey times between SE Edinburgh and Newhaven as well as across the city centre itself and does so independent of the routing option chosen to Granton (e.g. Roseburn or Orchard Brae). The Bridges also has a larger catchment and combined with better connectivity would result in higher demand.

The Bridges also performs well in comparative economic performance compared with Lothian Road. Capital and operating costs would be lower for The Bridges corridor, transport benefits higher (due to higher demand) and there would be a positive impact on other transport modes. Negative impacts in terms of traffic/congestion would be less significant than the Lothian Road corridor.

Appendix 3 – Trams from Granton to the Bioquarter and Beyond

Outline Communications Plan

Background

Following the successful completion of the first phase 1 of Trams (Airport – York Place) in 2014, the completion of the line to Newhaven occurred in June 2023 during the Trams to Newhaven project. The City of Edinburgh Council is now looking to further extend the tram network in Edinburgh and regionally and will be seeking approval at the Transport and Environment committee on 1 February 2024 to begin consultation on a north south line going from:

- Granton – City Centre
- City Centre (through)
- City Centre – Edinburgh Royal Infirmary
- Edinburgh Royal Infirmary – Midlothian / East Lothian

The purpose of the consultation is to present the preferred route for each of the four sections listed above, explain why that route is preferred, and seek feedback from residents, businesses and stakeholders. In addition, alternative routes that have been looked at but that are deemed not appropriate will also be presented.

Approach

The communications activities will raise awareness of the tram from Granton to Bioquarter and Beyond project and make clear why and how we need to invest in this, why we need their views and how to give them. It will drive audiences to the engagement events and online engagement tool.

A series of engagement events, drop ins, awareness raising events and key stakeholder sessions with invited audiences.

We will use a range of channels/tools (paid for and free) to drive traffic to events and the online consultation hub:

- paid and organic social media – Facebook, twitter, Linkedin
- lamp post wraps
- printed materials (small supplies) – 'calling cards', flier, summary document
- display/exhibition material at events
- blogs/articles/features – Council external and internal platforms, and partners' channels
- media briefings, opinion pieces/features.
- physical copies of questionnaires at libraries

The schedule of paid promotional activity will be developed.

Evaluation and measurement

Evaluation and measurement will be possible through:

- number of attendees at events
- number of comments received
- social media/digital reach, impressions and interactions eg shares, likes
- analytics from web page, blog and other online content
- reporting from media outlets on effectiveness of campaign eg estimates of listeners.

This information will be reported back to the Transport and Environment Committee in Summer / Autumn 2024 as part of the development of the Strategic Business Case.

Tram / Granton to Bioquarter and Beyond consultation narrative outline.

On-line consultation outline. In-person consultation events will follow a similar structure and use same narrative / materials.

Home Page

Overview

Across the world, progressive cities are embracing the global challenges of climate change and inequality with action and vision. The City of Edinburgh Council declared a Climate Emergency in 2019. To meet our ambition to be carbon neutral, we need to re-think the way we move people and goods in and around Edinburgh. We need clean, safe, efficient, accessible and affordable ways of doing this.

Our City Mobility Plan 2021 – 2030 consultation in 2020/21 found strong support for the expansion to the tram network and for improving public transport.

The current award-winning tram system carries millions of passengers each year and the recently opened section to Newhaven resulted in Edinburgh Trams enjoying their busiest month ever in August 2023, with over 1.2 million customer journeys.

A new north-south tram corridor would improve connectivity between major development sites, and busy locations like hospitals, key employment centres, retail hubs and major education facilities. This consultation presents a recommended route for a north – south tram line between Granton and the Royal Infirmary and beyond, linking up to the existing tram route in the city centre. To deliver the best outcome, we have based these recommendations on a number of policies listed below in the related section.

FACTBANK (collapse and expandable info): Why we need to improve public transport in Edinburgh and the city region

Edinburgh is one of the fastest growing cities in the UK with a population of over half a million. 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. According to the Edinburgh's City Plan there will be by 2030, 37,000 new homes which could add over 75,000 people to Edinburgh's population. As a main economic hub for the region and country, the city also welcomes many visitors for learning, employment and leisure opportunities.

This future growth puts pressure on our transport network, causing congestion. The cost of congestion impacts on journey times for residents and businesses and the associated impacts on our health from poor air quality.

These impacts will only continue to grow as more vehicles compete for limited road space. Studies have linked small particles from road traffic to the cause of a variety of health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes.

For businesses the cost of congestion impacts business by extending journey times, later deliveries, and increasing worker time on the road rather than in productive work. Estimates on the cost of congestion from INRIX for Edinburgh in 2019 was reported as being worth £177 million.

Why your views matter

By completing our survey you will help us to understand your views on expanding the tram network by introducing a north – south tram line, connecting with neighbouring local authorities in the south-east.

As well as this online survey, there is a series of drop-in events planned across the city that you are invited to attend to find out more about the proposals.

Next stages

The findings from this consultation will help inform a Strategic Business Case (SBC) which will be presented to the Council's Transport & Environment Committee in Autumn 2024.
The SBC gives a top line overview of the recommended route the new tram line would take, the major challenges and opportunities it presents, and an overview of what residents, businesses and key stakeholders thought of the plan.

Our next step would be to develop an Outline Business Case (OBC) that looks in more detail at construction and reflects the responses received from this consultation.

We will hold another round of consultation in 2025/26 which would give residents, businesses and stakeholders another opportunity to comment on the plans before we move on to developing a Final Business Case (FBC). The FBC stage would then seek approval from the City of Edinburgh Council to go ahead with the project.

Related section

a) City Vision 2050
   Residents want Edinburgh to be *Thriving, Welcoming, Pioneering* and *Fair.*
b) The City of Edinburgh Council Business Plan
   Three strategic priorities around liveability, end poverty, and being net-carbon zero by 2030.
c) City Mobility Plan 2021 – 2030
   Supports the net zero target and plans to reduce car journey kilometres by 30% by 2030 using actions across three key themes: *People, Place, Movement*.
d) Circulation Plan
   The principles we adopt when designing our streets.
e) City Plan 2030
   Sets out the strategy for development, proposals and policies to shape, development and inform planning decisions in the city over the next 10 years and beyond.
f) Edinburgh Biodiversity Plan 2022 - 2027
   Protecting Edinburgh's natural heritage.
g) One million tree city
   Enhancing Edinburgh's environment.
h) The Scottish Government National Transport Strategy 2
   Scotland's transport vision for the next 20 years.
i) Transport Scotland's Strategic Transport Projects Review 2 (STPR2)
   Identifying key projects to deliver the aspirations of the National Transport Strategy 2 and has highlighted Edinburgh and South-East Scotland Mass Transit as an investment priority.
j) Edinburgh Economic Strategy
   How to deliver sustainable growth in Edinburgh.
k) 2030 Climate Strategy
   How the city plans to deliver a net zero, climate ready Edinburgh by 2030.

Introduction page of survey:

Please provide us with the following information: (include link to explanation on how we will use this data)

First Name

Second Name

Email address

Postcode

Do you consent to being contacted about this consultation YES / NO

Recommended route.

This consultation shows the recommended route for a north – south tram line in Edinburgh and on to neighbouring local authorities. It will also give suggested locations for tram stops.

We have set out the route in four sections:

1. Granton – City Centre
2. Through the City Centre
3. City Centre – Edinburgh Royal Infirmary
4. Edinburgh Royal Infirmary – Lothians

Midlothian and East Lothian Councils will consult on the Lothian section separately. Details on how to take part in that consultation can be found at the end of this consultation.

We will also show other routes that have been considered and explain why these are not being recommended.

To deliver the best outcome, the project has based these recommendations on a number of policies. These include the City Vision 2050, The City of Edinburgh Council Business Plan, City Mobility Plan, National Transport Strategy, Strategic Transport Projects Review 2, and Climate Strategy 2030.

The following considerations have also informed our recommendations:

a) Lessons learned.
   From the first Tram project (Airport – York Place), Trams to Newhaven project, and Hardie Report.
b) Existing powers to build tram in Edinburgh.
   The City of Edinburgh Council has existing powers under the Tram Act 2006 to build the line on a specific route from Granton to City Centre.
c) Tram patronage forecasts.
   Passenger number modelling has been undertaken to identify which routes will service the most people and move people from cars to public transport.
d) Tram running time.
   Research shows tram running times are key to the success of a network.
e) Buildability
   Ease of construction, disruption, public transport and traffic displacement, forecast costs, utility diversions, impact on ecology and biodiversity, etc.

f) Integration / connectivity
With other transport providers and key destinations
g) Planning policies
Including World Heritage Sites, Conservation Areas, etc.

Section 1: Granton – City Centre

The recommended route is as follows:

IMAGE WILL BE INSERTED

The first part would be on-street to Ferry Road, along Ferry Road, and left onto Telford Road. The tram line would connect with the old railway line (Roseburn Corridor) near the Telford Road Primary Sub-station.

Please note, the City of Edinburgh Council has power to build on the Roseburn Corridor but not on Telford Road. Further powers would need to be secured via the Scottish Government to allow this to happen.

Another option using the Roseburn Corridor from Crewe Toll is detailed below.

IMAGE WILL BE INSERTED

Under the Tram Act 2006, the City of Edinburgh Council has powers to construct the tram line from Granton to the city centre. The first part would be on-street up to Ferry Road and would then go off road using the old railway line, commonly referred to as the Roseburn Corridor.

Given the spatial constraints and the need to protect the biodiversity along the Roseburn Corridor, it would not be possible to accommodate walking/wheel, cycling and public transport.

The above options would accommodate public transport (tram) and every effort would be made to provide a welcoming walking / wheeling route that followed the tram route, was sufficiently sheltered, and minimised any impact on the ecology and biodiversity. High quality cycling provision, linking into existing and planned cycling corridors would be provided on-street. We are planning to build this ahead of tram construction.

Both options allow us to deliver the placemaking, transport, social economic and environmental aspirations of the city. The reasons for this are outlined below:

1. Running times are significantly quicker overall on both Roseburn Corridor options compared to other routes that were explored.
2. Greater patronage figures are forecast on this route.
3. Both Roseburn options deliver better public transport accessibility overall with buses maintained on existing routes from Crewe Toll to city centre and scope for creating key transport interchanges
4. While space restrictions on the Roseburn options would mean cycling is not possible to accommodate due to the impact on ecology and biodiversity, the project would be able to deliver high quality cycling infrastructure that services a greater population and job catchment that ties into existing and planned cycling infrastructure.
5. Both Roseburn options have off-street sections which would minimise tram interaction with general traffic.

6. Operating costs on the Roseburn options would be cheaper due to shorter running times.
7. Roseburn options would be easier to build and less disruptive to general traffic as either whole or part of the route would be off-street.

Questions:

What do you think of the recommended option that uses Telford Road (Please tick one)

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please tell us why you have given this answer (free text)

What do you think of the option that uses the 'Roseburn Corridor' from Crewe Toll (Please tick one)

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please tell us why you have given this answer (free text)

The City Mobility Plan highlighted connectivity being important to residents. Which of the following are important to you to be able to easily access? (please tick as many as required):

- Hospitals
- Cultural venues
- Shopping
- Schools / universities / colleges / further education
- Other transport modes
- Other (please provide details):

What would you use the tram for in this section? (please tick as many as required):

- Work
- Leisure
- Onward travel (Airport, Waverley, Haymarket)
- Travel to school, university, college

Another option that was considered was via Ferry Road, Crewe Road South, Orchard Brae, Queenferry Road and into the West End.

IMAGE TO BE INSERTED

This option is not the recommended route for the following reasons:

1. Tram running times are significantly higher on the Orchard Brae option.
2. No option to introduce high-quality cycling infrastructure on Orchard Brae due to requirements for tram.
3. Additional congestion along the Orchard Brae route and surrounding streets.
4. Possible impact on emergency access to Western General Hospital.

5. Higher operating costs due to longer running times.
6. Complexity of utility diversions.
7. Complexity of Queensferry Street, Princes Street, Lothian Road junction.

Section 2: City Centre

The recommended route to take tram through the city centre and towards the south-east of the city is shown below:

IMAGE TO BE INSERTED

This route would be via Haymarket, along the existing tram route on Princes Street and via North and South bridge.

Given the space constraints along North and South bridge, it would not be possible to accommodate segregated walking/wheeling, cycling and public transport.

Therefore, the tram route would be prioritised for walking/wheeling and public transport only. High quality cycling provision, linking into existing and planned cycling corridors would be provided on-street. The intention would be to create this provision ahead of tram construction starting. Provision for loading would also be included.

This route helps to deliver the placemaking, transport, social economic and environmental aspirations of the city. The reasons for this are detailed below:

1. Makes use of existing infrastructure on Princes Street.
2. Good connectivity with the existing tram network.
3. Shorter journey times compared to other city centre options, leading to reduced operating costs.
4. Significantly higher catchment for patronage compared to other city centre options.
5. Scope for rationalisation of buses on this corridor to be deployed elsewhere to increase public transport coverage.
6. High quality cycling provision would be provided on alternate corridors that ties in with existing and planned cycling infrastructure.
7. Lower cost to build compared to other city centre options as makes use of existing tram infrastructure.

Questions:

To what extent do you support or oppose the recommended route for City Centre? (Please tick one)

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please tell us why you have given this answer (free text)

The City Mobility Plan highlighted connectivity being important to residents. Which of the following are important to you to be able to easily access? (please rank them in order of importance):

- Hospitals
- Cultural venues
- Shopping
- Schools / universities / colleges / further education
- Other transport modes

What would you use the tram for in this section? (please tick as many as required):

- Work
- Leisure
- Onward travel (Airport, Waverley, Haymarket)
- Transport to school, college, university

Two other options have been considered:

Option 1

Via Lothian Road, Meadows, through Nicolson Square and then joining the A7 heading south.

Option 2

Via Haymarket, onto Morrison Street and via Lothian Road / Lauriston Place, round Potterrow, through Nicolson Square and then joining the A7 heading south.

IMAGE TO BE INSERTED

These options are not recommended for the following reasons:

1. Higher running costs compared to Princes Street options due to longer running times.
2. Significant additional construction costs.
3. Lower potential patronage / catchment.
4. Complexity of junctions and interaction with vehicles compared to Princes Street / Bridges route.
5. Complexity of Princes Street / Lothian Road junction
6. Protected trees along the Meadows corridor.

Section 3: City Centre – Edinburgh Royal Infirmary

The recommended route to take tram from the City Centre - Edinburgh Royal Infirmary is shown below:

IMAGE TO BE INSERTED

The route would continue along the A7, turn to the front of the Cameron Toll Shopping Centre, and continue up Old Dalkeith Road.

This route allows:

1. connectivity with Edinburgh Royal Infirmary and Edinburgh Bioquarter and,
2. facilitates connectivity with the wider city region.

What do you think of this route (Please tick one)

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please tell us why you have given this answer (free text)

The City Mobility Plan highlighted connectivity being important to residents. Which of the following are important to you to be able to easily access? (please tick as many as required):

- Hospitals
- Cultural venues
- Shopping
- Schools / universities / colleges / further education
- Other transport modes

What would you use the tram for in this section? (please tick as many as required):

- Work
- Leisure
- Onward travel (Airport, Waverley, Haymarket)
- Travel to schools, university, college

Section 4: Edinburgh – Royal Infirmary – City Region

The City of Edinburgh Council is working closely with Mid-Lothian and East Lothian Council regarding the routing of a tram line beyond the Edinburgh Royal Infirmary and into the city region. Discussions are also ongoing around the possible location of another tram depot to support the network as there would not be sufficient capacity at the existing depot at Gogarburn to facilitate the expanded network.

Various options are outlined below. Mid-Lothian and East Lothian Council will be carrying out their own consultation on transport matters in 2024 which will include questions around a possible tram route.

IMAGE TO BE INSERTED

Links to the Mid-Lothian and East Lothian consultation can be found at the end of this consultation.

About you.

We'd like to know a little more about yourself to make sure we are consulting with as many sections of society as possible. This information will be held in compliance with the City of Edinburgh Council's Data Protection requirements.

Age

- Under 16
- 16-21
- 22-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and over
- Prefer not to say

Sex:

- Male
- Female
- Prefer not to say

Ethnicity

- White (Scottish)
- White (other British)
- White (other)
- Mixed or multiple ethnic groups
- Asian, Asian Scottish, Asian British
- African
- Caribbean or Black
- Other ethnic groups

Do you currently use the tram?

- Yes
- No

If yes, how often a week

And what do you use it for?

- Work,
- Leisure
- Onward travel
- Other

Do you currently use buses?

- Yes
- No

If yes, how often a week

And what do you use it for?

- Work,

- Leisure
- Onward travel
- Other

Do you own a bike?

- Yes
- No

If yes, how often do you ride it per week

And what do you use it for?

- Work,
- Leisure
- Onward travel
- Other

33. To what extent do you agree or disagree with the following statements about this engagement exercise?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
I was given all the information that I needed to have my say.	○	○	○	○	○	○
This engagement exercise was clear and easy to understand.	○	○	○	○	○	○
I was given the opportunity to have my say.	○	○	○	○	○	○

Please provide any other comments or suggestions you may have about this engagement process.

You can take part in the Midlothian consultation here (insert link)

You can take part in the East Lothian consultation here (insert link)

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Transport and Environment Committee

10.00am, Thursday, 1 February 2024

West Edinburgh Transport Improvements Programme – Outline Business Case

Executive/routine	**Executive**
Wards	**1 – Almond; 3 – Drum Brae/Gyle**

1. Recommendations

1.1 It is recommended that Committee note that:

1.1.1 West Edinburgh has been identified as a significant urban extension to the city. Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak requiring approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor is a necessity;

1.1.2 Congestion along the corridor impacts on bus operators' ability to run fast, reliable and attractive services;

1.1.3 The Edinburgh and South East Scotland City Region Deal provides £36m to support the West Edinburgh Transport Improvement Programme (WETIP) for the delivery of Bus Priority and Active Travel improvements along A8/A89 corridor between Broxburn and Maybury;

1.1.4 A HM Treasury compliant Outline Business Case for Bus Priority and Active Travel measures along the A8/A89 corridor has been concluded and confirms that the identified measures meet Transport Planning Objectives

Paul Lawrence

Executive Director of Place

Contact: Jamie Robertson, Transport Planning and Delivery Manager

E-mail: Jamie.robertson@edinburgh.gov.uk

and align strongly with key Council policies (including City Mobility Plan, City Plan and 2030 Climate Strategy – Net Zero);

1.1.5 Public consultation and stakeholder engagement exercises have helped inform the Outline Business Case;

1.1.6 Economic appraisal has confirmed a positive overall Benefit to Cost Ratio of 1.23; and

1.1.7 The next stages in the programme include: detailed design tasks, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.

Report

West Edinburgh Transport Improvements Programme – Outline Business Case

2. Executive Summary

2.1 This report updates Committee on the production of the Outline Business Case (OBC) for Bus Priority and Active Travel improvements on the A8/A89 between Broxburn and Maybury. The programme will now progress to the next stage, where key tasks include: detailed design, promotion of required statutory consents, procurement exercises and the development of a Final Business Case.

3. Background

3.1 The Scottish Government's third National Planning Framework, published in 2014, established a vision for West Edinburgh identifying it as a nationally significant location for investment. National Planning Framework 4, published in 2023, continues to recognise the opportunity of West Edinburgh as a mixed use development.

3.2 The West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM), which sets Council guidance for allocated and proposed sites in the area, was approved at Planning Committee in December 2023. WEPFSM will come into effect once City Plan 2030 is adopted and will provide non-statutory planning guidance for the determination of planning applications in the area.

3.3 To maximise the area's growth potential, investment in a strategic package of sustainable transportation improvements is necessary. In 2010, the West Edinburgh Transport Appraisal (WETA) initially identified a series of interventions to support the implementation of the development vision.

3.4 In 2016, the WETA Refresh Study updated previous transport assessments to capture revised development proposals and increased airport related growth. The WETA Refresh Study also helped inform how potential City Region Deal funding could assist in relieving public transport constraints along the A8/A89 between Broxburn and Maybury.

3.5 The WETA Refresh Study was objective-led with the aim of encouraging a continued shift to sustainable travel. The Study identified a range of pedestrian,

cycling and public transport measures with a total cost of £108.2m (or circa £150m in today's prices).

3.6 City Plan 2030 proposes to allocate sites at West Edinburgh for some 11000 homes alongside previous committed development amounting to some 13000 homes (a quantum of development larger than a town the size of Falkirk). In addition, major growth sites have also been identified within West Lothian including those at Broxburn and Winchburgh.

3.7 The A8 also serves as the main access to the United Kingdom's fastest growing international airport and the Royal Highland Centre which is a venue for major events throughout the year. Enhancing public transport and active travel choices to these trip generators is absolutely vital to ensure growth is sustainable.

3.8 Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak will require approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor is a necessity.

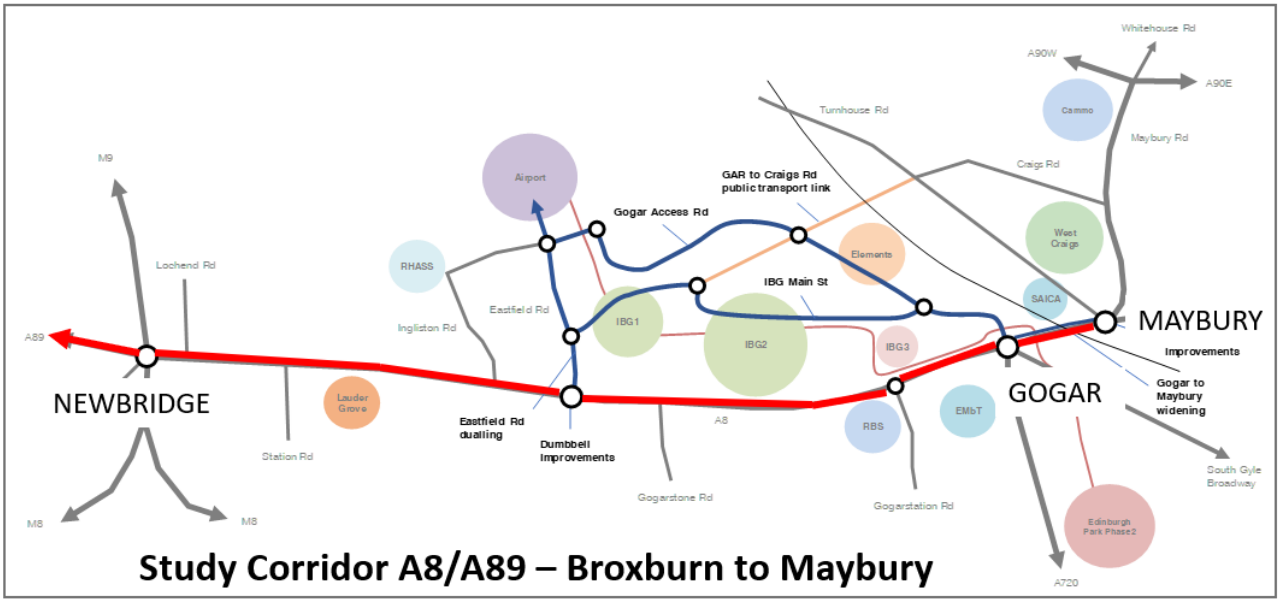

Figure 3.1 - A8, City Plan 2030 Development Sites and Airport Locations

3.9 Figure 3.1 above highlights the strategic importance of the A8 in relation to the City Plan 2030 development sites and the Airport.

3.10 Existing bus services on the A8 and A89 predominantly serve passengers travelling from West Lothian and local residents located along the corridor to Edinburgh City Centre. In addition, regular Citylink coaches operate between Glasgow and Edinburgh using the A8 corridor, with a further service to/from Stirling. The route also acts as a key link for bus passengers travelling to Edinburgh Airport from Edinburgh and other major Scottish towns and cities. The A8 is also an important corridor for Park and Ride.

3.11 Taking cognisance of the existing challenges and future opportunities along the corridor, in August 2018 the signing of the Edinburgh and South East Scotland City

Region Deal (ESESCRD) provided £36m for Bus Priority and Active Travel improvements between Broxburn and Maybury. Subsequently, the West Edinburgh Transport Improvement Programme (WETIP) was initiated by the ESESCRD with a delivery focus to support an infrastructure first approach.

3.12 The workflow diagram below (Figure 3.2) summarises the West Edinburgh project evolution and timeline.

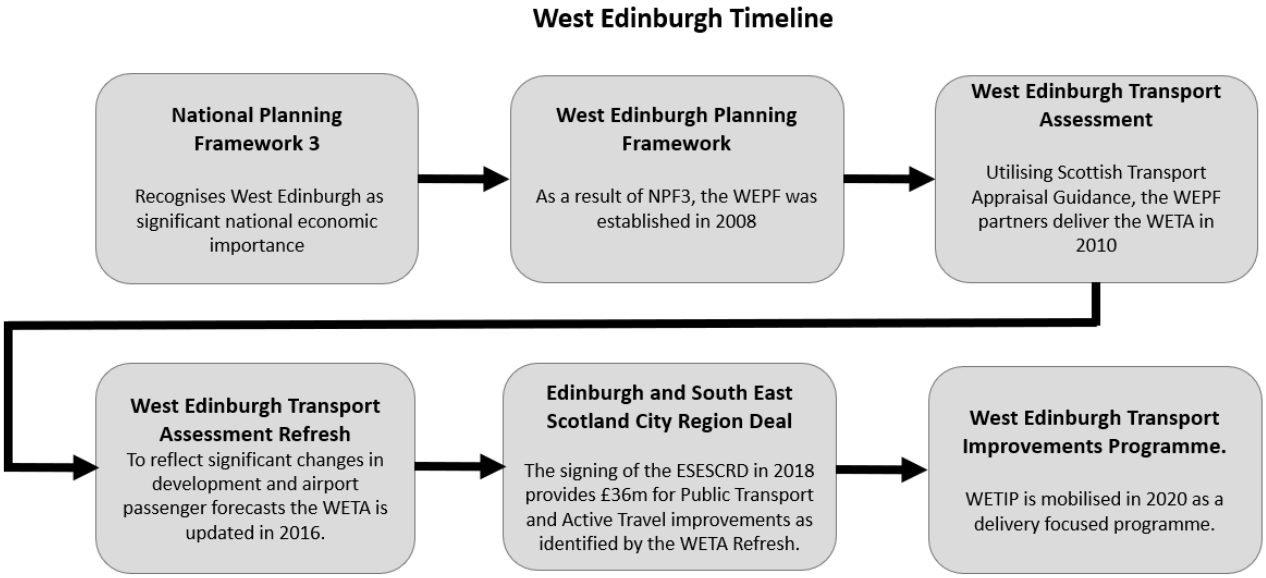

Figure 3.2 - West Edinburgh Project Timeline

3.13 WETIP is required to follow a robust business case process and adheres to the latest Scottish Transport Appraisal Guidance (STAG) and HM Treasury Green Book Guidance.

3.14 WETIP is currently in the OBC stage. The management of the OBC has been led by the Council, developed with strong regional collaboration and has utilised ESESCRD governance structures.

4. Main report

4.1 WETIP is a delivery-focused package of active travel and public transport interventions which will help to: enable early sustainable development; support a modal shift towards public and active travel; and enhance connectivity between neighbouring authorities.

4.2 The transformational interventions will provide long-term resilience in the area and are required to support the significant urban extension in the west, including the construction of the 23,480 new homes.

4.3 The WETIP OBC has been based on the components of the HM Treasury Five Case Model (Strategic, Socio-Economic, Financial, Commercial and Management Cases), and confirms a strong case for proposed public transport and active travel interventions on the A8 and A89 between Broxburn to Maybury.

4.4 The full OBC report is over 300 pages long and is available on request, however, a more accessible OBC Executive Summary is provided in Appendix 1.

Strategic Case – Identified Problems

4.5 A requirement of the OBC was to undertake an evidence-based review of the transport network within West Edinburgh to identify existing problems and opportunities along the A8/A89 corridor. Problems and opportunities were also identified through extensive engagement with local authorities, bus operators, bus user groups and community councils.

4.6 The main challenges and barriers for public transport and active travel along the corridor include:

- Very congested road network;
- Extended bus journey times;
- High levels of journey time variability (day to day);
- Increased journey time variability during planned events;
- Low public transport mode share;
- Poor public transport accessibility;
- Lack of quality active travel infrastructure provision;
- Severance; and
- Road Safety.

4.7 Bus journey time analysis has been undertaken (datasets provided by Lothian Buses). Significant journey time variability occurs daily within the corridor. For example, congestion at Newbridge during peak periods often results delays of seven to eight minutes.

4.8 The Royal Highland Centre hosts regular events including concerts and exhibitions attracting significant volumes of people (arriving and departing within short timeframes) resulting in increased congestion. This has a significant impact on regular bus users but also additional bus users travelling to the events by special bus services.

4.9 Additionally, matches and concerts at Murrayfield Stadium also have a significant impact on the corridor.

4.10 Congestion levels are such that they impact bus operators' ability to run, fast, reliable, and attractive services. Congestion also significantly increases operating costs, with additional buses required to maintain frequencies at peak periods. Evidence also suggests that bus passengers often cite service punctuality and journey time as an important factor in choosing this mode.

4.11 Generally, and as a result of congestion, bus journey times in Edinburgh have increased by nearly 20% in the last 10 years on certain corridors. Consequently, bus journey times across the WETIP corridor are not sufficiently attractive to encourage passenger growth.

4.12 There are existing gaps in active travel infrastructure provision along the corridor, and together with limited crossing opportunities on the A8 carriageway, these create severance issues.

4.13 Current bus stops on the A8 are also not aligned with direct and accessible pedestrian crossing points, which results in extended walking times between origins and destinations. Furthermore, sections of cycle infrastructure along the corridor are poor in quality which reduces the propensity to cycle.

Strategic Case - Identified Opportunities

4.14 City Plan 2030 has identified a significant urban extension to the city in West Edinburgh which will result in increased public transport and active travel demand.

4.15 Investment in significant new road infrastructure to create additional capacity and increase general traffic capacity is counter to national and local policy objectives. Therefore, the WEPFSM commits to growing West Edinburgh in a sustainable manner. Consequently, investment in bus priority and active travel to encourage a shift to more sustainable modes of travel is a core component of the sustainable approach and WETIP will play a key role by delivering:

- Public transport prioritisation;
- Quality active travel infrastructure provision;
- Enhanced transport integration;
- Mobility hubs;
- Reduced severance; and
- Embedded placemaking and urban realm.

4.16 Delivering bus priority along the WETIP corridor provides an opportunity to reduce bus journey times. For example, buses will be able to bypass congestion saving up to 10 minutes in both the morning peak inbound and evening peak outbound.

4.17 Recently examples of bus priority measures being delivered have been successful in reducing bus journey times, increasing reliability, and supporting passenger growth (in some cases passenger volumes now exceed pre-Covid baselines).

4.18 Furthermore, evidence from recent bus priority improvements on the A90 corridor between Edinburgh and Fife, has confirmed a virtuous circle of an 8% reduction in journey times and a 17% growth in passenger numbers. Bus priority has helped to reduce operating costs along this corridor and enabled the bus operator (Stagecoach) to increase the service frequency on the A90 from 12 to 15 buses per hour. WETIP proposals are expected to deliver similar successful outcomes.

4.19 Edinburgh Airport is the fastest growing airport in the United Kingdom and public transport mode share to the Airport has improved from 33.7% in 2019 to 36.5% in 2023. Approximately 15 million passengers used the Airport last year, and this is forecast to grow to 20 million per year by 2030. This growth will generate a

significant number of new public transport trips, particularly for bus as tram, which has a finite capacity and only serves Edinburgh.

4.20 WETIP provides the opportunity to enhance integration between travel modes along the A8/A89 corridor through the introduction of new bus lanes to complement existing infrastructure at Ingliston Park and Ride, and the creation of Mobility Hubs within Broxburn.

4.21 Encouraging greater use of sustainable travel modes, particularly by establishing more attractive, faster and reliable bus services as a result of bus priority, will help reduce the environmental impact of growth especially from traffic emissions.

4.22 Improvements to active travel infrastructure (including more accessible pedestrian and cycle crossing points) will help promote sustainable travel choices, significantly reduce walk times, and encourage local and longer distance cycle movements.

Strategic Case - Transport Planning Objectives

4.23 Following consideration of the range of problems and opportunities, five Transport Planning Objectives (TPOs) have been identified to inform a Detailed Appraisal (a necessary requirement of the business case process). These TPOs were developed collaboratively with partners and stakeholders (including bus operators) and are as follows:

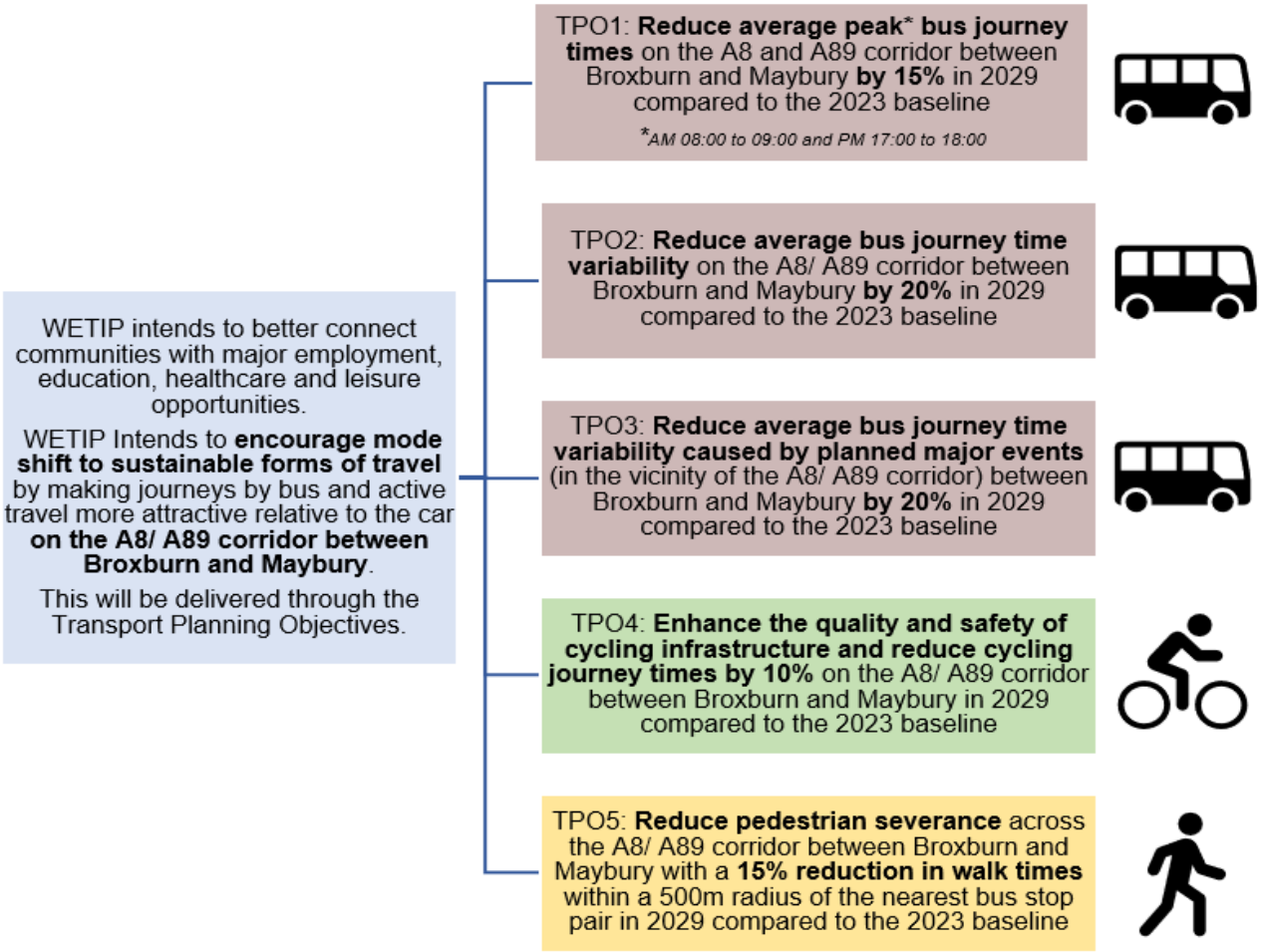

Figure 4.1 - WETIP Transport Planning Objectives

4.24 The scale and ambition of the WETIP objectives and proposals will help reduce bus journey times, improve reliability, and increase the overall attractiveness of the bus network across the A8/A89 corridor. The measures also have the potential to significantly help towards taking action against climate change and reducing the number of kilometres made by car journeys.

4.25 The four major schemes identified in WETIP have been evaluated against the TPOs using a seven-point scale set out in Scottish Transport Appraisal Guidance (STAG) criteria. Figure 4.2 below highlights that the four main schemes performed well against objectives and are considered feasible, publicly acceptable and affordable (subject to prioritisation forming a core package that can be delivered within the existing WETIP budget envelope of £36.6m).

WETIP Package	TPO1	TPO2	TPO3	TPO4	TPO5
A89 Broxburn to Newbridge	++	++	+++	+	0
A8 West: Newbridge - Eastfield Rd	++	++	++	+	+++
A8 East: Eastfield Rd - Gogar	++	++	+++	+	+++
A8 Gogar to Maybury	++	+++	+++	N/A	N/A

KEY Impact	Symbol
Major benefit	+++
Moderate benefit	++
Minor benefit	+
No benefit or impact	0
Minor cost or negative impact	x
Moderate cost or negative impact	xx
Major cost or negative impacts	xxx

Figure 4.2 - Four Main Schemes Evaluation against Transport Planning Objectives (TPOs)

WETIP Proposed Interventions

4.26 The interventions have been grouped into four main bus priority schemes and two additional schemes (Queensferry Branch Active Travel Path and Mobility Hubs within Broxburn). Each of the schemes are described below in Table 4.1:

ID	Measure Title	Description
A89 Broxburn to Newbridge		
1	A89 Broxburn to Newbridge bus lane and active travel route	Eastbound bus lane and bus priority signals and widened shared use path with two-way white line segregated cycle track. Speed limit reduced to 30mph between Newbridge and B800 Junction.
A8 West: Newbridge to Ingliston Road		
2a	A8 west of Ingliston Road to west of Station Road westbound bus lane	Westbound bus lane starting at Middle Norton Cottages to Lochend Road bus stop.
2b	Station Road Junction – improved access along Station Road	Signalised left in/ left out junction and new two stage Toucan crossing of the A8. Speed limit reduced to 30mph between Newbridge and east of Ratho Station.

2c	A8 north side pedestrian cycle route improvements between Eastfield Road and Newbridge	Widened shared use path with two-way segregated cycle track through Ratho Station section of the A8.
A8 East: Airport Junction to Gogar Roundabout		
3	A8 Airport Junction to Gogar Roundabout Bus Lane	Eastbound bus from existing airport junction off slip bus lane to Gogar Roundabout underpass. New two stage Toucan crossing of the A8 at the RBS overbridge and at Gogarstone Road.
A8 Gogar Roundabout to Maybury Junction		
4a	Gogar Roundabout to Maybury Junction additional eastbound lane	General traffic lane and section of bus lane required to improve bus journey times and reliability through Maybury Junction. This resolves a bus weaving movement issue.
4b	MOVA improvements	Gogar and Maybury Junctions to support Bus Priority proposals
Queensferry Branch Active Travel Path		
5	Other proposed cycling measures – Newbridge to Dalmeny (via Kirkliston) cycle route upgrade	Existing Bridal Path widened and surfaced.
Broxburn Mobility Hub		
6	Mobility Hubs	Broxburn Town Centre

Table 4.1 – Description of Proposed Interventions

4.27 Figures 4.2 (Active Travel) and 4.3 (Bus Priority) present the locations of the WETIP schemes.

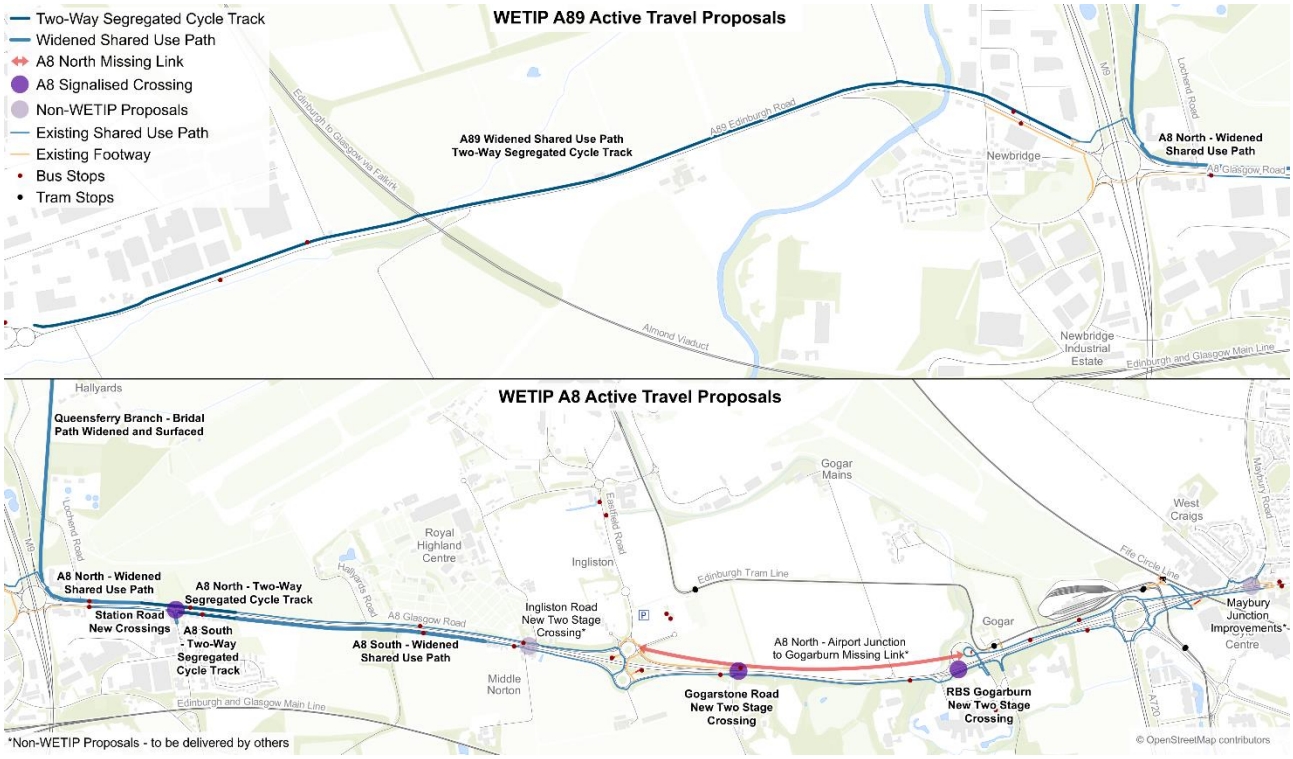

Figure 4.2 – Active Travel Proposals Locations

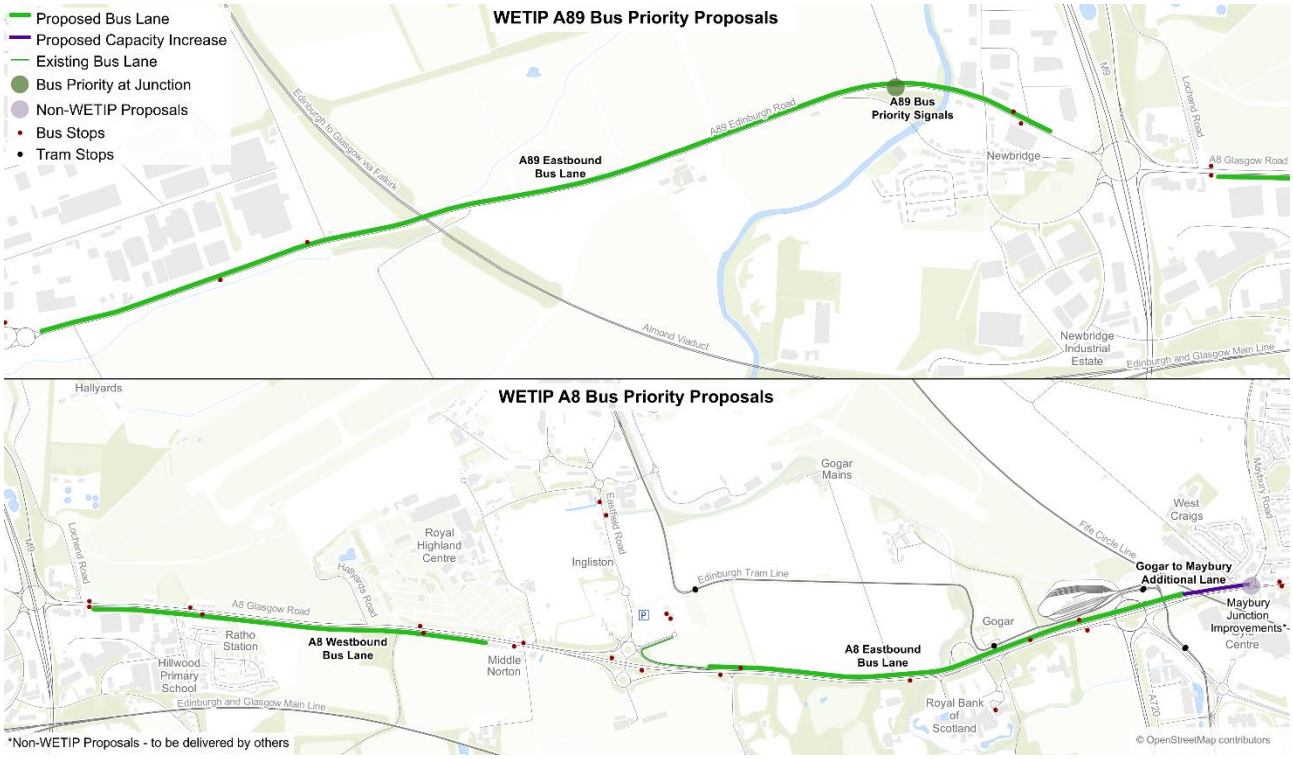

Figure 4.3 – Bus Priority Proposals Locations

Socio Economic Case

4.28 The OBC includes a detailed appraisal of the socio-economic case. The appraisal of costs and benefits contains quantitative estimates under the economy criteria of each individual schemes proposed. Against the Economy Criterion, moderate positive to major positive impact is anticipated based on bus journey time improvements and benefits to bus users while neutral to minor positive impacts are recorded against the Health, Safety and Wellbeing criterion The WETIP schemes are considered to have a positive impact against the Equality and Accessibility criterion.

4.29 The capital costs of the proposed schemes have been prepared incorporating allowances including design fees, preliminaries and contingency based on recent experience on the outturn costs of similar projects. Inflation has been accounted for and an optimism bias of 44% has also been applied to the costs.

4.30 Table 4.2 provides a summary of the monetised values for the cost benefit analysis, including benefits (PVB) and costs (PVC). As required by STAG, all Costs and Benefits have been appraised over a 60-year period and discounted to 2010 prices. The Benefit to Cost Ratio (BCR) measures how much benefit can be expected for each unit of cost (investment).

Monetised Costs and Benefits	Low Cost Scenario	Mid Cost Scenario	High Cost Scenario
A89 Broxburn to Newbridge Roundabout			
Present Value of Benefits (PVB)	£5.239m	£5.239m	£5.239m
Present Value of Costs (PVC)	£5.783m	£6.908m	£8.033m
Net Present Value (NPV)	-£0.544m	-£1.669m	-£2.794m
Benefit to Cost Ratio (BCR)	**0.91**	**0.76**	**0.65**
A8 West: Newbridge Roundabout to Eastfield Road			
Present Value of Benefits (PVB)	£6.085m	£6.085m	£6.085m
Present Value of Costs (PVC)	£3.462m	£4.879m	£6.297m
Net Present Value (NPV)	£2.623m	£1.206m	-£0.212m
Benefit to Cost Ratio (BCR)	**1.76**	**1.25**	**0.97**
A8 East: Eastfield Road to Gogar Roundabout			
Present Value of Benefits (PVB)	£9.709m	£9.709m	£9.709m
Present Value of Costs (PVC)	£4.021m	£4.822m	£5.624m
Net Present Value (NPV)	£5.688m	£4.886m	£4.085m
Benefit to Cost Ratio (BCR)	**2.41**	**2.01**	**1.73**
A8 Gogar Roundabout to Maybury Junction			
Present Value of Benefits (PVB)	£8.723m	£8.723m	£8.723m
Present Value of Costs (PVC)	£6.859m	£7.516m	£8.174m
Net Present Value (NPV)	£1.865m	£1.207m	£0.549m
Benefit to Cost Ratio (BCR)	**1.27**	**1.16**	**1.07**
All Main WETIP Schemes			
Present Value of Benefits (PVB)	£29.611m	£29.611m	£29.611m
Present Value of Costs (PVC)	£20.125m	£24.126m	£28.127m
Net Present Value (NPV)	£9.486m	£5.485m	£1.483m
Benefit to Cost Ratio (BCR)	**1.47**	**1.23**	**1.05**

Table 4.2 - Economic Appraisal Summary

4.31 Economic appraisal has estimated (based on the mid cost scenario) a positive BCR across all measures of 1.23. This BCR is based on bus journey time savings and does not reflect the benefits that will accrue in relation to increased walking, wheeling and cycling, and the environmental benefits associated with the modal shift that the interventions will help deliver.

Commercial, Financial and Management Cases

4.32 A summary of the Commercial, Financial and Management cases is provided below (with a detailed assessment provided in Appendix 1):

- Based on value for money and quality drivers, it is proposed that the main construction contract is for build services only, with the Council procuring a technical partner to complete the required design services including support during the construction phase of the programme.
- The main contract is expected to be procured via the SCAPE Civil Engineering Framework (utilising NEC4 Option A – priced contract with activity schedule).
- The estimated cost to deliver all potential measures identified at this stage in the programme is £72.3m (at 2026 prices when construction is expected to commence). A prioritisation exercise will be completed to assess which measures should be prioritised to form a core package that can be delivered within the existing WETIP budget envelope of £36.6m. This exercise will determine a programme of phased interventions developed over time with

phasing reflective of projects with the greatest immediate impact while later phases will co-inside with planned development within the WEPFSM area. In addition, the City of Edinburgh Council and West Lothian Council, as part of the statutory planning process, have already secured S75 contributions to support transport improvements in the local area and will continue to pursue additional funding through developer contributions via planned developments including delivery of the WEPFSM. Additionally grant funding bids into other funding sources to secure the additional £35.7m to deliver all potential measures (in later tranches).

- Robust ESESCRD governance arrangements, programme management processes and controls are all in place to help ensure the successful delivery of the next stages of the programme.
- The programme has identified the resources required to deliver the next stages of the programme.
- A robust schedule has been developed which is forecasting that construction will commence in summer 2026 (subject to securing the necessary statutory consents) (see table 4.2 below):

Milestone	Date
Outline Business Case Approval	March 2024
Detailed Design Complete	February 2025
Issue Tender for Main Contract	March 2025
Completion of Tender Evaluation*	October 2025
Statutory Orders Secured	October 2025* (public hearing maybe required)
Final Business Case Approval	June 2026
Construction Contract Award	June 2026
Construction Commences	July 2026
Construction Complete	July 2028

Table 4.2 - Future Programme Milestones

5. Next Steps

5.1 Noting that the OBC has identified a strong case for bus priority and active travel interventions, the OBC will be presented to the ESESCRD Joint Committee on 1 March 2024, recommending that works on the next stage of project commence at the earliest opportunity.

5.2 Prior to commencing the next stage (Detailed Design, Consents and Procurement) the outputs and recommendations of this prioritisation exercise will be reported to the Programme Board, Transport Appraisal Board, Transport and Environment Committee and Joint Committee in due course.

5.3 The delivery of a UK Treasury Green Book compliant OBC required the Council to appoint a multidisciplinary and specialist consultant. Further specialist consultancy support is similarly required to complete the next stage of the project (Detailed Design, promotion of statutory consents, Final Business Case). The intention is to

procure the required consultancy support via a mini-competition on Lot 2 of the Scotland Excel Engineering and Technical Consultancy framework.

5.4 Subject to the successful completion of 5.3, appointment of the preferred consultant and initiation of the next stage will commence. As an early deliverable, the consultant will be required to produce a Project Delivery Plan which will set out specific activities and programme in further detail.

5.5 ESESCRD and Local Authority Committees will be kept updated on project progress in due course.

6. Financial impact

6.1 The financial summary of the costs and funding for WETIP are set out in the main report section above (section 4).

7. Equality and Poverty Impact

7.1 An Equality Impact Assessment (EqIA) screening exercise has been undertaken to identify how the proposed scheme will positively and negatively impact different groups with protected characteristics**.** This exercise was informed through detailed assessment of the different types of measures proposed, how these would affect different groups and ways in which any negative impacts could be mitigated.

7.2 Equality impacts will be reviewed as the project progresses through detailed design, to ensure that measures to manage and mitigate potential impacts are embedded in emerging proposals.

8. Climate and Nature Emergency Implications

8.1 As part of the robust OBC process, individual WETIP schemes were appraised against Environment and Climate Change criteria in line with STAG.

8.2 The OBC Detailed Appraisal against Environment and Climate Change criteria has indicated a general neutral impact against the Environment and Climate Change criteria.

8.3 The construction works and associated consumption of materials are anticipated to result in a negligible impact on climate in relation to the national carbon emissions targets due to the small-scale nature of the physical works.

8.4 Once the schemes are implemented, it is anticipated that proposed interventions will result in a decrease in private car journeys which will have a beneficial impact on greenhouse gas emissions.

8.5 There are several sub environment and climate change criteria which are anticipated to result in positive impacts, such as noise and air quality.

8.6 The assessment of Biodiversity and Habitats confirmed that there are no biodiversity designations located within 2km of the package extents. Furthermore, as the proposed schemes are upgrades to the existing active road corridor or active travel route, any species present are likely to be accustomed to road noise and/or anthropogenic disturbance. Notwithstanding this, potential disturbance during construction of the interventions to species will need to be closed managed with impacts minimised.

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

9.1 Public Consultation and Stakeholder exercises have been delivered as part of the development of the OBC.

9.2 A Business Bulletin was provided to Committee on 16 November 2023 summarising the consultation and engagement exercises. A consultation and engagement summary report is also hosted online.

9.3 Risks have been identified through the OBC appraisal process and informed by collective knowledge and experience of Council officers and partners in delivering similar projects. The risk register is a live document and will be continuously reviewed across the breadth of programme and scheme delivery stages to ensure they are accurate and effective at all times.

9.4 The OBC has been coordinated with the Circulation Plan workstream, City Plan 2030 and WEPFSM to be fully complementary and ensure there is a clear consistency across objectives and desired outcomes at National, Regional and Local levels (for example: Infrastructure First Approach; Net Zero; and the commitment to reduce the amount of kilometres travelled by car within Edinburgh by 30% and by 20% across all of Scotland). WETIP will play a key role in contributing to CMP targets in West Edinburgh.

9.5 WETIP is required to follow a robust business case process and adheres to the latest Scottish Transport Appraisal Guidance (STAG) and HM Treasury Green Book Guidance.

9.6 The management of the OBC has been led by the Council, developed with strong regional collaboration and has utilised ESESCRD governance structures.

10. Background reading/external references

10.1 City Vision 2050 website

10.2 City of Edinburgh Council's Business Plan 2023 -2027

10.3 Scottish Government National Transport Strategy

10.4 Transport Scotland's Strategic Transport Projects Review 2 (STPR2)

10.5 Circulation Plan Consultation Update

10.6 Edinburgh Economic Strategy

10.7 Edinburgh City Plan 2030

10.8 West Edinburgh Placemaking Framework and Strategic Masterplan

10.9 City Mobility Plan

10.10 Public Transport Action Plan

10.11 2030 Climate Strategy

11. Appendices

Appendix 1: Outline Business Case – Executive Summary (the full OBC is available on request)

APPENDIX 1

West Edinburgh Transport Improvement Programme

Outline Business Case

Executive Summary

Edinburgh and South East Scotland City Region Deal

January 2024

West Edinburgh Transport Improvement Programme
Outline Business Case

Client name:	Edinburgh and South East Scotland City Region Deal		
Project name:	WETIP Outline Business Case		
Client reference:	CEC	**Project no:**	BESP0023
Revision no:	1	**Project manager:**	Grant Davidson
Date:	January 2024	**Prepared by:**	Iain Esslemont
Doc status:	Final	**File name:**	WETIP Outline Business Case_Executive Summary 230124.docx

Document history and status

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Executive Summary

1. Introduction

The West Edinburgh Transport Improvement Programme (WETIP) Outline Business Case identifies a strong case for proposed public transport and active travel interventions on the A8 and A89 between Broxburn and Maybury.

Enabling improved bus priority is one of the actions that can help encourage bus use. WETIP interventions will help enable buses bypass congestion, saving up to 10 minutes on morning peak inbound and evening peak outbound journey times. Journey time reliability will also be improved. Consequently, bus operators have the potential to benefit from both increasing passenger revenue and a relative reduction in operating costs, improving network viability in West Edinburgh.

Improving public transport and active travel infrastructure will enhance the attractiveness and efficiency of bus and walking, wheeling and cycle networks along the A8/A89, between Broxburn and Maybury, helping meet national, regional and local climate change and car kilometre reduction targets.

Based on the mid cost scenario the estimated benefit cost ratio (BCR) is 1.23. This BCR is based on bus journey time savings and does not reflect the benefits that will accrue in relation to increased walking, wheeling and cycling, and the environmental benefits associated with the modal shift that the interventions will help deliver.

Proposed interventions will support sustainable development adjacent to the WETIP corridor with in the region of 25,000 houses being built in the area as per Table 1.1 below. The City Plan 2030 transport assessment forecasted that planned development will generate an estimated 4,100 additional two-way morning peak vehicle trips and 7,800 public transport trips along the corridor following the completion of all development. This represents a 50% increase in private vehicle trips and potentially a 400% increase in public transport demand through Maybury.

Table 1.1: City Plan 2030 and West Lothian LDP– WETIP Corridor Residential Development Allocations

Site	Residential Units
Cammo Meadows (HSG 20) – under construction	656
West Craigs (HSG 19) – under construction	1,780
Lauder Grove (HSG 5) – under construction	132
International Business Gateway (IBG) 1 (Emp 6)	312
Elements Edinburgh (H61)	2,493
West Town (formerly IBG2) (H63)	7,000
Land Adjacent to Edinburgh Gateway (H62)	300
SAICA (H59)	1,097
Turnhouse Road Industrial Estate (H60)	200
Edinburgh Park Phase 2 (Del 4)	1,800
West Newbridge (HSG 4) – alternative use under consideration	500
Old Liston Road (H65)	100
East of Milburn Tower – application approved	1,320
Total City of Edinburgh Allocations	**17,690**
West Lothian LDP – Broxburn Area	2,297
West Lothian LDP – Winchburgh Area	3,493
Total City of Edinburgh and West Lothian Allocations	**23,480**

Given the positive benefit cost ratio, it is recommended that the programme proceeds to the next stage – Detailed Design, Consents and Procurement.

Proposed bus priority interventions will help address the very significant existing congestion issues on the road network which impact bus journey times and reliability. Congestion levels are such that they already impact on operators' ability to run reliable and attractive services. Delays significantly increase operating costs, with additional buses required to maintain frequencies at peak periods. There additional costs have a

direct bearing on the level of service provided across rural West Edinburgh and into West Lothian, with the communities of Ratho, Newbridge, Kirkliston and Broxburn particularly affected.

WETIP infrastructure will also support the high non-car mode shares proposed across major West Edinburgh development sites. In combination, all proposed development equates to the population of Falkirk being added to the west of the city. Summing the various available Transport Assessment assumptions results in a forecast of an addition 4,300 inbound public transport trips between 08:00 and 09:00. Edinburgh Gateway will provide capacity towards the city centre and Fife, for sites closest to the station, including West Craigs and Edinburgh Elements. Across the rest of West Edinburgh, tram can cater for a maximum of 2,000 passengers per hour[1] with bus required to accommodate the remainder. Assuming 80 passengers per bus, approximately 30 additional buses will be required, on top existing provision. Given this level of future service, improved bus priority on the WETIP corridor is a necessity.

The estimated cost to deliver all potential measures identified at this stage in the programme is £72.3m. The project team are currently assessing which of these measures should be prioritised to form a core package that can be delivered within the existing WETIP budget envelope of £36.6m. Prior to commencing of next stage activities (Detailed Design, Consents and Procurement), the outputs and recommendations of this prioritisation exercise will be reported to the Programme Board, Transport Appraisal Board, Joint Committee and relevant West Lothian and City of Edinburgh Council committees in due course.

The City of Edinburgh Council and West Lothian Council, as part of the statutory planning process, are also pursuing funding through developer contributions via planned developments in West Edinburgh. In addition, there is an opportunity to bid into other funding sources to secure the additional £35.7m to deliver all potential measures (in later tranches).

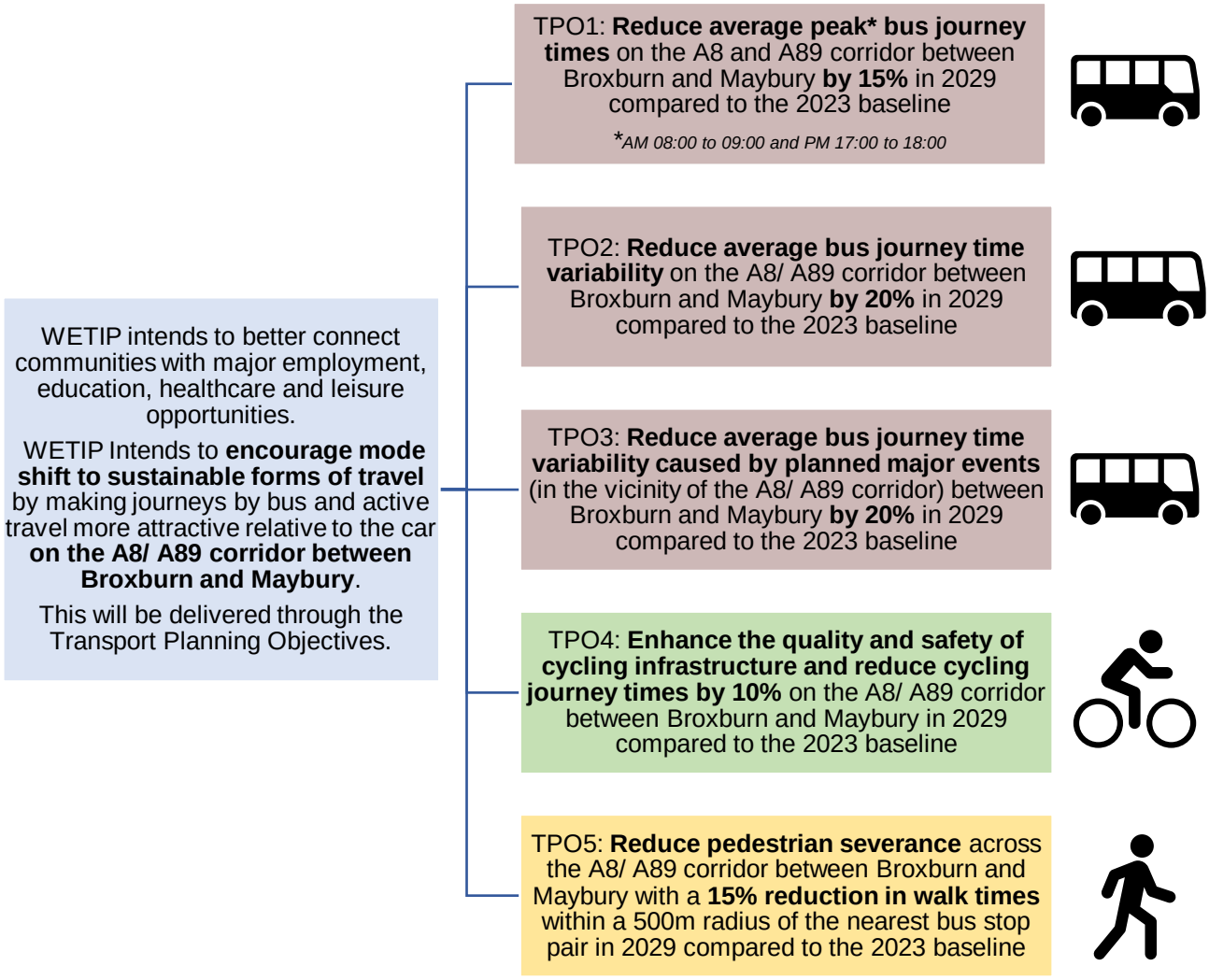
Through the Edinburgh and South East Scotland City Region Deal (ESESCRD), the Scottish Government has committed a £20m investment to support the public transport infrastructure improvements identified by the West Edinburgh Transport Appraisal (WETA Refresh 2016) along the A8 and A89 corridor from Maybury to Broxburn. In addition, the City of Edinburgh Council (CEC) has committed a further £16m to deliver active travel and public transport infrastructure improvements from Maybury to Newbridge. Contributions from developers will also be sought to mitigate the impact of development; including those contributions received through the West Edinburgh Transport Contribution Zone.

2. WETIP Planning Objectives

The WETIP transport planning objectives are detailed in Figure 2.1 below.

[1] Assuming 50% of tram capacity is available to serve West Edinburgh demand

Figure 2.1: WETIP Transport Planning Objectives



3. Public Consultation and Engagement

Key to the success of recent bus priority interventions has been strong collaborative working between the local and regional authorities, and key stakeholders including public transport operators, local community councils, landowners, active travel and bus passenger organisations.

A1 Bus Priority
New bus lanes on the A1 have improved journey times and supported the introduction of a network of new express services to and from East Lothian. The combination of improvements has resulted in passengers benefiting from significant journey time savings, while operators have seen strong passenger growth.

WETIP has continued this theme by including stakeholders from the outset, helping in the identification of problems and opportunities, and Transport Planning Objectives. A public consultation process seeking feedback on WETIP planned improvements and concept design proposals ran for an eight-week period from 13th July to 5th September 2023 and was promoted as 'Broxburn to Maybury Public Transport and Active Travel Improvements'. Engagement included: face-to-face workshops with key stakeholders and public webinars/ drop-in events. Feedback was gathered via an online survey hosted via the City of Edinburgh Council's Consultation Hub and by direct responses from key stakeholders and other interested parties.

Concept designs have been refined based on comments received and have included path widening and improved access for cycling at the Newbridge roundabout footbridge. Provision of a right turn for buses out of Station Road, onto A8 is also being investigated.

4. Five Case Model

The structure of the OBC follows the Five Case Model, as outlined in HM Treasury and Transport Scotland Guidance on the Development of Business Cases:

Strategic Case - determines whether an investment is needed, either now or in the future. It demonstrates the case for change, that there is a clear rationale for making the investment.

Socio-Economic Case - a proportionate appraisal to understand the potential costs and benefits of the programme. It includes the reporting of scheme costs, the benefit to cost ratio and socio-economic impacts.

Commercial Case - identifies the procurement and contracting strategy for the programme, and outlines the proposed approaches to incentivising Contractor performance, and to risk allocation.

Financial Case - assesses the cashflows over the life of the programme and the affordability of the programme.

Management Case - demonstrates that robust arrangements are in place for the delivery, monitoring and evaluation of the programme.

4.1 Strategic Dimension

The key problems identified within the study area are:

- Very Significant Congestion on the Road Network
- Extended Bus Journey Times
- High Levels of Journey Time Variability – Day-to-Day and During Planned Events
- Low Public Transport Mode Share
- Poor Public Transport Accessibility
- Lack of Quality Active Travel Infrastructure Provision
- Severance
- Road Safety

Congestion levels are such that it impacts on operators' ability to run reliable services. Congestion also significantly increases operating costs, with additional buses required to maintain frequencies at peak periods. These additional costs have a direct bearing on the level of service across rural West Edinburgh and into West Lothian, with the communities of Ratho, Newbridge, Kirkliston and Broxburn particularly affected.

Journey time analysis has been undertaken on datasets that have been collected and provided to Jacobs by Lothian Buses. The baseline dataset adopted covers a 9-week period in April and May of 2023 with analysis completed on weekday data only. This baseline data has been used as part of the appraisal against the Transport Planning Objectives. The AM (08:00 to 09:00) and PM (17:00 to 18:00) hourly average bus journey time has been calculated and presented in Table 4.1 for the full WETIP corridor route between Broxburn and Maybury.

Table 4.1: 2023 Average Peak Hour Baseline Bus Journey Time Data

Route	AM – 08:00 to 09:00 (mm:ss)			PM – 17:00 to 18:00 (mm:ss)		
	Timetable	Average	Average vs Timetabled	Timetable	Average	Average vs Timetabled
Broxburn to Maybury	14:26	16:39	+02:13	15:06	18:23	+03:17
Maybury to Broxburn	11:14	13:10	+01:56	14:23	16:44	+02:21

Buses are delayed with general traffic on the WETIP corridor with congestion impacting bus journey times as well as journey time variability. Analysis of the 2023 bus journey time data has also been completed to take account of the journey time of each individual bus travelling from stop to stop all along the WETIP corridor. Table 4.2 provides an indication of the number of individual bus journeys that have journey times slower than the timetabled journey time for all stop to stop movements along the WETIP corridor in both directions.

Table 4.2: Percentage of Individual Bus Journeys Slower than the Timetabled Journey Time

Route	AM – 08:00 to 09:00 (mm:ss)			PM – 17:00 to 18:00 (mm:ss)		
	Slower than timetabled	Over 30 seconds slower	Over 60 seconds slower	Slower than timetabled	Over 30 seconds slower	Over 60 seconds slower
Broxburn to Maybury Stop to Stop Bus Journeys						
Tuesday	42%	20%	12%	49%	33%	22%
Wednesday	40%	25%	20%	48%	35%	28%
Thursday	38%	19%	11%	43%	29%	19%
Maybury to Broxburn Stop to Stop Bus Journeys						
Tuesday	58%	23%	11%	42%	21%	9%
Wednesday	60%	19%	5%	44%	20%	8%
Thursday	61%	17%	10%	43%	20%	11%

The results provide an indication of journey times and variability in 2023 across each weekday with Monday and Friday generally having a lower proportion of buses delayed compared to Tuesday, Wednesday and Thursday. This journey time variability across day of the week, by peak period and by changing travel patterns creates further difficulties for bus operators and leads to uncertainty for bus users impacting on the attractiveness of public transport and suppressing mode share targets along the corridor.

Table 4.3 provides a summary of the average journey time of all buses that are delayed i.e., buses that are slower than the timetabled journey time. This is compared to the average of all bus journeys within the 2023 dataset, those that are quicker, on time and slower than the timetabled journey time. This provides an indication of the level of variability in journey times along the full WETIP corridor. Note that operator timetables seek to take account of typical delays and, as a result, may mask the potential for improvement.

Table 4.3: Average Bus Journey Time of all Delayed Services

Route	AM – 08:00 to 09:00 (mm:ss)			PM – 17:00 to 18:00 (mm:ss)		
	Average of all journeys	Average of delayed journeys	Difference	Average of all journeys	Average of delayed journeys	Difference
Broxburn to Maybury	16:39	21:37	+04:58	18:23	23:08	+04:45
Maybury to Broxburn	13:10	14:51	+01:41	16:44	21:09	+04:25

Given the existing congestion on the corridor, investment in bus priority and active travel provides significant opportunities to:

- Encourage a shift to more sustainable modes of travel, through:
- Public Transport Prioritisation
- Quality Active Travel Infrastructure Provision
- Enhance Transport Integration
- Reduce Severance
- Embed Placemaking and Urban Realm

Delivering bus priority along the WETIP corridor provides an opportunity to reduce bus journey times relative to the car. Buses will be able to bypass congestion saving up to 10 minutes on morning peak inbound and evening peak outbound services.

Car users witnessing faster and more reliable bus journeys on the network may be encouraged to switch to bus, helping stimulate passenger growth and assisting the delivery of a virtuous circle of increasing service frequencies, destinations and patronage. Additional benefits include reduced vehicle emissions with greater modal shift to public transport.

WETIP delivers additional quality active travel infrastructure that better meets Cycling by Design and local Council design standards. Proposals will support the longer-term delivery of a high-quality active travel link along the full length of the A8 from Maybury connecting the west of Edinburgh with Newbridge, Broxburn and

beyond. Additional improvements to north south connections will promote sustainable travel and enable longer distance cycle movements across the region.

Mobility Hubs within Broxburn improve stop access and interchange between bus and active travel, reducing the need to use the car for part of the journey. Facilities can include cycle storage, tools for cycle repair, lockers and pick up points, real time travel information, EV charging and safety and security measures.

Proposed Interventions

During earlier stages of the project, the Options Appraisal and Strategic Case were reported to committee, with a recommendation that the full WETIP package be taken forward for feasibility design and the development of an Outline Business Case. All measures score positively against the WETIP transport planning objectives and are considered feasible, affordable[2] and publicly acceptable.

Proposed active travel elements include the A8 Quiet Route 9 missing link section. The latter would be delivered outside the scope of WETIP either through developer contributions or through securing additional active travel funding. The Maybury junction improvement is being funded through Sections 75 agreements collected via the Maybury Barnton Transport Contribution Zone. This is required to enable public transport to better serve the West Craigs development and Turnhouse Road.

The measures outlined in Table 4.4 and shown in Figure 4.1 and Figure 4.2 form the package of WETIP measures appraised as part of this OBC.

Table 4.4: WETIP Package

ID	Measure	Notes
	A89 Broxburn to Newbridge	
1	A89 Broxburn to Newbridge bus lane and active travel route	Eastbound bus lane and bus priority signals and widened shared use path with two-way white line segregated cycle track. Speed limit reduced to 30mph between Newbridge and B800 Junction.
	A8 West: Newbridge to Ingliston Road	
2a	A8 west of Ingliston Road to west of Station Road westbound bus lane	Westbound bus lane starting at Middle Norton Cottages to Lochend Road bus stop.
2b	Station Road Junction – improved access along Station Road	Signalised left in/ left out junction and new two stage Toucan crossing of the A8. Speed limit reduced to 30mph between Newbridge and east of Ratho Station.
2c	A8 north side pedestrian cycle route improvements between Eastfield Road and Newbridge	Widened shared use path with two-way segregated cycle track through Ratho Station section of the A8.
	A8 East: Airport Junction to Gogar Roundabout	
3	A8 Airport Junction to Gogar Roundabout Bus Lane	Eastbound bus from existing airport junction off slip bus lane to Gogar Roundabout underpass. New two stage Toucan crossing of the A8 at the RBS overbridge and at Gogarstone Road.
	A8 Gogar Roundabout to Maybury Junction	
4a	Gogar Roundabout to Maybury Junction additional eastbound lane	General traffic lane required to improve bus journey times and reliability through Maybury Junction. This resolves a bus weaving movement issue.
4b	MOVA improvements	Gogar and Maybury Junctions, supporting bus priority proposals.
	Queensferry Branch Active Travel Path	
5	Other proposed cycling measures – Newbridge to Dalmeny (via Kirkliston) cycle route upgrade	Existing Bridal Path widened and surfaced.
	Broxburn Mobility Hub	
6	P&R Mobility Hubs	Broxburn Town Centre

[2] In addition to City Deal funding, the City of Edinburgh Council and West Lothian Council have already secured S75 contributions to support transport improvements in the local area and will continue to pursue additional funding through developer contributions. Bids into other funding sources will also be made to secure the additional £35.7m to deliver all proposed measures (in later stages).

Figure 4.1: WETIP Active Travel Proposals

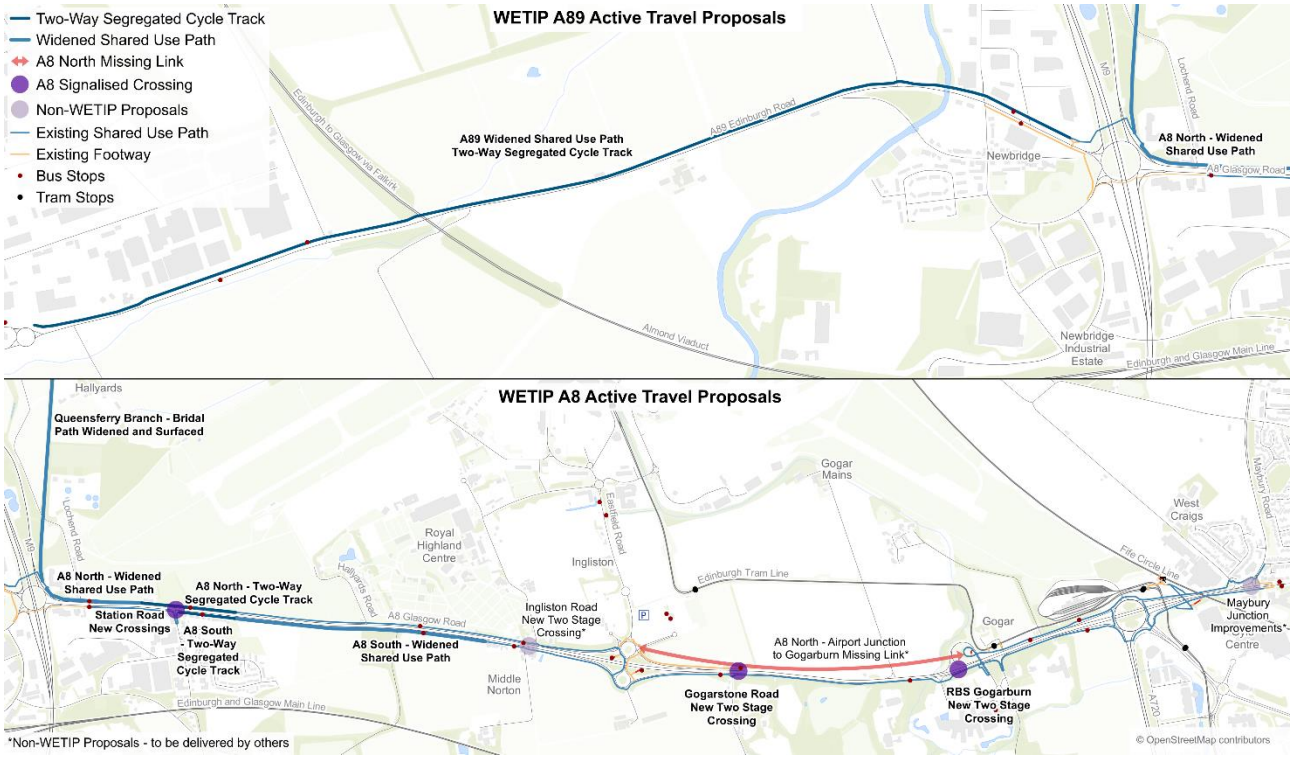
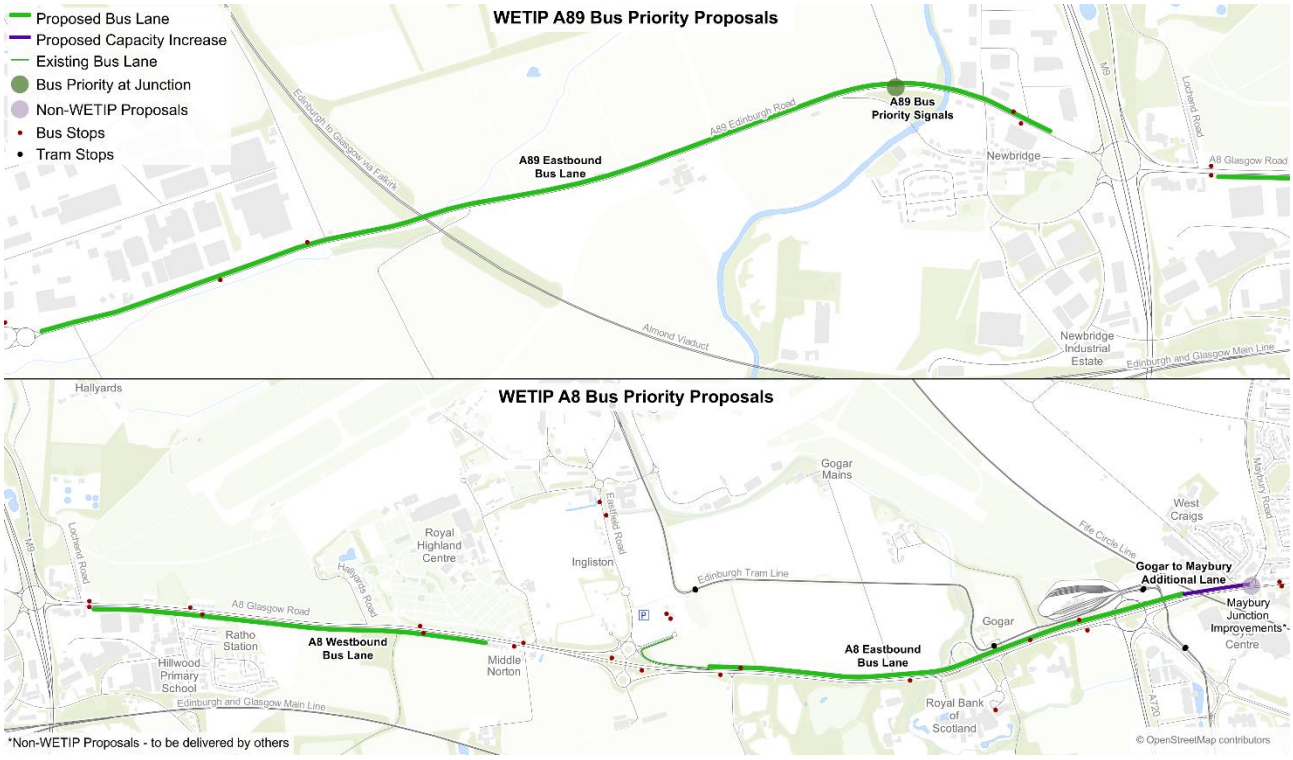


Figure 4.2: WETIP Bus Priority Proposals



4.2 Socio Economic Dimension

This socio-economic case includes a detailed appraisal of the WETIP packages to understand its potential impacts. The appraisal of costs and benefits has been undertaken following guidelines from Transport Scotland and best practice guidance outlined in Scottish Transport Appraisal Guidance (STAG), ensuring a structured methodology which is consistent with HM Treasury Green Book. The appraisal contains quantitative estimates under the economy criteria of STAG, supplemented by a qualitative assessment of impacts that have not been quantified at this stage. For each assessment criterion, impacts of the different packages will be assessed using the seven-point scale set out in STAG, augmented by two additional STPR2 scale points as shown in Table 4.5.

Table 4.5: Scale of Impacts

Impact	Symbol	Description
Major benefit	+++	These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, should be a principal consideration when assessing an option.
Moderate benefit	++	The option type is anticipated to have only a moderate benefit or positive impact, and although not to be taken in isolation, these scores may be a key consideration in the overall appraisal of an option when considered alongside other factors.
Minor benefit	+	The option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
No benefit or impact	0	The option is anticipated to have a neutral impact.
Minor cost or negative impact	x	The option is anticipated to have only a minor cost or negative impact. Minor costs or impacts are worth noting but are not likely to contribute materially to determining whether an option is funded or otherwise.
Moderate cost or negative impact	xx	The option is anticipated to have only a moderate cost or negative impact, and although not to be taken in isolation, these scores may be a key consideration in the overall appraisal of an option when considered alongside other factors.
Major cost or negative impacts	xxx	These are costs or negative impacts which, depending on the scale of cost or severity of impact, should be a principal consideration when assessing an option.
Uncertain impact	?	The option has an uncertain relationship with the objective / criteria, or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
No or negligible relationship	~	There is no clear relationship between the option and the achievement of the objective / criteria, or the relationship is negligible.

The appraisal against TPOs (Figure 2.1) of each individual WETIP package has been presented within the Detailed Appraisal Report and accompanying ASTs and a high-level summary is shown below in Table 4.6. In summary, all four main schemes which include bus priority provision are anticipated to have a minor to major positive impact against TPO1, TPO2 and TPO3 relating to bus journey time improvements. In terms of TPO4 and TPO5 the impacts are mixed based on the active travel interventions proposed on each section. Packages that incorporate new toucan crossing points between the north and south sides of the A8 result in a major benefit for cycles and pedestrians.

Table 4.6: Transport Planning Objectives Appraisal Summary

WETIP Package	TPO1	TPO2	TPO3	TPO4	TPO5
A89 Broxburn to Newbridge	++	++	+++	+	0
A8 West: Newbridge - Eastfield Rd	++	++	++	+	+++
A8 East: Eastfield Rd - Gogar	++	++	+++	+	+++
A8 Gogar to Maybury	++	+++	+++	~	~
Queensferry Branch Path	~	~	~	+	~
Broxburn Mobility Hub	?	?	?	~	~

The appraisal of each individual WETIP package against the STAG Criteria has also been presented in the Detailed Appraisal Report and accompanying Appraisal Summary Tables (ASTs) with a high-level summary shown below in Table 4.7. The appraisal suggests that they are generally anticipated to have an overall neutral impact against the Environment and Climate Change criteria and a mix of neutral to minor positive impact against the Health, Safety and Wellbeing criterion. Against the Economy Criterion, moderate positive to major positive impact is anticipated based on bus journey time improvements and benefits to bus users. The WETIP schemes are considered to have a negligible to moderate positive impact against the Equality and Accessibility criterion.

Table 4.7: STAG Criteria Summary

WETIP Package	Environment	Climate Change	Health, Safety and Wellbeing	Economy	Equality and Accessibility
A89 Broxburn to Newbridge	0	0	0	++	+
A8 West: Newbridge - Eastfield Rd	0	0	+	++	++
A8 East: Eastfield Rd - Gogar	0	0	+	+++	+
A8 Gogar to Maybury	0	0	0	+++	+
Queensferry Branch Path	0	0	+	?	0
Broxburn Mobility Hub	0	0	0	?	0

Upon completion the proposed bus priority schemes would provide quicker bus journey times along the length of each proposed scheme. Values of Time (VOT) per passenger included within the TAG Databook are used to derive the monetary benefits of the bus journey time savings over the entire modelled scheme. This process has also been adopted to derive the monetary impacts on other motorised vehicle users.

The capital costs of the proposed measures have been prepared incorporating allowances including design fees, preliminaries and contingency based on recent experience of the team on the outturn costs of similar projects. Inflation is applied based on a developed spending profile while optimism bias assumption of 44% has been applied to the costs.

All Costs and Benefits are in 2010 prices discounted to 2010 for a 60-year appraisal period as per TAG guidance. Low, mid and high-cost scenarios represent the cost uncertainties associated with utilities at this stage.

Table 4.8 provides a summary of the monetised values of all elements quantified for the cost benefit analysis of the economic appraisal of public transport elements of the scheme, including benefits (PVB) and costs (PVC). The BCR measures how much benefit can be expected for each unit of cost (investment) and the Value for Money (VfM) is derived based on the BCR value.

Patronage forecasts are based on the City of Edinburgh Council's strategic transport model. Base year volumes have been validated against Lothian Buses data, future year estimates are based on values previously calculated to support City Plan 2030. Demand forecasts include a 20% increase in public transport demand from West Lothian, reflecting additional bus priority and improved service provision.

The overall BCR for all schemes is 1.23; while this is classed as Low in Value of Money terms, it is considered high for this type of large public transport intervention. By contrast, the Borders Railway, Levenmouth Rail Link and Bus Partnership Rapid Deployment Fund (BPRDF) schemes have been taken forward either with BCR values significantly below 1.0 or with no BCR calculation. Subsequent wider socio-economic benefits have justified the investment. Given the opportunity for improved connectivity, similar benefits are likely to be delivered along the A8 / A89 corridor.

BCR values for individual interventions are generally lower at the western end of the corridor and increase further east, reflecting bus patronage volumes along the route. Nevertheless, the largest journey time savings are in the vicinity of Newbridge roundabout and so provide the greatest benefit per passenger.

Table 4.8: Economic Appraisal Summary

Monetised Costs and Benefits	Low Cost Scenario	Mid Cost Scenario	High Cost Scenario
A89 Broxburn to Newbridge Roundabout			
Present Value of Benefits (PVB)	£5.239m	£5.239m	£5.239m
Present Value of Costs (PVC)	£5.783m	£6.908m	£8.033m
Net Present Value (NPV)	-£0.544m	-£1.669m	-£2.794m
Benefit to Cost Ratio (BCR)	**0.91**	**0.76**	**0.65**
Value for Money (VfM)	Poor	Poor	Poor
A8 West: Newbridge Roundabout to Eastfield Road			
Present Value of Benefits (PVB)	£6.085m	£6.085m	£6.085m
Present Value of Costs (PVC)	£3.462m	£4.879m	£6.297m
Net Present Value (NPV)	£2.623m	£1.206m	-£0.212m
Benefit to Cost Ratio (BCR)	**1.76**	**1.25**	**0.97**
Value for Money (VfM)	Medium	Low	Poor
A8 East: Eastfield Road to Gogar Roundabout			
Present Value of Benefits (PVB)	£9.709m	£9.709m	£9.709m
Present Value of Costs (PVC)	£4.021m	£4.822m	£5.624m
Net Present Value (NPV)	£5.688m	£4.886m	£4.085m
Benefit to Cost Ratio (BCR)	**2.41**	**2.01**	**1.73**
Value for Money (VfM)	High	High	Medium
A8 Gogar Roundabout to Maybury Junction			
Present Value of Benefits (PVB)	£8.723m	£8.723m	£8.723m
Present Value of Costs (PVC)	£6.859m	£7.516m	£8.174m
Net Present Value (NPV)	£1.865m	£1.207m	£0.549m
Benefit to Cost Ratio (BCR)	**1.27**	**1.16**	**1.07**
Value for Money (VfM)	Low	Low	Low
All Main WETIP Schemes			
Present Value of Benefits (PVB)	£29.611m	£29.611m	£29.611m
Present Value of Costs (PVC)	£20.125m	£24.126m	£28.127m
Net Present Value (NPV)	£9.486m	£5.485m	£1.483m
Benefit to Cost Ratio (BCR)	**1.47**	**1.23**	**1.05**
Value for Money (VfM)	Low	Low	Low

4.3 Commercial Dimension

The commercial dimension of the business case identifies the procurement and contracting strategy for the programme, and outlines the proposed approaches to incentivising Contractor performance, and to risk allocation.

Procurement Strategy

The procurement strategy considers the different contracts required to deliver the programme. Figure 4.3 details the various works involved in constructing the scope of the programme, broadly following the sequence of construction.

Figure 4.3: Procurement work breakdown

Design Responsibility

Two procurement models have been considered in developing the procurement strategy for the programme:

- Client design; and
- Design and build.

Both models were evaluated against the procurement objectives. The results of the evaluation are detailed in Table 4.9 below, using a green, amber, red colour coding system to show how well the options perform against each objective.

Table 4.9: Procurement model evaluation

Objective	Client Design	Design and Build
Cost	▪ Given limited complexity of what is being delivered Council has capability (through procurement of design consultancy support) to deliver value for money ▪ Limited design interfaces to be managed	▪ Given limited complexity on what is being delivered there is limited scope for private sector innovation to help ensure value for money
Time	▪ Council has more control over the Contractor's work sequences and traffic management ▪ Council more exposed to delay risks associated with unforeseen site conditions ▪ Council exposed to delay risks associated with design interfaces	▪ Unable to procure contract until utility investigations and required statutory orders are secured delaying commencement of design activities ▪ Provision can be made in the Contract for rigorous Council approvals and for the Contractor to work with the Council in finalising and implementing its traffic management and programme phasing proposals ▪ Contractor can respond more efficiently to delay risks associated with unforeseen site conditions, and will carry most of this risk
Quality	▪ Council has complete control over all design decisions ▪ Given limited complexity of what is being delivered Council has capability to supervise works to ensure quality	▪ Contractor is responsible for quality in accordance with the specified requirements ▪ Quality is monitored through ISO9000 and 9001 and the Council has right to intervene if the quality falls below that specified ▪ Contractor is incentivised to provide a quality product as completion of the works and final sign off by the Council will depend on it

Based on the scoring above the client design model will provide more opportunity to drive value for money and deliver the required quality. Both models perform similarly in terms of delivery timescales.

Based on the above the client design model is recommended.

To support the client design model the client will be required to procure a technical partner to complete the required design services including support during the construction phase of the programme. It is recommended that the technical partner is procured on the basis of an NEC4 PSSC contract via the most appropriate framework.

Civils Works

A Contractor will be procured to complete all required civil work (this includes the construction of the Broxburn mobility hubs).

The pros and cons of the potential procurement routes have been considered. Based on the analysis (included in Table 12.4 of the main report) it is recommended that civils work is procured via the SCAPE Civil Engineering Framework.

In addition to considering the procurement route for the main contract, contract lotting was also considered e.g., dividing the civils work into different work packages which are then procured separately.

Whilst taking a lotting approach could potentially reduce construction timescales in having more than one Contractor working on different work packages at the same time. This approach is not recommended as it's

likely to be more expensive in covering the preliminaries of multiple contractors along with the requirement for additional resource in the Council client team to manage multiple contractors.

The proposed procurement approach for enabling works and utility diversions are detailed in sections 13.5.2 and 13.5.3 respectively of the main report.

Form of Contract

The main contract will need to be entered into between the Council and the preferred bidder chosen after a competitive procurement procedure. The provisions of the main contract will need to be drafted and reviewed to ensure they reflect an appropriate risk allocation (see Table 10 below), and that the balance of risk and reward for the Contractor drives value for money and an affordable solution.

It is recommended that a standard form of contract is used. The industry standard is NEC4.

There are two NEC4 forms which are potentially suitable, depending on the risk allocation adopted:

- Option A is a lump sum priced contract with activity schedule, where the Contractor provides the works described in the contract for a sum of money. The Contractor prepares an activity schedule where each activity is priced as a lump sum that the Contractor is paid once it has completed that particular activity. The Contractor takes the assessing and pricing risk under option A, although the lump sum will be adjusted if certain compensation events occur.
- Option C is a target cost contract with activity schedule. The Contractor uses an activity schedule to tender a target price, which is the sum of the price for each activity and a fee. Payment is made on the basis of actual costs incurred, meaning that activities not initially included in the activity schedule will increase the target cost. Since the risk of savings and over-runs is shared between the parties in option C, the Contractor takes less risk than under option A.

Given the limited complexity of what is being delivered and that the activities are relatively predictable it is recommended that NEC4 Option A is taken forward for the civils work contract.

Discussions with the Councils Legal and Procurement teams and West Lothian Council (WLC) have confirmed that there is no issue in the Council procuring the main contract on behalf of WLC to cover works within West Lothian.

Risk Apportionment

A comprehensive assessment of risk has been completed following the risk management process detailed in chapter 14 of the main report. The key programme risks are detailed in Appendix A to this report.

The main areas of risk associated with the delivery of the programme are summarised in Table 4.10 along with recommendations on how each risk should be apportioned between the Council and the main contractor.

Table 4.10: Risk Apportionment

Risk	Council	Contractor	Notes
Site Access and Possession			
Site possession	✓		
Off-site access and possession rights		✓	
Exercise of third-party access rights to Site		✓	Subject to Council approval
Protester action		✓	
Road closure and traffic management approvals	✓	✓	TRO approval to be sought by Council
Site Conditions			
Condition of existing structures	✓		
Archaeology	✓		
Contaminated ground	✓		
Diversion of utilities	✓		
Necessary Consents			
Obtaining of all necessary consents	✓		
Design			
Inconsistency / ambiguity with the Design	✓		
Development of design	✓		
Construction			
Build quality		✓	
Site security		✓	
Traffic management		✓	
Exceptionally adverse weather conditions	✓		
Force majeure events	✓		
Public liaison	✓	✓	Collaborative approach preferred
Damage to existing road during works		✓	
Third party claims	✓	✓	
Testing and Commissioning			
Testing		✓	
Commissioning	✓	✓	

Conclusion

The assessment of commercial arrangements for the programme supports the following conclusions:

- It is recommended that the main contract is for build services only;
- It is recommended that the Council procure a technical partner to complete the required design services including support during the construction phase of the programme;
- It is recommended that the main contract is procured via the SCAPE Civil Engineering Framework;
- It is recommended that the NEC4 Option A – priced contract with activity schedule is used for the main contract; and
- It is recommended that risks are allocated as set out in Table 10 of the main report.

4.4 Financial Dimension

This financial dimension of the business case assesses the cashflows over the life of the programme. The programme team has worked closely with Council Finance Officers to agree the inputs and assumptions underpinning the financial analysis.

In order to assess programme cashflows, costs have been assessed in terms of:

- Financial impact of the programme to the Council; and
- Affordability to the Council in the short, medium and long term.

Income has not been considered as the programme will not generate any income for the Council or WLC.

Capital Costs

Basis of Estimate

The capital cost estimate for the programme has been built up using a range of sources.

The construction cost estimates were based on recent projects where Jacobs have supported and are in line with the Standards for Highways Manual of Contract Documents (MCHW series).

Utility rates were interpolated from the final costs on the A9 Luncarty to Pass of Birnam project.

Structural costs have been based on previous studies. Rates used on these studies are from SPONs 2016 with a cost base of Q2 2015 and have been indexed to 2023 values.

For preliminaries and Traffic Management, an additional 30% was included. This is broadly in line with other project cost estimates (ranged between 17% and 35% across differing stages).

For the purposes of financial modelling a two-year construction programme has been assumed from Summer 2026 to Summer 2028.

Programme management and consultancy support cost estimates are based on similar Council projects and are included within the cost estimate.

Further detail on the basis of the estimate is detailed in section 14.3.1 in the main report.

Optimism Bias

Optimism Bias has been applied at 44% to all capital elements of the cost. This is in line with the Economic case and applies current HM treasury guidance.

In addition to Optimism Bias, risk contingency of 10% of the total construction cost has been included. A Quantitative Cost Risk Assessment (QCRA) and Quantitative Schedule Risk Assessment (QSRA) will be completed in the next stage of the programme as the detailed design is developed, additional risks and opportunities are identified and the master schedule is developed through early contractor engagement.

Programme

The capital cost estimate is based on the current programme (as of 6th November 2023), which includes the key dates detailed in Table 4.11 below.

Table 4.11: Key Programme Milestones

Milestone	Date
Outline Business Case Approval	March 2024
Detailed Design Complete	February 2025
Issue Tender for Main Contract	March 2025
Completion of Tender Evaluation*	October 2025
Statutory Orders Secured	October 2025
Final Business Case Approval	June 2026
Construction Contract Award	June 2026
Construction Commences	July 2026
Construction Complete	July 2028

* There is currently a gap of 7 months between Completion of Tender Evaluation and Construction Contract Award which may mean prices submitted as part of the tender may not hold. The programme for the procurement will be refined in the next stage of the programme.

Inflation

Inflation (from 23/24) has been applied to all costs as per Table 4.12 below out to the assumed completion of Summer 2028.

Table 4.12: Inflation Assumptions

Item	23/24	24/25	25/26	26/27	27/28	28/29	Source
Construction Cost Inflation	2.9%	2.1%	2.1%	2.6%	3.3%	3.3%	Based on Industry forecasts
Council Staff Cost Inflation	6%	3%	2%	2%	2%	2%	Estimates provided by Council Finance Officers
Consultancy Client Support	2.5%	2.5%	2.5%	2.6%	3.3%	3.3%	Based on Scotland Excel Framework

Results

The results of the cost estimate are set out in Table 4.13 below.

Table 4.13: Programme Costs

Element	Estimated Cost (£m)
Base cost including all construction, scheme development and programme management costs	45.34
Inflation	4.85
Programme Cost (excluding optimism bias)	**50.20**
Optimism Bias at 44%	22.09
Total Programme Cost inclusive of Optimism Bias	**72.28**

Spend Profile

Table 4.14 below details the estimated spend profile for the programme. The spend profile is detailed per section which make up all potential measures identified at this stage in the programme.

Table 4.14: Spend profile by Section

Section	23/24 (£m)	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	28/29 (£m)	Total (£m)
Broxburn Mobility Hub	0.005	0.16	0.09	0.61	2.26	1.78	**4.92**
A89	0.02	0.55	0.30	2.04	7.56	5.97	**16.44**
Queensferry Branch	0.004	0.14	0.08	0.57	2.11	1.67	**4.57**
A8 West	0.01	0.39	0.21	1.44	5.34	4.22	**11.61**
A8 Ingliston Road to Gogarstone Road	0.005	0.18	0.10	0.63	2.32	1.84	**5.08**
Gogar to Maybury	0.02	0.54	0.30	2.00	7.41	5.84	**16.10**
A8 East	0.01	0.38	0.21	1.42	5.28	4.17	**11.47**
MOVA	0.002	0.07	0.04	0.26	0.97	0.76	**2.10**
Total	**0.07**	**2.42**	**1.33**	**8.97**	**33.25**	**26.24**	**72.28**

Affordability

The estimated cost to deliver all potential measures identified at this stage in the programme is £72.3m.

The programme has a remaining budget of £36.6m as per the breakdown in Table 4.15 below. Based on cost estimates and the existing programme budget a further £35.7m will need to be secured to deliver all potential measures identified.

It is recommended that a prioritisation exercise is completed to assess which measures should be prioritised to form a core package that can be delivered within the existing WETIP budget envelope of £36.6m.

Table 4.15: Existing Programme Budget

Item	Amount (£m)
Council funding	16.00
City Deal funding for public transport measures	20.00
Developer contributions secured to date	1.29
Programme spend to Date (as of 5th October 2023)	0.71
Existing budget (as of 5th October 2023)	**36.59**

Potential Funding Options

It is recommended that the programme pursues the following funding options detailed in Table 4.16 below to try and secure the additional funds required to deliver all potential measures identified.

Table 4.16: Potential Funding Options

Source	Description
Developer Contributions	With eleven significant planned residential developments adjacent to the A8 there is significant potential to add to the developer contributions secured to date. It is recommended that the programme team continue to work closely with Council Planning Officers and WLC to secure further developer contributions.
Active Travel Funds	There is potential to secure additional funding for the active travel elements of the programme through Sustrans Places for Everyone Fund and Transport Scotland's Active Travel Transformation Fund. It is recommended that the programme team continue to engage with Sustrans and Transport Scotland to discuss funding active travel elements of the programme.
Edinburgh and South East Scotland City Region Deal	It is recommended that the programme team investigate whether there is any potential to secure additional funding through the Regional Prosperity Framework.

This is not an exhaustive list of funding options, it is recommended these funding options detailed above are pursued as a priority.

Conclusion

The financial analysis supports the following conclusions:

- The estimated cost to deliver all potential measures identified at this stage in the programme is £72.3m;
- It is recommended that a prioritisation exercise is completed to assess which measures should be prioritised to form a core package that can be delivered within the existing WETIP budget envelope of £36.6m; and
- It is also recommended that the City of Edinburgh Council and West Lothian Council, as part of the statutory planning process, pursue additional funding through developer contributions via planned developments in West Edinburgh and through bids into other funding sources to secure the additional £35.7m required to deliver all potential measures (in later tranches).

4.5 Management Dimension

The management chapter of the business case sets out the principles for successful programme delivery, providing the framework for the activities that will be carried out in order to achieve the desired results and benefits. The key supporting document to this chapter is the Programme Management Plan (PMP).

The PMP details the overarching governance structure for delivery of the programme to satisfy the requirements of the OBC stage, outlining the guiding principles that will be followed in future stages, including the FBC and construction stages.

Master Schedule

Work Breakdown Structure

The programme consists of the following Stages detailed in Figure 4.4 below.

Figure 4.4: Programme Stages

Stage 1a of the programme was completed in April 2023 and focused on building the Strategic Case for the OBC with the following outputs completed:

- Case for Change;
- Transport Planning Objectives; and
- Options Sifting and Preliminary Appraisal.

The programme is currently focused on the delivery of Stage 1b which commenced April 2023 and is scheduled to conclude March 2024 subject to OBC approval and sign-off by Scottish Government, Edinburgh and South East Scotland City Region Deal, the Council and West Lothian Council.

Stage 2 will focus on the completion of the detailed design, securing the required statutory orders and procuring the main construction contract.

Stage 3 will focus solely on the completion of the Full Business Case (FBC) and securing the associated approvals and sign-off. Once the FBC has been signed-off and all statutory orders are in place the construction contract will be signed.

Stage 4 comprises all the activities required to construct the proposals.

The Work Breakdown Structure (WBS) for the programme is detailed in section 15.3.1 of the main report.

Key Milestones and Assumptions

The key milestones from the Master Schedule are as shown in the Table 11 above. There are other milestones in the Master Schedule which have not been included in the table below. These milestones are based on the most up-to-date information.

The timescales and dependencies shown in the Master Schedule are based on the following key assumptions:

- Scottish Government and the Edinburgh and South East Scotland City Region Deal approves the OBC by March 2024;
- Detailed Design up to RIBA stage 3 commences in January 2024 ahead of the OBC approval;
- A public hearing is required due to level of objections received on advertised orders. If it transpires that a public enquiry is not required construction could potentially commence in July 2025; and
- Major utility diversions that can be executed ahead of the main civils work can be completed under the main Contractors Traffic Management prior to main civils works.

Once the Contractor has been appointed and their detailed schedule has been agreed, these durations and logic will be further developed in the programme schedule.

The Master Schedule will be updated once a month by the Programme Team and shared with the Programme Board every six weeks.

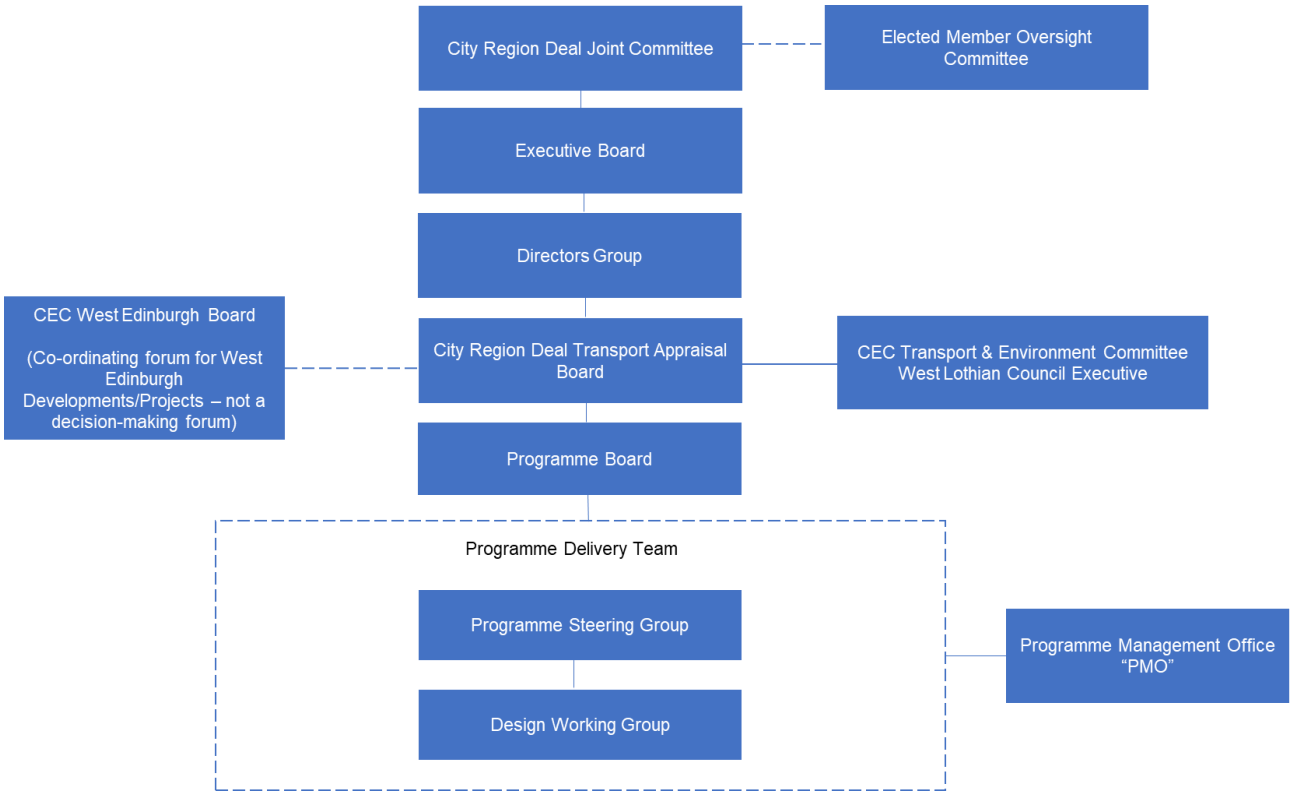
It is anticipated that a formal re-baseline of the Master Schedule will be completed once the main contract has been agreed and signed.

Programme Governance

Governance Structure

The governance structure for the programme is detailed below in Figure 4.5 below.

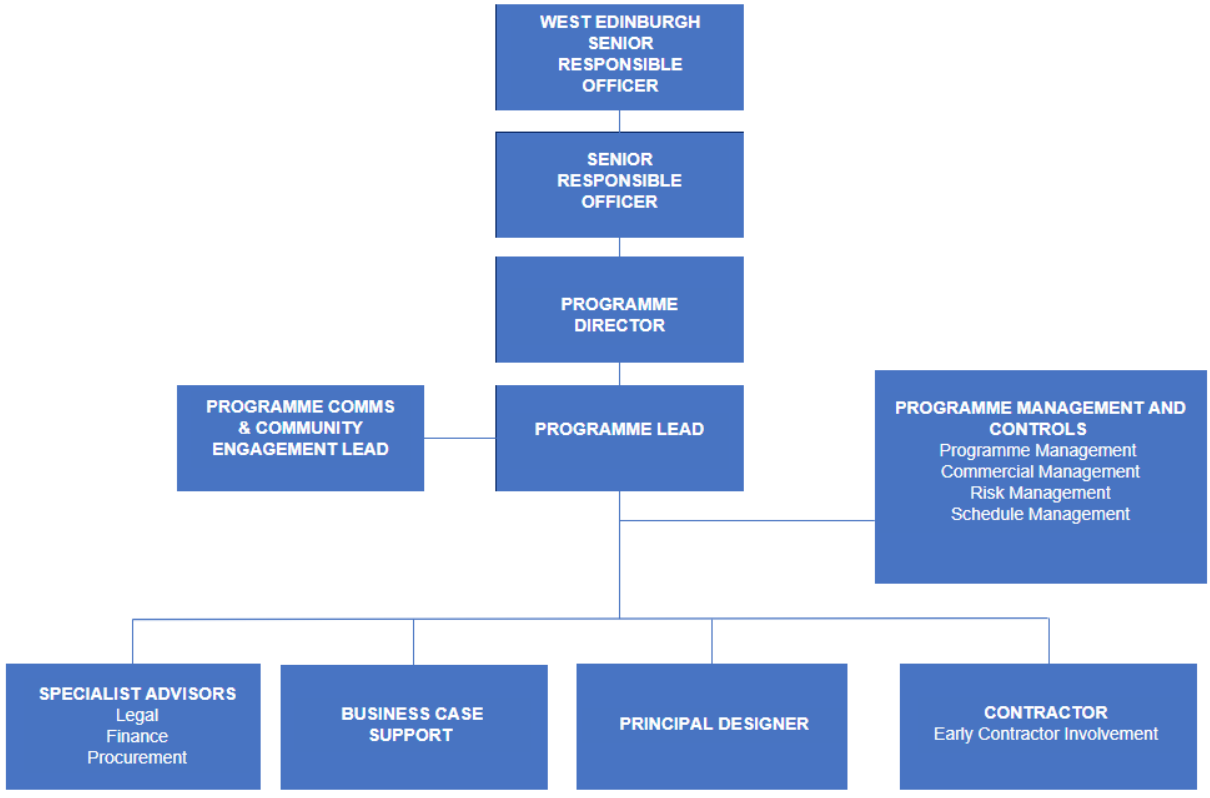
Figure 4.5: Programme Governance Structure



Programme Team

The Programme Organisational Structure is detailed in Figure 4.6 below.

Figure 4.6: Programme Organisational Structure



The organisational structure has been developed according to the functions required to progress the programme through Stage 2, 3 and 4 (as detailed in section 14.3 of the main report).

Arrangements in relation to roles & responsibilities, change & contract management, stakeholder management, risk management, benefits management and monitoring & evaluation are detailed in chapter 15 of the main report.

Conclusions

The assessment of the management arrangements for the programme supports the following conclusions.

- Robust governance arrangements, programme management processes and controls are all in place to help ensure the successful delivery of the next stages of the programme;
- The programme has identified the resources required to deliver the next stages of the programme;
- A robust schedule has been developed with a forecast that construction will commence in summer 2026;
- The programme has a robust approach to stakeholder management as detailed in the stakeholder engagement plan; and
- The programme has a robust approach to both Benefits Management and Monitoring & Evaluation.

Appendix A. Key Programme Risks

Risk No.	Risk Title	Cause	Risk	Effect / Consequence	Likelihood	Impact	Score	Mitigating Actions
1	Programme Costs	Higher than anticipated construction cost inflation (materials and labour)	Construction cost inflation (materials and labour) leads to higher costs than initially forecast to construct the proposed interventions. This could mean that certain interventions require value engineering or are reduced in scoped.	This could mean that certain interventions require value engineering or are reduced in scope	5	4	20	Costings included in the OBC will reflect latest inflation forecasts and outturn costs of similar schemes Programme has initiated discussion with Contractor on the SCAPE Framework to complete feasibility study (which includes costings) Value engineering may need to be completed Identify which packages should be prioritised and delivered utilising the existing budget Investigate options to secure additional funds e.g., developer contributions / active travel funding
2	Statutory Consents Objections	Members of the public not supporting proposed interventions	Objections could potentially be raised during the Statutory Consents process, possibly triggering the requirement to hold a public enquiry	Extended timescale to secure the necessary Statutory Consents taking up to two years, delaying the commencement of construction of some of the measures (and delaying benefits)	4	4	16	Use the stakeholder engagement and public consultation to identify any potential objections and seek to address prior to commencing any traffic orders application process Early engagement with Traffic Orders team to confirm specific traffic order requirements The Programme schedule currently assumes that it will take two years to acquire the relevant Statutory Consents with construction brought forward if there is no requirement for a public hearing
3	Network Management	Constrained road network and volume of live projects in Edinburgh	Temporary Network Management to facilitate works will be challenging and concurrent construction along the A8/A89 corridor may not be possible.	This could potentially result in an elongated construction programme, affecting the timescales and increasing costs.	4	3	12	Continue to monitor other programmes of work on the A8/A89 corridor and how they could impact WETIP Ensure early engagement with Network Management Team Ensure awareness of any planned work or events such as rail strikes Develop a robust construction phasing strategy (initially through SCAPE) which mitigates, as much as possible, temporary network management challenges
4	Utilities	Unknown utilities/services could be identified	Utilities/services need to be diverted or removed.	This would impact programme	3	4	12	Agree approach to utilities - consider when best to complete GPR and Site Investigations

Risk No.	Risk Title	Cause	Risk	Effect / Consequence	Likelihood	Impact	Score	Mitigating Actions
		during construction		timelines and costs				Compile required information to request C3 information
5	A8 missing Active Travel Link funding	The outcomes of the IBG development hearing are expected imminently, which will indicate if proposals to deliver the "A8 Northside Missing Active Travel Link" will be included via a Section S75.	That the IBG development does not get approval and does not proceed resulting in no s75 funding for the "A8 Northside Missing Active Travel Link"	Alternative funding source required - would need more time and effort resulting in potentially increased costs and timescales. May also be unable to secure alternative funding.	3	4	12	Continue to monitor developments of the IBG hearing Currently investigating active travel funding opportunities
6	Section 75 & Development Timescales	Due to commitments from local developers as part of S75 conditions not materialising and uncertain timescales for development	Unable to secure the developer contributions forecast	Unable to deliver the full programme scope	3	4	12	Continue to engage with CEC and WL planning teams on progress of planned developments Plan on basis of developer contributions secured to date
7	Active Travel Funding	Require additional funding to deliver active travel elements of the programme	Unable to secure active travel funding required	Unable to deliver certain active travel elements of the programme scope	3	4	12	Continue engagement with Sustrans and Transport Scotland on active travel funding opportunities Continue to refine active travel proposals
8	Design Process	Due to potential conflicting design objectives between both local authorities, TS and different teams within both Councils (Active Travel, Traffic Signals)	Risk that design conflicts may arise during the design process	This could impact programme timelines and costs	3	3	9	Design Working Group to be established for next stage of the programme Designs will be reviewed at Steering Group and shared with Programme Board for approval
9	Archaeology	The A89 & A8 are in effect modern day versions of a Roman Road and	There could be archaeological finds during construction	This could impact programme timelines and costs	2	4	8	Engagement with Archaeological Officer on potential impacts

Risk No.	Risk Title	Cause	Risk	Effect / Consequence	Likelihood	Impact	Score	Mitigating Actions
		run through an area of archaeological significance						
10	Winchburgh Developments	Winchburgh Developments lobbying for City Region Deal funding allocated to WETIP to be re-allocated to fund a rail station at Winchburgh	WETIP City Region Deal funding is re-allocated to fund a rail station at Winchburgh	Unable to deliver WETIP interventions	1	5	5	Meet with Winchburgh Developments to understand their concerns Raise with the programme board and City Region Deal PMO

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Transport and Environment Committee

10.00am, Thursday, 1 February 2024

Procurement of the Decriminalised Parking Enforcement Contract

Executive/routine	**Routine**
Wards	**All**

1. Recommendations

1.1 It is recommended that Committee notes:

1.1.1 That the insourcing of Decriminalised Parking Enforcement (DPE) services has been assessed against the current provision. The outcome of this analysis is summarised in Appendix 1;

1.1.2 Following the conclusion of the insourcing assessment, the British Parking Association (BPA) Model Contract has been identified as the Council's preferred contract model for the next DPE contract due to its transparency and the partnership approach that it promotes;

1.1.3 The output-based approach that has been used to develop the Council's contract specification and the tender evaluation process that will ensure the Council obtains best value from this contract tender process; and

1.1.4 That future updates on the contract award will be presented to Finance and Resources Committee, in line with Council Contract Standing Orders.

Paul Lawrence

Executive Director of Place

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Report

Procurement of the Decriminalised Parking Enforcement Contract

2. Executive Summary

2.1 The Council's current contract for the provision of Decriminalised Parking Enforcement (DPE) services is due to expire in October 2024.

2.2 This report provides an update on the work undertaken to consider how these services can continue to be delivered in the most cost-effective manner and provides details on the outcome of this work and the recommended contracting approach to ensure best value for the Council and for residents and businesses in Edinburgh.

3. Background

3.1 The Council has outsourced most of its parking services since it started operating DPE in 1998.

3.2 The main aim of DPE is to ensure compliance with the parking regulations. Delivering efficient parking enforcement services influences driver behaviour, maintains road safety and ensures that Council transport policies are implemented correctly.

3.3 Whilst, at an operational level, the responsibility to employ, train and manage Parking Attendants and provide IT software (such as notice processing and permit systems) has always been outsourced, the Council retains ownership of all transport and parking related policies.

3.4 The Council also retains ownership and delivery of numerous contract management functions, traffic orders, Electric Vehicle charging infrastructure, the introduction of new parking controls and decision-making on all penalty charge challenges and appeals in-house.

3.5 The contract governance arrangements are robust, with targeted Key Performance Indicators (KPIs) and associated performance related payments enabling the Council to ensure that the contract is being administered and operated appropriately.

3.6 The value of DPE services in Edinburgh is significant and all of the annual revenue surplus from DPE operations is ringfenced by legislation for use on transport projects and improvements across the city, providing a significant portion of the Council's annual transport revenue budget each year.

3.7 Further information regarding the projected revenue and expenditure associated with the DPE contract operations in 2023/24 is provided in the table below:

Cost/Income Stream	**Approximate value per annum £m**
Total Contract Costs	-7.8
Parking Charge Notice (PCN) Income	7.8
Bus Lane Charge Notice (BLCN) Income	1.8
Car Pound Income	0.36
Parking Permit Income	6
Pay and Display Income	22
Collaborative Partner Income	0.2
Other Parking Income	1
Net Income	**31.36**

4. Main report

4.1 The Council's current contract for the provision of DPE services is due to expire in October 2024.

4.2 In advance of this contract end, Council officers have been considering how the Council's DPE services can continue to be delivered in the most cost-effective manner.

4.3 Officers have reviewed case studies, benchmarked with other Councils, and undertaken significant market research in order to consider the Council's options for the future delivery of DPE services. In addition, a review of similar procurement specifications from other Councils, market testing activities with other Councils and suppliers, and formal Commercial and Procurement Service (CPS) led supplier engagement sessions have all been undertaken.

Insourcing of Services

4.4 Detailed consideration has been given to insourcing operations, making the Council responsible for the employment of Parking Attendants and the management of all associated services.

4.5 Given the significant value of this contract to the Council, both in terms of expenditure and income, officers have reviewed the current contract pricing schedule to compare the cost differences between the business-as-usual approach of contracting the services to an external supplier and the projected costs of the Council employing operational resources and contracting/managing all of the required services directly.

4.6 The cost variations identified as part of this analysis have been considered under four main categories: Annual Running Costs, Productivity and Revenue, Collaboration and Set-up Costs. Further details are provided in Appendix 1.

4.7 Officers have also considered that many of the services delivered through the contract are dependent on external suppliers, such as the RingGo cashless parking service and the various software packages that are used by the parking and traffic regulation team.

4.8 It is considered that insourcing of services would significantly increase the Council's annual operating costs by approximately £1.35m per year. Based on benchmarking, as outlined in Appendix 1, it is possible that the insourcing of services could adversely affect overall productivity levels, particularly if additional resources were not recruited to maintain current deployment levels.

4.9 It is also projected that over £0.2m of income per year could be lost from the existing collaborative partner arrangements, which are enabled through the current DPE contract arrangements, and it is anticipated that there would be significant one-off set-up costs associated with the transition to in-house delivery of services of c. £0.495m.

4.10 Given the projections utilised (which are moderate) it is not recommended to insource the current DPE contract as the financial impact would not deliver best value and insourcing is not considered economically advantageous in the current financial climate.

British Parking Association (BPA) Model Contract

4.11 The DPE contract currently used by the Council is based on the BPA's Model Contract, which is endorsed by the Department for Transport. The Council was one of the early adopters of this contract, having originally worked very closely with the BPA in its initial development.

4.12 The BPA Model Contract is used widely across the parking industry and ensures that all contract costs are managed using an open-book approach, meaning Service Providers are paid only the costs incurred in delivering the services. There are no hidden charges to the Council and the contract allows for a full audit and review of Service Provider's expenditure at the end of each contract year.

4.13 Any potential profit is pre-defined in advance of each contract year and awarded through performance related payments which rely on successful attainment of a comprehensive suite of qualitative KPIs.

4.14 The BPA Model Contract has been developed to foster a partnership approach between individual Councils and their Service Provider, encouraging efficiencies and including the flexibility to allow for any contract variations or changes to be made in a timely manner.

Future Approach

4.15 The BPA Model Contract has been identified as the preferred option for the continued delivery of the Council's contracted DPE services. Officers have worked to ensure that the BPA Model Contract has been modified and updated to reflect the Council's preferred terms and conditions and to meet the Council's overall strategic commercial requirements.

Output Based Specification

4.16 The Council's DPE contract covers multiple services across the parking and traffic regulation service area and impacts directly on service delivery. A summary of all of the elements included as part of the Specification is included as Appendix 2.

4.17 Rather than specify how the required services are to be delivered, the Council's Specification takes an output-based approach, detailing the key outcomes that must be achieved by Service Providers for each of the defined services. This would include the provision of key enforcement services, such as the enforcement of main traffic routes and schools at the appropriate times and the ability to react to quickly to requests for enforcement.

4.18 The BPA Model Contract requires the Service Providers who bid to provide a detailed Contract Plan as part of their tender submission. This Contract Plan outlines how Service Providers propose to deliver each service and details the equipment, materials and resources that they will need to deliver all of the Council's required outcomes.

4.19 To take the specific example of car pound services (in addition to the set requirements for daily vehicle removals) such as operating times and health and safety obligations, the Specification requires the Service Provider to provide detail within their Contract Plan on how they propose to deal with vehicles obstructing the Tram tracks in a timely manner.

4.20 The Specification also asks prospective Service Providers to outline how they might incorporate devolved powers from the Driver and Vehicle Licensing Agency (DVLA) into the car pound services in Edinburgh, allowing for the removal of untaxed vehicles, whilst also maintaining a responsive and efficient DPE vehicle removal service across the city.

4.21 This output-based approach to the specification not only outlines what is required by the Council, but also puts the onus on Service Providers to consider how they can provide the required services in the most cost effective and efficient manner,

allowing them to propose their own solutions and innovations for future service delivery where appropriate.

4.22 Every Service Provider who bids for this contract will also be required to submit a comprehensive Target Cost Schedule as part of their tender submission and Contract Plan, which provides a detailed cost breakdown covering all of the proposed services.

4.23 A robust suite of associated KPIs linked directly to the deliverable outcomes of the Specification/Contract Plan, determining the level of performance related payments (and thereby profit) available to the Service Provider, will be effectively monitored and managed by the Parking team's contract management team. This not only ensures that good contract performance is rewarded, but also that performance payments are withheld or reduced where Service Providers do not perform to the expected levels.

4.24 The KPI measures will become more challenging as the contract matures, ensuring that the Service Provider is required to continually improve performance throughout the contract term. The KPIs will also be subject to change, allowing the Council to remove or amend KPIs, or introduce new KPIs, as may be required to reflect changing service or contract priorities.

4.25 Officers have been working closely with current and prospective collaborative Local Authority partners to ensure that their service needs are covered by the Contract Specification, which has also been future proofed to consider how services or contract requirements may change over the term of the contract.

4.26 This is important as many Councils across Scotland are currently looking to introduce or outsource DPE operations and the Council has recently received two new notes of interest from Councils who may be interested in joining a future contract.

Tender Evaluation Process

4.27 A robust Tender Evaluation Process has been put in place by CPS and it is intended to evaluate the quality and pricing elements of the contract separately, as is usually the case for contracts of this scale and complexity.

4.28 The quality element of the contract will involve a full evaluation of each tenderers' Contract Plan and their responses to specific quality evaluation questions, all of which have been developed in collaboration with CPS and other relevant stakeholders. This element of the tender will be evaluated by officers responsible for the delivery of these services.

4.29 The pricing element of the contract will be evaluated by officers from CPS and Finance, to ensure that the quality and pricing elements are considered separately.

4.30 The scoring for the quality and pricing elements of each tender submission will then be combined to select the winning tender bid, which will be reported to the Finance and Resources Committee for approval in June 2024, as per the Council's Contract Standing Orders.

5. Next Steps

5.1 As noted above, the current DPE contract is due to expire at the start of October 2024.

5.2 In order to ensure that a new contract is in place in time for October 2024, the proposed timetable for the DPE contract tender process is outlined in the table below:

Action	Proposed
Publish Tender	February 2024
Tender Evaluation	March – April 2024
F&R Committee	25 June 2024
Contract Award	June 2024
Contract Start	July 2024
Implementation	July – September 2024
Services Commence	1 October 2024

5.3 It would not be possible to deliver an insourced service in the timescales detailed above. Should an insourced service be considered further, the Council would need to extend the existing contractual arrangement for a period of at least 12 months. This would require renegotiation of the existing Contract's Target Cost Schedule and agreements with third party suppliers. Given the timescales involved and necessity of the service the service provider would be in a position of significant strength in any negotiation process.

6. Financial impact

6.1 The current annual income and expenditure for the DPE contract is outlined in paragraph 3.7.

6.2 The recommended procurement route, utilising an outsourced expert Service Provider and use of the BPA Model Contract, is expected to deliver efficiencies and be economically advantageous for the Council, residents and collaborative partner authorities.

6.3 All costs associated with the contact tender will continue to be met from existing transport revenue budget.

6.4 Future reports will be submitted to the Finance and Resources Committee in relation to the contact award and all associated financial implications, once this information is known.

7. Equality and Poverty Impact

7.1 All of the Integrated Impact Assessments relating to the Council's Parking Action Plan and associated projects, all supported by the DPE contract, can be found on the Council's website.

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 procurement of a new DPE Contract will have a positive impact on the climate and will be fully supportive of the Council's City Mobility Plan objectives and Net Zero ambitions.

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

9.1 The Main Report section explains the key risk, policy, governance and compliance aspects associated with the procurement of a new DPE contract.

9.2 The approach taken to considering the future service delivery of DPE in Edinburgh included case studies, benchmarking with other Councils, significant market research, a review of similar procurement specifications from other Councils, market testing activities with other Councils and suppliers, and formal Commercial and Procurement Service (CPS) led supplier engagement sessions.

9.3 The potential for insourcing of DPE was also considered, with the details summarised in Appendix 1. As noted in paragraph 5.3, if insourcing is to be further considered, it would not be possible to have a solution in place by the time the current contract expires. Therefore an extension period would be required to enable all of the necessary arrangements to be put in place.

10. Background reading/external references

10.1 None.

11. Appendices

Appendix 1 – Insourcing of Services

Appendix 2 – DPE Specification Summary

Appendix 1 – Insourcing of Services

1.1 Officers have reviewed the current contract pricing schedule to compare the cost differences between the contracting approach with the projected costs of the Council employing operational staff resources and contracting/managing all of the required services directly.

1.2 The cost variations identified as part of this analysis have been considered under four main categories: Annual Running Costs, Productivity and Revenue and Collaboration and Set-up Costs.

Annual Running Costs

1.3 Approximately 65% of the Council's c.£7.8m annual DPE contract expenditure relates directly to employment costs, with all c.170 staff being employed locally and working directly for the Edinburgh contract.

1.4 Employing similar numbers of staff on public sector terms and conditions and aligning the private sector salaries within the Council's current wage structure will increase costs significantly. A shorter working week, enhanced holiday allowances and further sickness benefits would also likely necessitate higher staffing numbers to maintain current deployment and service levels, increasing costs further.

1.5 It is projected that the additional cost to the Council of employing the same number of people to match the current employment levels would be approximately £0.750m per annum. This figure comprises the projected increase in salary costs and associated pension and national insurance contributions but does not include any additional resources that may be required to maintain current deployment and service levels.

1.6 The cost of employing additional parking attendants to maintain current coverage and deployment levels is projected at an additional £0.4m per (based on the change in contracted hours from 40 hours to 36 hours per week (a reduction of 10%)). This figure does not include any additional resource which may be required to cover additional holiday and sickness absence.

1.7 Other contract costs relate to the provision of premises, vehicles, equipment and materials. Numerous software systems and services are also provided through the current DPE contract, all of which are currently managed by the current provider (NSL) on behalf of the Council.

1.8 Whilst the Council could procure and manage many of these services directly, the costs would be significantly higher due to the Council having lower buying power and significantly reduced economies of scale than a Service Provider operating on a national basis.

1.9 The relationships that the Service Providers have in place across the DPE supply chain also make it easier for them to manage the integration of the many different

software systems and numerous suppliers that are required for the delivery of all of the DPE services.

1.10 Based on the benchmarking and market research undertaken, it is conservatively projected that the additional cost to the Council of procuring and managing all of the requisite services independently would be over £0.2m per annum.

1.11 It is therefore projected that the total annual running costs would increase by approximately £1.35m per year.

Productivity and Revenue

1.12 The role of a parking attendant can be challenging, particularly when considering the physical nature of the job and the long distances that can be walked each day.

1.13 Benchmarking and market research have confirmed that the private sector has the required management and support structures in place to maximise the motivation and productivity of parking attendants. Indeed, when some Councils have outsourced their services to private sector companies, an increase in productivity of up to 30% has been observed from deployment of the same staff.

1.14 Due to the necessarily robust recruitment policies that the Council operates, it is not always possible to be as agile as private sector organisations when rapid recruitment is required, or a workforce needs to flex to reflect changing demands.

1.15 Based on the case studies and benchmarking undertaken, the conclusion reached is that that bringing the service in-house would see a reduction in overall deployment and productivity and consequently in the number of parking tickets issued each year.

1.16 A reduction in productivity of only 10% would equate to a reduction in PCN revenue of around £0.8m per year, based on the projected 2023/24 PCN issue levels. This figure could be considerably higher without and increase in resources to offset the reduction in contracted hours and enhanced holiday and sickness allowances.

1.17 The figure above does not take into account any potential losses that may be incurred from pay and display and permit revenue should there be a reduction in deployment or productivity levels.

Collaboration

1.18 The current DPE contract was developed to foster collaborative working and shared services across Scotland, allowing partner Authorities to procure services from the contract upon payment of a fee to the Council.

1.19 The Council is able to assist and collaborate with Councils at all stages of the DPE process, including those with an existing DPE service, where there may be scope for shared services and efficiency savings.

1.20 The Council currently works collaboratively with three Local Authorities (East Lothian Council, Midlothian Council and the Highland Council), with many others

also having shown an interest in joining a possible future contract to share services, benefit from economies of scale and produce savings. This allows Edinburgh to benefit from greater economies of scale and drive down prices with suppliers, who know they may have access to work with additional partners.

1.21 As part of this arrangement, the Council also provides general support and back-office processing services to each of the current collaborative partners, receiving an annual income based on the number of parking tickets that each authority issues. The revenue to the Council from these arrangements currently exceeds £0.2m per annum.

1.22 The insourcing of DPE services is likely to mean that the Council will be unable to continue working with, and supporting, any collaborative partners due to the inability to manage integrations across the different supply chain arrangements.

1.23 The Council has recently received two new notes of interest from Councils who may be interested in joining a future contract. With the introduction of new footway parking legislation now placing a duty on all Scottish local authorities to manage and possibly enforce such parking in their areas, there is likely to be a further increase in demand for services from Councils currently without DPE. This presents a further opportunity for Edinburgh to support and collaborate with other authorities.

Set-up Costs

1.24 In addition to the ongoing cost and revenue impacts that have been projected, the insourcing of services is likely to need significant additional project management and consultancy support to help manage the process of bringing services back in-house, as well as significant HR support to negotiate TUPE terms and define the HR conditions for new Council roles of employment.

1.25 Significant investment will also be required for equipment and materials and to support the set-up, migration and integration of IT services onto the Council's Information Communications Technology (ICT) network. Projected set-up costs for the insourcing of DPE services are provided in the table below.

Area	**Value £m**
Consultancy / Project / HR support	0.150
DPE Equipment	0.150
IT Hosting/Integration	0.150
Contingency (10%)	0.045
Total	**0.495**

Conclusion

1.26 The cost projections used for in-house services in this report are considered to be moderate, however it is still anticipated that the insourcing of services would result in an overall budget deficit of £2.85m in the first year and 2.35m per annum thereafter in comparison to current expenditure and revenue levels. This is detailed in the table below:

	Year 1 Cost £m	**Year 2+ Cost £m**
Initial setup	0.495	
Annual Running	1.350	1.350
Productivity	0.8	0.8
Collaboration	0.2	0.2
Total	**2.845**	**2.350**

1.27 It is not recommended to insource the current DPE contract based on the projections provided above. The financial impact would not deliver best value for Edinburgh and its citizens and insourcing is not considered economically viable or advantageous.

Appendix 2 – DPE Specification Summary

1. **General Services** – these general functions can apply across the whole Specification and all elements of the contract which includes, but is not limited to:
    - Responsibilities for: providing operational bases and managing facilities (cleaning, waste disposal, safety, security, etc), vehicles (mopeds, vans and trucks) and ensuring all assets and operations have relevant insurance in place.
    - Management functions: Health and Safety, HR, staff training, management of relevant sub-contractors and business continuity planning.
    - Equipment: uniforms including Personal Protective Equipment, voice communications, hand-held terminals including printers/cameras, Personal Computers/Laptops, internet communications, telecoms and office-based requirements e.g. furniture.
    - IT: notice processing and permit management systems, correspondence and workflow management, the integration of all systems, IT support functions, IT security as well as making services available online for customers.
    - Reporting: provide relevant management information and any ad hoc reports as requested by the Council.
2. **On Street Enforcement Services** – this includes the recruitment and daily management of Parking Attendants to monitor and enforce the on-street parking regulations in line with the Council's requirements which will include particular focus on providing for road safety. This also includes all necessary associated support staff roles on the Contract, such as: management, IT, training, cash collections and lines and signs maintenance staff. There are currently approximately 170 people directly employed as part of this Contract.
3. **Car Pound Services** – Managing the car pound site, its fleet of trucks and their operations when: impounding incorrectly parked vehicles (with a specific focus on removing vehicles from tram lines), relocating vehicles from street to street, clamping vehicles, storing vehicles and disposing of those that remain unclaimed. Maintaining a public facing front-counter service for customers collecting their vehicles, but also for business parking permit and payment services functions.
4. **Bus Lane Camera Enforcement Services** – provision, installation and maintenance of all relevant hardware along with the provision of software capable of evidence review, processing cases to notice phase and making evidence available for public review.
5. **Pay And Display Services** – Ticket Machine management and cash collection, counting, reconciliation, processing and banking of cash all taking place in a secure location for as long as it is required by the Council. Fault management, repairs, replenishment of voucher stock and cleaning of on-street machines. Procurement of new contactless ticket machines, payment processing and communications with all machines. Ticket machine moves. Tariff management and price changes.

6. **Cashless Parking Solution** – provision and management of a cashless parking payment service, currently RingGo.
7. **Suspension and Dispensation Services** – suspension of parking places for operations such as house removals, dispensations for loading and unloading activities, cones and board stock management, IT management systems and payment processing.
8. **Lines and Signs Maintenance Services** - design, maintenance and installation of all parking lines, bay markings and signs within Edinburgh, including new Controlled Parking Zones. Sign and line fault identification, management systems and rectification. Registration of works as required with Scottish Road Works Register.
9. **Permit Management Solution** – IT solution to manage various types of parking permit in Edinburgh, verifying applicant eligibility, charge appropriate prices in accordance with the Council's business rules, processing payments/refunds and integration with on-street IT systems to allow Parking Attendants to check live electronic permit records. Allowing new applications and renewals, issuing expiry reminders, processing change of vehicle or address for customers, easily online.
10. **Back Office Support Services** – document and correspondence scanning, postal payment processing, telephone and online payment processing, providing stationery for the printing and postage of statutory documents and financial reporting and processing of all parking related payments.
11. **Notice Processing Solution** – provision of an IT system that processes and manages penalty charges and bus lane charges from issue, challenge, appeals, escalation, statutory documents through to cancellation, payment or debt recovery, all in accordance with relevant legislation, Regulations and/or Guidance. Management of user accounts, functions and permission levels. This will also have letter writing capability to allow correspondence to be answered by post or online, while including photograph or video evidence of contraventions.
12. **Traffic Order Support Services** – delivery and hosting of a proven and effective online map-based Traffic Regulation Order (TRO) management system, to allow the Council to initiate, process, amend and make relevant TROs in Edinburgh. This should be easy to use, accessible and include outputs for public inspection.
13. **Parking and Project Consultancy Services** – technical consultancy services for assistance with the investigation, development and implementation of new parking projects and services.

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