Transport and Environment Committee

2.00pm, Friday, 19 February 2021

City Mobility Plan

Executive/routine	**Executive**
Wards	**All**
Council Commitments	16, 17, 18, 19, 20, 21, 22, 26, 27, 48

1. Recommendations

1.1 This report recommends that Transport and Environment Committee:

1.1.1 notes that engagement with key stakeholders, including the public, since 2018 has informed the final City Mobility Plan (CMP) which is presented for consideration;

1.1.2 acknowledges that engagement on the Draft City Mobility Plan was undertaken in parallel with Choices for City Plan 2030, Edinburgh City Centre Transformation (ECCT) and a Low Emission Zone (LEZ) scheme during its earlier stages of development;

1.1.3 approves the final CMP and associated Implementation Plan; and

1.1.4 notes that, subject to CMP approval, the 'Path to 2030' and the Implementation Plan will be reviewed once a more settled position is reached with respect to COVID-19 and that thereafter, the Implementation Plan will be reviewed every two years, or as circumstances require.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Senior Manager – Transport

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

Report

City Mobility Plan

2. Executive Summary

2.1 Edinburgh has an ambitious agenda for change, including to be carbon neutral by 2030 (supported by an achievement target by the end of 2037).

2.2 To achieve these changes, Edinburgh needs a new Plan for mobility and transport that addresses the challenge of reducing carbon emissions and how people, goods and services move into and around the city. It also needs to address air quality, congestion, accessibility and inclusion, cost of travel and convenience of payment, safety and how to create space for people in the city.

2.3 This report sets out the city's plan, a City Mobility Plan (CMP) and the associated Implementation Plan, which reflect the level of intervention needed to deliver a more sustainable, integrated, efficient, safe and inclusive transport system over the next 10 years. It is important that the Vision remains strong to tackle the city's mobility challenges and ultimately support the Council's commitment to be a net zero carbon city by 2030.

3. Background

3.1 Since the mid-1990s, the Council's transport strategy has been to expand the range of public transport and active travel options as an alternative to car use and it has achieved considerable success. Pre-COVID, more people used public transport, cycled and walked than in any other Scottish city and most United Kingdom (UK) ones, and bus patronage was consistently high. Tram patronage continued to rise and surpass expectations, with 7.4 million journeys made in 2018.

3.2 The key steps in the Plan's development which have been overseen by the Transport and Environment Committee to date are:

   3.2.1 March 2018: Committee approved an initial stakeholder engagement phase to the review of the Local Transport Strategy (LTS);

   3.2.2 March to May 2018: combined engagement with stakeholders on the LTS, Edinburgh City Centre Transformation (ECCT) and Low Emission Zone (LEZ) projects to identify mobility issues and opportunities;

3.2.3 August 2018: Committee approved the prospectus engagement paper 'Edinburgh: Connecting our City, Transforming our Places' and an associated engagement stakeholder and public consultation period to cover the three inter-related projects. Committee agreed that the LTS should be replaced by a people-oriented 'City Mobility Plan';

3.2.4 February 2019: Committee noted the findings of 'Connecting our City, Transforming our Places' which was Edinburgh's largest public engagement of 2018 and explored 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that a widespread and radical approach was required;

3.2.5 May 2019: Committee noted the findings of the stakeholder engagement in spring 2019 to identify preferred policy measures and agreed the proposed framework of the draft CMP including a vision, objectives, and packages of themed policy measures and supporting key performance indicators;

3.2.6 January 2020: Committee approved for consultation purposes the City Mobility Plan (Draft for Consultation); and

3.2.7 October 2020: Committee noted the findings of the consultation on the Draft CMP in Spring 2020.

3.3 The ideas set out in the 'Connecting our City, Transforming our Places' and the outputs of the associated engagement exercise were key to developing the majority of the policy measures included in the final CMP.

3.4 The consultation on the Draft CMP in Spring 2020 demonstrated positive support levels across all of the proposals, with the majority of proposals attracting strong support. While there was an opportunity for respondents to comment on all elements, the main focus was on 13 new policy measures. All the new policy measures were supported with the majority 'strongly supported', including:

3.4.1 Enhanced coordination of bus, tram and bike hire operations;

3.4.2 Expansion of the tram network subject to cost/benefit justification;

3.4.3 Introduction of shared transport options and the creation of mobility hubs;

3.4.4 Creation of segregated cycling infrastructure on arterial routes;

3.4.5 Delivery of a network of electric vehicle charging points;

3.4.6 Reduced freight vehicle trips;

3.4.7 Imposition of restrictions for on-street parking subject to suitable disabled parking provision and controlled parking in new developments;

3.4.8 Creation of a City Operations Centre to support intelligent monitoring and management of traffic and movement; and

3.4.9 Exploration of a road user charging system subject to a staged approach which establishes a need for such a system based on the success (or otherwise) of other demand management tools.

3.5 'Strong support' for the Draft CMP's Path to 2030 was also given, with some respondents seeking greater ambition and acceleration of proposed actions.

3.6 The most frequently cited issues raised by protected characteristic groups included the need to support inclusive modes of travel, access for people with disabilities in the city centre and ensuring adequate parking provision for people with disabilities.

3.7 As well as the specific policy proposals and Vision timescales, the consultation also generated a range of additional feedback relating to other Draft CMP policies. The three most frequently mentioned feedback points were:

3.7.1 Re-opening the South Suburban Line for passenger rail travel;

3.7.2 Cleaner, electric buses; and

3.7.3 Affordable public transport.

3.8 Detailed analysis of the Draft Plan consultation is set out in the report to Committee in October 2020.

3.9 Engagement with the city's Transport Forum throughout the process has also been a key part of the CMP's development. The most recent meeting, in December 2020, discussed the outcome of the Draft CMP consultation and shared experiences of how COVID-19 has impacted travel behaviours.

4. Main report

The Changing Context

4.1 Edinburgh faces significant mobility and transport challenges. These include:

4.1.1 Transport being the single biggest contributor to carbon dioxide (CO_2) levels. In 2020 just over one third of Edinburgh's CO_2 emissions were derived from road transport (link in paragraph 8.2);

4.1.2 Low levels of public transport accessibility in certain areas of the city and lengthy public transport journey times especially to/from the major employment areas on the city's periphery;

4.1.3 Whilst air quality trends show slight reductions in nitrogen dioxide (NO_2) across Edinburgh, there remain five Air Quality Management Areas where roadside locations exceed legal Air Quality Objectives;

4.1.4 One-third of women and one-fifth of men in Edinburgh do not achieve minimum recommended levels of physical activity (Scottish Health Survey) resulting in associated health impacts including chronic heart disease, diabetes and other obesity related conditions. The more trips that are carried out using active modes, the bigger the impact on public health and the greater the sense of wellbeing for the individuals;

4.1.5   The impact of congestion on peak time journeys travel times (41% increase in travel times), meaning an extra 172 hours are spent in traffic each year [(Tom Tom Traffic Index 2019)](#) and the cost to Edinburgh's economy is estimated at £177 million per annum [(Inrix Traffic Scorecard Report 2019)](#);

4.1.6   The increased movement of freight and goods on our roads, with the number of light goods vehicles registered in Edinburgh increased by almost one-fifth in ten years to just under 14,000 vehicles in 2018 (Scottish Transport Statistics, 2018);

4.1.7   Whilst road casualty levels in the city are reducing, there is opportunity to further reduce the levels of people killed and seriously injured; and

4.1.8   After housing, transport costs are the single biggest household expenditure in the UK. The recently published [End Poverty in Edinburgh Delivery Plan 2020-30](#) sets out recommendations to help tackle this challenge.

4.2   Many of these challenges will be amplified by city and regional growth, with Edinburgh's population forecast to grow by a further 12% to 2043, taking the number of people living in the city to nearly 600,000.

4.3   Ensuring that the city has an efficient and accessible public transport system is critical if the city's growth is to be managed in a sustainable way. Phase 1 of Transport Scotland's second Strategic Transport Projects Review (STPR2) informs transport investment in Scotland for the next 20 years. It recommends 20 interventions that support the priorities and outcomes of the National Transport Strategy and give support to key CMP priorities, including the development of the city's mass rapid transit strategy, bus prioritisation and active travel infrastructure.

4.4   The Edinburgh Strategic Sustainable Transport Study Phase 1 (ESSTS1) looked at ten potential corridors where future mass transit could best support policy aims. Two corridors were prioritised for further development in the near term; Granton to the city centre and the city centre to the south east quadrant of the city serving Edinburgh Royal Infirmary, Bio-Quarter and beyond. Phase 2 of the study (ESSTS2) analyses these corridors in more detail and confirms that mass transit will make a significant contribution to delivering against transport objectives while supporting the wider policy outcomes of reducing carbon, sustainable economic growth, promoting equality and social inclusion and supporting healthier lifestyles. A Strategic Business Case will set out further analysis for consideration. A summary of ESSTS2 is contained in Appendix 3 of the CMP.

4.5   The medium to longer term impacts of COVID-19 are difficult to fully predict. In the medium term, it is expected that the virus will be under control. While it is likely that increased home working will reduce relative commuting demand, many elements are likely to recover to pre-COVID-19 levels. The opportunity to embed some of the beneficial outcomes of lower traffic levels should be captured - cleaner air, more walking and cycling, local trip-making as part of the 20 minute neighbourhood concept. More flexible working arrangements also present opportunities to address peak time travel patterns. Longer term, the continued success and growth of the city-region in an inclusive and sustainable manner will require a coordinated

approach to economic development, spatial planning and transport. Careful monitoring and assessment of medium to longer term changes in travel behaviour as part of the Plan's review process will ensure that action is taken to manage any impacts.

4.6 Many of the transport challenges highlighted cannot be tackled by Edinburgh alone, as they are issues associated with cross-boundary traffic and movements. Regional planning and coordination is therefore essential.

City Mobility Plan

4.7 The CMP sets a bold, new, strategic framework for the sustainable, safe, efficient and inclusive movement of people, goods and services into and around Edinburgh whilst seeking to address the associated environmental and health impacts.

4.8 It supports the City Plan 2030's emerging development strategy which seeks to direct development to the most sustainable locations. It will continue to inform other emerging city oriented strategic plans and projects, such as the City Sustainability Strategy 2030, and it will set the strategic framework for the creation of detailed actions and action plans which will help to prioritise investment in mobility across the city.

4.9 The CMP also sets the context for partnership-working with local, regional and national stakeholders and for continuing engagement with the communities of Edinburgh.

4.10 A series of objectives and policy measures, under the themes of People, Movement and Place will, collectively, achieve the Vision for the Plan.

Plan Finalisation Process

4.11 The finalisation of the CMP has been informed by the Draft Plan consultation responses, key Council priorities which have progressed further since the consultation, and an officer-led technical 'sense check' process to ensure the deliverability of each policy measure.

4.12 Key changes which have been made as a result of this process are summarised as follows:

4.12.1 The Plan's structure has been refocused around People, Movement, Place, in line with the objectives;

4.12.2 There is a stronger focus on people and supporting behaviour change;

4.12.3 Two new objectives have also been added under 'People'. The first reflects the need to encourage behaviour change to support the use of sustainable modes of travel. The second takes account of the need to ensure transport options in the city are inclusive and affordable;

4.12.4 Policy measures have been strengthened to ensure clarity and deliverability, with some having been combined to reduce duplication and some having been split to ensure further strength or clarity where measures included more than one key element. An example of this includes the

splitting of the original proposed policy measure on walking and cycling. There is now has a specific policy measure for walking and a specific measure for cycling. This ensures both key aspects have their own prominence in the Plan. 'Wheeling' - travelling by wheelchair – and actions required to support movement by wheelchair is recognised explicitly in the Plan in the same context as walking.

4.12.5 A limited number of new policy measures have been introduced where key elements had not previously been covered or where further clarity on approach is required. The new policy measures are:

- **Movement 12 - Strategic and Trunk Road Network**. This was added to ensure clarity on the Council's position where proposals are made to expand capacity on the strategic and trunk road network, including the city bypass. The measure confirms that the Council supports any additional capacity being reserved for public transport, high occupancy vehicles and active travel modes;

- **Movement 25 – Strategic Approach to Road Space Allocation**. This was added to reflect a need to develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets. This approach will ensure competing demands can be better managed across the city's road network;

- **Place 1 – Edinburgh City Centre Transformation.** This was added to ensure clarity around the role of the city centre and to ensure support the delivery of the ECCT project; and

- **Place 2 – 20-minute Neighbourhoods.** This was added to support the 20-minute neighbourhood concept which is a key Scottish Government commitment, as defined by the [Programme for Scotland 2020/21.](#)

4.12.6 The Path to 2030 has been amended so that the first milestone is now 2023 rather than 2022. This better reflects project milestones, such as the completion of the tram to Newhaven and several of the current active travel schemes as well as understanding the longer term impact of COVID-19.

4.12.7 Mode share targets for the city are in development and will be presented in a Technical Note to Committee later this year. The targets will be derived using a range of tools, which will provide a detailed understanding around the potential for more people to travel sustainably around the city. Once agreed, the mode share targets will support the monitoring of the CMP and will help inform proposals for new developments across the city as part of the City Plan 2030.

Implementation Plan

4.13 The Implementation Plan is a live document which sets out how the main aspects of the CMP are expected to be delivered. It has been developed as separate, live

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document which will be reviewed and updated every two years (or as circumstances require) as further information becomes available and business cases, are developed.

4.14 The following information is set out in the Implementation Plan against the key aspects of the policy measures:

4.14.1 Key actions by 2023, 2025 and 2030;

4.14.2 Responsible body;

4.14.3 Overall scale of cost;

4.14.4 Current funding status; and

4.14.5 Main/potential funding sources

4.15 Chapter 6 of the Plan sets out the approach to governance and engagement, project and risk management, and investment and funding.

4.16 The funding for delivery of the CMP will be challenging. Detailed individual business cases will be developed as appropriate and opportunities for external funding, from both the public and private sectors will be maximised.

4.17 Updates to the Implementation Plan will be informed by:

4.17.1 Further details on costs and funding as information becomes available;

4.17.2 Greater clarity on the medium to longer term impacts from COVID-19 once a more settled position is reached; and

4.17.3 Findings from the broader range of national, regional and city strategies and plans that will have a bearing on mobility.

5. Next Steps

5.1 As reflected earlier in this report the CMP needs to be flexible in how it responds to changing travel needs and behaviours, particularly in the context of COVID-19 which continues to create unprecedented circumstances.

5.2 To manage the uncertainty around medium to longer term impacts from COVID-19, the 'Path to 2030' in Chapter 5 of the CMP and the associated Implementation Plan will be reviewed once a more settled position is reached; likely to be once the vaccine roll-out has been completed and restrictions are either fully or mostly lifted. This will be supported by a citywide survey, data gathered via the Smarter Choices Smarter Places behaviour change programme and other key data sources, to help inform a 'new normal' baseline position on travel behaviours.

5.3 Thereafter the Implementation Plan will be reviewed every two years, or as circumstances require. Each two-yearly review point will be supported by a citywide survey to establish how travel behaviours are changing over the course of the Plan's lifetime.

5.4 The Plan will be monitored against the Key Performance Indicators (KPIs) set out in Chapter 7 at two-yearly intervals to align with the reviews of the Implementation

Plan. This review and monitoring process will ensure the CMP can be updated as needed to ensure it remains relevant, ambitious and deliverable.

6. Financial impact

6.1 The Implementation Plan sets out information known at this stage regarding the main financial impacts. Further detail on spend for individual projects will be informed by the development of action plans and business cases as appropriate.

6.2 The citywide survey work on travel behaviour will be undertaken on a two-yearly basis and has a cost in the region of £70,000 per survey. External funding to support this will be explored.

7. Stakeholder/Community Impact

7.1 Throughout the development of the CMP, as reported previously to Committee, a Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA) have been undertaken, both of which informed the refinement and revision of the Plan.

7.2 For the SEA, cumulative impacts have been considered including the impacts of a combination of policy proposals and impacts of CMP alongside other plans and polices, including the approved ECCT and the forthcoming City Plan 2030.

7.3 The SEA concludes that the CMP will have a predominantly positive impact with key benefits identified for air quality, population and human health due to reduced levels of car use, enhanced public transport and increased levels of active modes of transport.

7.4 SEA responses welcomed the positive impacts of alignment of the CMP with land use planning, spatial planning and other strategies including City Plan 2030, ECCT and the LEZ. The SEA further concluded that without the CMP, the negative impacts of transport on the environment and human health would increase.

7.5 Areas of concern raised by the SEA include the impacts on air quality from traffic displacement resulting from policies such as LEZ and increased risk of flooding and pollution resulting from new infrastructure such as construction of new park and ride facilities.

7.6 The IIA ensures policy measures take account of equality, Human Rights and Socioeconomic disadvantage. The IIA also incorporates environmental effects from the SEA.

7.7 The IIA was informed by primary and secondary sources including events, surveys and market research associated with the 'Connecting our City, Transforming our Places' engagement process, various meetings with the Edinburgh Access Panel and an equalities workshop.

7.8   The IIA confirms that impacts resulting from CMP will be predominantly positive, and will include:

7.8.1   Improved range of sustainable travel choices available;

7.8.2   Improved access to and range of public transport services and flexible, affordable fares

7.8.3   Support to accelerate a shift to the use of more healthy, sustainable modes of transport, whilst still maintaining provision for those with mobility difficulties; and

7.8.4   Reduced air pollution caused by motorised vehicles resulting in better air quality.

7.9   The IIA also sets out how potential negative impacts can be mitigated by consultation with relevant stakeholder groups and the public as individual proposals and projects are developed.

7.10   The SEA is set out in Appendix 3 and the IIA is set out in Appendix 4.

8.   Background reading/external references

8.1   National Transport Strategy 2 published by Transport Scotland, 5 February 2020.

8.2   Strategic Transport Projects Review 2 (Phase 1) published by Transport Scotland, 3 February 2021.

8.3   Climate Emissions Analysis and 2030 City Sustainability Strategy Approach, report to Policy and Sustainability Committee, 1 December 2020

9.   Appendices

9.1   Appendix 1 - City Mobility Plan.

9.2   Appendix 2 – Implementation Plan.

9.3   Appendix 3 – Strategic Environmental Assessment.

9.4   Appendix 4 – Integrated Impact Assessment.

CITY
MOBILITY
PLAN 2021-2030

CONTENTS

FOREWORD

Across the world, progressive cities are embracing the global challenges of climate change and inequality with action and vision. Transport, the way we move people and goods around, and in and out of cities, is being revolutionised.

Transport is the single biggest contributor to greenhouse gas emissions, including carbon[1], and central to the damage we are doing to our planet. If we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practises have to change.

It's not just the climate cost to future generations. In Edinburgh, we spend nearly £1 billion a year on transport. That's over £80 per household per week to move around, in and out of the city. By 2030 we will be spending £1.3 billion[2]. That means we spend more on transport than anything else apart from mortgages or rents.

And this doesn't take into account the cost of transporting goods and services, nor the cost of unproductive hours spent in congested traffic, the societal cost of fatalities and serious injuries due to traffic or ill health and early mortality affected by the impacts of poor air quality.

These costs directly affect us all and fall disproportionately on those on low to middle incomes who are struggling week to week to balance household budgets. The least able to afford pay the most.

Edinburgh needs mobility systems that by 2030 are carbon emission free, efficient, accessible and affordable, and allow people to spend more time improving their quality of life. We need a transport system designed for everyone, whatever our location, economic circumstances, gender, culture or abilities.

Over the past ten years Edinburgh has made significant progress. But now is the time for bolder, more transformational action. The COVID-19 pandemic has significantly changed how people move around the city. At this point we remain in a period of uncertainty, so the Plan will be flexible to take account of longer term impacts as they become clearer. However, cleaner air, more walking, wheeling and cycling, more local spending, and fewer journeys to work are all outcomes that should be supported.

Making a positive difference to people's lives in a fast-changing environment requires ambition, courage, focus and a change of pace in delivery. We cannot spend another twenty years building a single tram line when we need to develop a truly integrated public transport network, including additional tram lines, in the next ten years.

This Plan sets out our commitment to delivering truly sustainable, safe and integrated mobility for Edinburgh over the next 10 years. It captures views from several years of varied engagement and reflects what many of you have told us is most important to you.

Though the outcomes set out in this strategy will benefit current and future residents of the city we know change can be disruptive. We will continue to listen to you and involve communities as solutions for the future are designed and delivered. We are confident that as a city working together, for the sake of its future, we can make this happen.

Councillor Lesley Macinnes
Transport & Environment Convener

Councillor Karen Doran
Transport & Environment Vice-Convener

1 INTRODUCTION AND CONTEXT

As we move through the third decade of the 21st century, the greatest threat to humankind is that of climate change. Across the world countries are taking steps to reduce carbon emissions. The Scottish Government has declared a climate emergency and **Edinburgh is committed to being net zero carbon by 2030**.

Transport is the largest producer of carbon emissions in Scotland so the policies around how people, goods and services are moved around the country have a key role to play in the battle against global warming. This Plan puts the climate emergency at the centre of its actions.

This City Mobility Plan sets out Edinburgh's route to achieving sustainable and effective mobility across the city and into the region.

If Edinburgh is to play its part and lead on the challenges ahead, if it is to be a truly sustainable city, where mobility meets the needs of people and our environment, we need ambition, courage and a shared sense of responsibility. The Council will play its part, but success cannot be achieved without a shared commitment from everyone.

This chapter focuses on:
- **Purpose and Status**
- **Vision and Objectives**
- **Listening to You**
- **Challenges and Commitments**
- **Placemaking**
- **COVID-19 – Impacts and Recovery**
- **Our City's Progress**

PURPOSE AND STATUS

This City Mobility Plan (the Plan) sets out the Council's strategic approach to the sustainable, safe and effective movement of people and goods around Edinburgh up to 2030.

It contains a series of objectives and policy measures under the themes of People, Movement and Place which will, collectively, achieve the Vision for this Plan.

The policy measures will support the creation of detailed actions and action plans, helping to prioritise investment in mobility across the city.

This Plan also sets the context for partnership-working with local, regional and national stakeholders and continuing engagement with the communities of Edinburgh.

This Plan adopts a holistic approach seeking to focus on the choices that people and businesses can make, the role that the Council has in providing supporting infrastructure and the kind of places that are created as a result of this. In doing so we will continue to work closely with other Council strategies and plans, especially the emerging City Plan 2030 where the City Mobility Plan will be a material consideration in the determination of planning applications for new development.

This Plan replaces Edinburgh's Local Transport Strategy 2014-2019.

NATIONAL	National Transport Strategy	Strategic Transport Project Review 2	National Planning Framework
REGIONAL	Regional Transport Strategy	City Region Deal	Strategic Development Plan
CITY		Edinburgh City Vision 2050	
	Ending Poverty in Edinburgh Delivery Plan 2030	2030 Sustainability Strategy	Economy Strategy
	City Mobility Plan 2030	City Plan 2030	
DELIVERY	Key Existing Action Plans/ Schemes	New Action Plans/Schemes (to be progressed)	

Road Safety	Active Travel	City Centre Transformation	Public and Accessible Transport	Transport Asset Management Plan	Parking	Low Emission Zone, Workplace Parking Levy etc	Place/Site Briefs, Guidance etc

Vision

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.

VISION AND OBJECTIVES

The Vision links directly with the Council's high level aims to address climate change, eradicate poverty, promote sustainable economic growth and create great places.

LISTENING TO YOU

This Plan is the result of over three years of discussion during which citizens and stakeholders have been engaged via workshops, meetings, presentations and drop-in events. Engagement was undertaken alongside related projects to reinforce the importance of a holistic approach. This process of co-production has led to the Plan you see before you and your involvement will continue as individual strands of the Plan progress.

We published a Draft for consultation in January 2020. The Draft Plan set out over 50 policy measures which focused on enhancing public transport, creating people friendly streets, planning sustainably for new developments and managing demand. The draft policy measures received widespread support.

In response to comments made as part of the Draft Plan consultation and to ensure key Council priorities are fully reflected, a number of policy measures have been strengthened. In addition, a limited number of new policy measures have been introduced where key aspects have not previously been covered or further clarity was required.

CHALLENGES AND COMMITMENTS

Across the world cities like Edinburgh are changing rapidly. They are taking on the challenges of carbon emissions and unprecedented technological advances by focusing on climate change, poverty, exclusion, inequality and improving safety, health and wellbeing. We have taken inspiration from cities all over the world to develop this Plan. Key examples of best practice are set out in Appendix 2.

Edinburgh has set out an ambitious agenda of change. We have committed to being net zero carbon by 2030. Alongside this, the city is also committed to the eradication of poverty and to becoming data capital of Europe.

OBJECTIVES

People
To improve health, wellbeing, equality and inclusion:

Encourage behaviour change to support the use of sustainable travel modes.

Ensure that transport options in the city are inclusive and affordable.

Movement
To support inclusive and sustainable economic growth and respond to climate change:

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.

Reduce harmful emissions from road transport.

Improve the safety for all travelling within our city.

Maximise the efficiency of our streets to better move people and goods.

Place
To protect and enhance our environment:

Reduce the need to travel and distances travelled.

Reduce vehicular dominance and improve the quality of our streets.

The key challenges and commitments for this Plan are:

- **Climate Emergency -** Transport, the way we move people, goods and services around places, is the biggest generator of carbon emissions in Edinburgh. In 2020, 31% of carbon emissions are accounted for by transport.[1] Unlike most sources, where carbon emissions are reducing, those from transport, particularly road transport, have been increasing. We will lead by example and work in partnership with citizens and key stakeholders to meet the net zero carbon 2030 target.

- **Poverty -** We are committed to eradicating poverty. After housing, transport costs are the single biggest household expenditure in the UK[3]. We will encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.

Edinburgh population projected increase

13%

2018 - 2043

Source: National Records for Scotland, Population Projections

- **Sustainable Economic Growth -** 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.[4] Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. Future growth will be developed in such a way as to maximise the use of existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.

- **Safety -** Road users, such as pedestrians and cyclists are more at risk of suffering from serious injury if involved in a collision with a motor vehicle. We will prioritise resources to improve the safety of our more vulnerable road users.
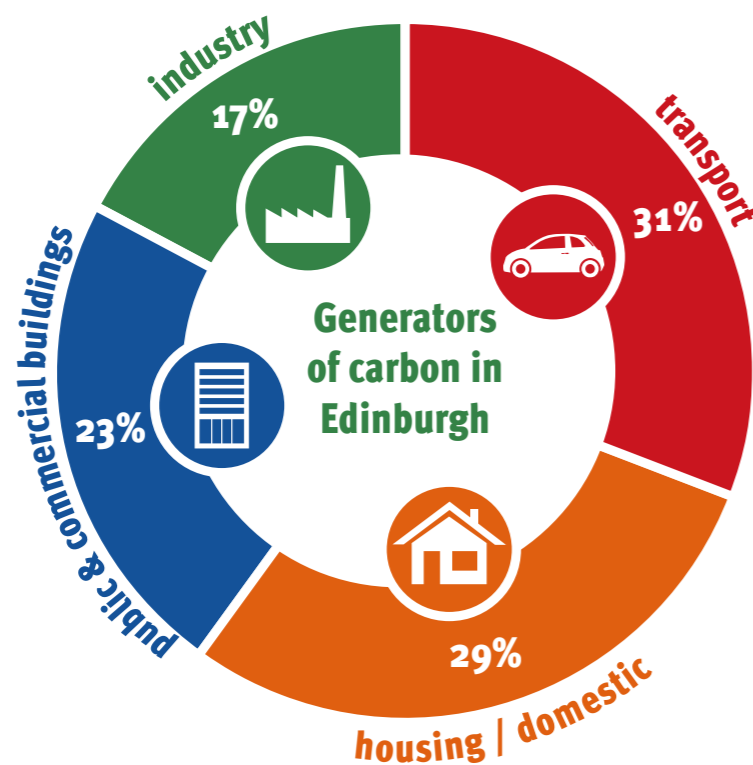
- **Inclusion -** Our city welcomes everyone. We are a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children 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. However, we recognise that for some people and in some circumstances private cars might be needed.

- **Health and Wellbeing -** The transport sector accounts for over one-third of the total emissions of nitrogen oxides and one sixth of fine particles.[5] Both cause air pollution which harms human health. If we choose active travel modes, such as walking, wheeling (traveling by wheelchair) and cycling, we won't cause pollution and we will improve our own physical and mental well-being. We will tackle air pollution and support people to take more active, sustainable trips.

- **Congestion -** Parts of the city's transport network are highly congested. The cost of congestion to drivers is £764 per annum.[6] The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey.[7]

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 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.

All these issues are highly influenced by the way we travel around, to and from the city, and how we deliver goods and services to the places where people need them.

The map on *page 9* sets out some of the key traffic and associated issues for Edinburgh spatially.

Generators of carbon in Edinburgh

- industry 17%
- transport 31%
- housing / domestic 29%
- public & commercial buildings 23%

Source: Climate Emissions Analysis and 2030 City Sustainability Strategy Approach

Traffic and associated issues

Busiest roads in and out of the city (>15000 vehicles)
Source: DfT traffic count data, 2019

Busiest roads within the city (>20,000 vehicles)
Source: SEPA 2019

Congestion hotspots
Source: Tom Tom 2016

Future congestion hotspots
Source: SESplan Cross Boundary and Land Use, 2017

Traffic accident - serious injury
Source: 2019 Edinburgh casualty data

Air Quality Management Areas

77000

NW/A90/Queensferry corridor

46000

16500

71000

M8

15500

15000

46000

22000

20000

23000

KEY POINTS

- Road corridors with high levels of traffic, and existing or anticipated congestion, are those associated with road safety and air quality issues
- Central Edinburgh is a notable area of concern, as are roads leading into the city centre

NOTE: Air Quality Management Areas (Nitrogen Dioxide): Central, St. John's Road, Inverleith Row, Great Junction Street, Glasgow Road (Newbridge).

Air Quality Management Areas (Particulates): Salamander Street

PLACEMAKING

The kind of city we want to live in - the streets and spaces in which we shop, work and socialise are also formed by the way people travel around. The more that people choose walking, wheeling and cycling the better the environment and the safer the streets. This Plan, alongside our 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. Edinburgh is already a compact, walkable city supported by a diverse set of town and local centres.

We are therefore able to adopt an ambitious approach in interpreting the 20-minute neighbourhood concept, by adopting a 10-minute walk there and 10-minute walk back principle as opposed to a 20-minute walk there and 20-minute walk back principle. This is set out in more detail in Chapter 4, Place.

If we provide good walking, wheeling and cycling infrastructure around town and local centres, this will enhance economic sustainability well as fostering stronger communities and reduce the need to make longer journeys. Ensuring our town and local centres are fully accessible by public transport is also critical.

The streets and spaces of our local centres will be designed in accordance with the street design guidance and will put people first.

COVID-19 Transport Trend Summary
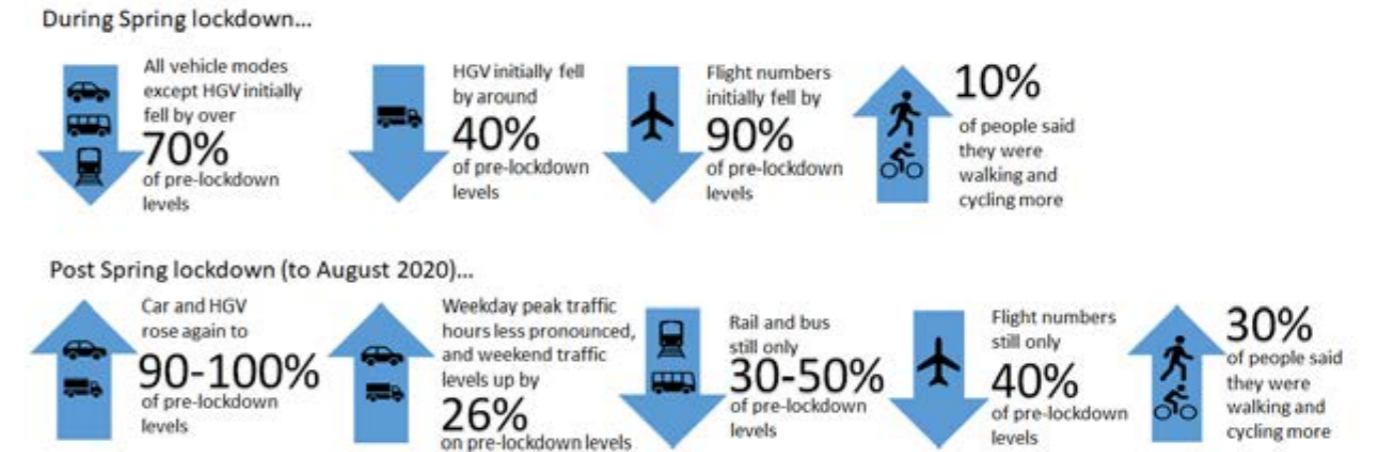
Source: *Strategic Transport Projects Review 2 - Phase 1*

COVID-19 - IMPACTS AND RECOVERY

COVID-19 has had a profound impact on transport demands and mobility patterns.[8] At the time of this Plan's publication, a high level of uncertainty remains especially around medium to longer term impacts.

Restrictions have resulted in increases to walking, wheeling and cycling, with more people making local trips and exercising closer to home. Public transport has seen a significant downturn in patronage due to concerns over the spread of the disease and Scottish Government advice not to use it unless essential. To manage these concerns, some have switched from public transport to using private cars.

Restrictions have forced a significant shift to home working resulting in less commuter traffic. Scotland-wide research undertaken by Transport Scotland and Climate X Change gives an insight into how people may travel for work in the future. Many workplaces suggest more activities will be managed online, and that this will have a positive impact on reducing organisations' carbon footprint along with time/financial savings.

Emerging engagement with Edinburgh-based workplaces reflects a similar picture, with some predicting a permanent change in culture to more home working. Making public transport feel safer and improving cycling infrastructure are cited as key factors in supporting the return to workplaces.

People continue to make fewer journeys for retail since the growth in online shopping, and the pandemic has further increased this trend. 82% of adults in the UK are now shopping online.[9] An increase in delivery and courier vehicles has also been experienced. Uptake of using online facilities for socialising, entertainment, banking, healthcare, adult education and attending a place of worship has also become apparent.[10]

While many elements are likely to recover to pre-COVID-19 levels, the opportunity to embed some of the beneficial outcomes of lower traffic levels should be captured - cleaner air, more walking and cycling, local trip-making as part of the 20 minute neighbourhood concept. More flexible working arrangements

also present opportunities to address peak time travel patterns.[11]

Measures to support safe and efficient travel by public transport are a key priority and establishment of the South East Scotland Regional Transport Transition Plan Group is crucial to this effort. Many of the policy measures in this City Mobility Plan reinforce the enhancement and growth of our city's public transport as the most efficient form of sustainable travel. This is critical if we are to tackle climate change and ensure the sustainable economic growth of our city.

As medium to longer term impacts on travel behaviour remain difficult to fully predict the situation must be carefully monitored. The 'Path to 2030' (Chapter 6) and the associated Implementation Plan will be reviewed when a more settled position is reached to better understand these impacts.

OUR CITY'S PROGRESS

The proposals in this Plan represent a step change towards addressing the climate emergency. But it is not a change in direction for Edinburgh. Over the past 25 years, we have been on a journey to improve our transport system, to make it cleaner and more sustainable and, through investment, to enhance our streets, community life and health and wellbeing. By better connecting our city, we can transform our places.

1990s

Mid 90s
Award-winning scheme to partially pedestrianise Royal Mile completed

1995
Publication of first Edinburgh Streetscape Manual

1996
Princes Street access for buses and taxis prioritised

1999
First UK city to introduce pay as you drive Car Club vehicle, and Queensferry High Street public realm improvements completed

2000s

2000
Approximately 25km of off-road cycleway/walkway completed bringing total to 95km since 1995

2002
Lothian Buses first voted Best UK Bus Company and Crossrail scheme completed including new Park and Ride interchange at Newcraighall

2003
Edinburgh Park Station opened and new bus station at Multrees Walk operational

2004
Launch of Bustracker Real Time Passenger Information with first on-street signs installed on Quality Bus Corridor linking Straiton to Leith via city centre

2005
Park and Ride sites opened at Ingliston and Hermiston and completion of over 60km of bus lanes (since 1996)

2008
Ingliston Park and Ride extended, award-winning scheme to open St Andrews Square to public completed, and Bustracker available via the web

2009
Over 200 advanced cycle stop lines introduced and quiet road connections developed between off-road sections of the national Cycle Network (since 2000), Grassmarket public realm improvements completed, and first resident parking permit charges linked to CO2 emissions

2010s

2010
City's first Active Travel Action Plan approved, Traffic calming, later accompanied by 20mph speed limits, rolled out to around 35% of Edinburgh's road network (since 2004), and Smartphone apps in place to support public transport journey planning

2012
Large scale pilot of 20mph speed limits in South Central Edinburgh

2014
Tram operational between city centre and Edinburgh Airport, Haymarket Station refurbishment and interchange completed, Edinburgh Park Interchange opened, Waverley Bridge pedestrian enhancements complete, and A90 cycle route upgrade complete

2015
Borders rail line operational, ban on leaving trade waste bins out on the city's streets comes into force, School Streets initiative operational, upgrades to various sections of Union Canal towpath complete, Meadows to Innocent Railway cycle link complete, and Smarter Choices Smarter Places programme launched

2016
Edinburgh Gateway interchange opened and Gilmerton to Loanhead walking/cycle route completed

2017
Lothian Buses trials first all electric buses and Code of Conduct launched as part of Paths for Everyone campaign

2018
First Scottish city to implement citywide network of 20mph roads, citywide public bike hire scheme launched, and citywide ban on temporary on-street adverts operational

2019
Edinburgh declares target to be net-zero carbon by 2030, City Centre Transformation strategy approved, Open Streets programme launched, and construction begins on Tram extension to Newhaven, contactless payments introduced on all Lothian Buses, and Granton Promenade cycle/walking route complete

2020
168 electric bikes added to citywide public bike hire scheme and over 100 secure on-street cycle storage units delivered

2 PEOPLE

Movement is an important part of everyday life.
It is about getting to where we want to be. It is about how we get to work, meet friends and family, go shopping or access services. It is a key part of how we experience the city.

The nature of that experience influences the choices we make around how we move around the city - our mode of travel. The design of the traffic system, the streets and spaces in the city all influence accessibility to the city's goods and services.

The more opportunity we have to make greener, more sustainable choices in how we move around, the greater the chance we have to reduce the impact of climate change.

This chapter focuses on:
- **Making Sustainable Choices**
- **Equal Access to the City**
- **Public Health and Wellbeing**
- **Mode Share Targets**
- **People are the Plan**

MAKING SUSTAINABLE CHOICES

People are at the heart of this Plan. People have choices. We would like sustainable transport - walking, wheeling, cycling and public transport - to be the first choice for everyone across Edinburgh.

For that to happen we need to provide integrated infrastructure to support those travel modes. People need to feel they are making an informed choice and that they will be safe and comfortable whichever way they choose to travel.

Alongside the provision of infrastructure, initiatives such as integrated public transport ticketing and supporting information are needed to complement physical changes.

Policy Measure PEOPLE 1: Supporting Behaviour Change
Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.

The provision of travel information ensures that people have information about the options that are available.

Policy Measure PEOPLE 2: Travel Plans
Require the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators.

Paths for everyone
Stay safe, consider others
edinburgh.gov.uk/pathsforeveryone

Slow right down

Stay left, pass on the right

Keep your dog on a lead in busy areas

Give each other space
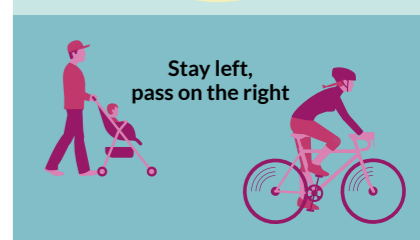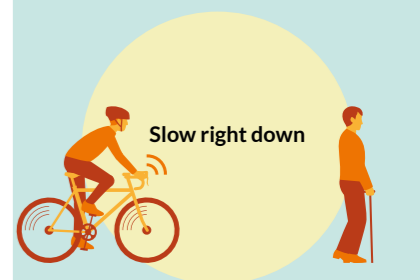
·EDINBVRGH·
THE CITY OF EDINBURGH COUNCIL

EQUAL ACCESS TO THE CITY

Edinburgh is a beautiful city and has a great deal to offer its citizens. As one of the most liveable cities in Europe, we need to ensure its benefits are available to everyone.

Safety

Moving around the city needs to be safe. It also needs to be perceived as safe.

As the volume of cars on our streets grows, people are increasingly concerned about safety. This can generate more vehicle trips as, for example, people drive their children to school. Whilst this may keep the car occupants safe it can make the likelihood of accidents greater by increasing the volume of traffic.

The perception of risk that pedestrians and cyclists face is a major obstacle to encouraging more people to walk, wheel and cycle between the places they live, work and visit. We need to think about how we use our road space and how we travel to keep people safer.

Chapter 3 sets out our policy measures on improving the safety of the most vulnerable road users.

Isolated communities

While for many the city has an excellent public transport system, some areas are poorly served, limiting opportunities for those who live there.

Many of the most disadvantaged communities are on the periphery of our city. People who live in these areas often have to travel longer distances to get to work within the city centre or on the edges of the city. Lower levels of car ownership in poorer and more peripheral areas of the city mean many people are doubly disadvantaged. Some outer areas in the city are experiencing significant population growth and are also relatively poorly served by public transport.

45%
of households without access to a car
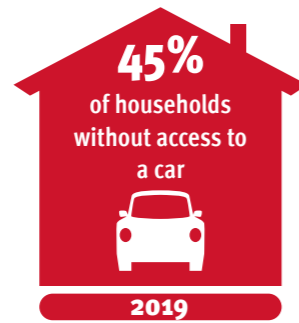
2019

Source: Scottish Transport Statistics 2019

Fewer than a quarter of resident workers have public transport journey times of less than 20 minutes to work. Public transport journey times to jobs in the peripheral areas of the city are almost double those of jobs in the city centre. If public transport infrastructure and accessibility is configured correctly across the city region, the city's job market becomes more accessible, opening up opportunities for people from relatively job scarce communities.

The map on *page 19* shows public transport accessibility levels. It highlights areas with a high level of public transport services and areas where there are lots of people (housing and jobs) but with a low level of public transport services.

Poverty

We recognise that socioeconomic barriers exist and influence the degree to which certain people can move around. After housing, transport costs are the single biggest household expenditure in the UK with an average weekly spend of £80.80 or 14% of the household average total weekly expenditure.[3]

The Poverty Commission [12] sets out strong recommendations to tackle poverty in relation to mobility, including:

- Starting with Edinburgh as a test site, Scottish Government should extend eligibility for concessionary travel to under 25s and to unpaid carers.

- By the end of this decade, a fleet of low carbon buses carries all passengers at no or very low cost to the passenger.

- Edinburgh Partnership members should collaborate with other partners to provide 'single gateway' easy access to free and concessionary travel, simplifying highly fragmented schemes already available via schools, employability programmes and Job Centres.

- Edinburgh Partnership members should combine resources to develop a zero-interest loan scheme to allow low-income passengers to buy long-term travel passes and thus benefit from the lowest fares.

- Bus operators should ensure routes and timetables adapt to enable people from all communities to access work locations – including early shifts and night-time economy jobs - and participate in the life of the city.

Making it easy and affordable to travel on foot, by wheel, bicycle and public transport reduces the impact of some of these socioeconomic barriers. People need to be able to access the city's supply of services as well as the labour market to contribute to the growth and stability of the city.

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.

Women

It is recognised that different genders have differential access to transport systems. Twice as many women as men make multi stop and multi-purpose journeys.[13] Women and people from identifiable minorities fear being assaulted or harassed on the public transport network and are more likely to choose to travel by car or taxi because it is personally safer.[14] [15]

Enabling gender equality in accessibility benefits all travellers. Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.

Young people

Engagement undertaken during the development of the Scottish Government National Transport Strategy 2 showed that young people were worried about cost and safety on public transport.[16]

Edinburgh's buses and tram already have some of the lowest fares in Scotland and we are keen to maintain this situation particularly for low income groups. We will also encourage an improved range of ticketing options to meet particular needs.

> **Policy Measure**
> **PEOPLE 3: Flexible and Affordable Fares**
> Encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.

People with mobility difficulties and our ageing population

The need for people of all abilities to be able to move around the city safely and conveniently is critical and measures will be put in place to support a range of accessible travel options.

It is recognised that there are a wide range of personal challenges that impact on mobility which need to be considered and targeted solutions are required, not all of which are specifically referred to in this chapter.

Scotland's population is, for example, ageing. The number of people over 75 will nearly double by 2043.[17] While historically people have tended to travel less as they get older, they are now fitter, healthier and more active in travelling. Increasingly specialist public services like health are accessible online or in hubs but older users may need to travel to access more specialised, centralised medical care. Relatives and carers may need to travel to care for people in their homes as the growth of home care over residential care continues. Elderly people may also have greater difficulty accessing information and navigating the public transport network.

We will continue to develop our understanding of the variety of mobility challenges and inequalities faced and solutions to them. For example, exploring the development of a Mobility as a Service system is a key tool that will help to support more personalised travel options. Chapter 3, Movement sets out these aspects further.

20% over **65** of the total population of the city by **2043**

Source: National Records for Scotland, Population Statistics

Public transport across the city

Legend:

- ├─┼─┼─┤ Railway
- - - - - South Suburban rail line (Not currently passenger line)
- ▬ ▬ ▬ Tram route
- ▬▬ Strategic Development Areas
- 🚌 Park and Ride
- 🚆 Railway stations
- Areas with good public transport accessibility
- **AREA NAME** 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

Map labels:

SOUTH QUEENSFERRY, Dalmeny, CRAMOND, KIRKLISTON, CLERMISTON, EAST CRAIGS, AIRPORT, Ingliston, Edinburgh Gateway, NEWBRIDGE, South Gyle, CORSTORPHINE, SOUTH GYLE, Edinburgh Park, CARRICK KNOWE, GORGIE, RATHO, Hermiston, SIGHTHILL, HERIOT WATT, WESTER HAILES, Kingsknowe, Wester Hailes, Curriehill, CURRIE, COLINTON, OXGANGS, GRANTON, PILTON, MUIRHOUSE, DRYLAW, CRAIGLEITH, INVERLEITH, BLACKHALL, STOCKBRIDGE, NEW TOWN, Bus Station, Waverley, Haymarket, MURRAYFIELD, OLD TOWN, MERCHISTON, BRUNTSFIELD, THE GRANGE, NEWINGTON, Slateford, MORNINGSIDE, CRAIGLOCKHART, BRAID HILLS, FAIRMILEHEAD, TRINITY, LEITH, WARRISTON/BONNINGTON, SEAFIELD, LOCHEND, CRAIGENTINNY, NORTHFIELD, SOUTHSIDE, EDINBURGH, PORTOBELLO, DUDDINGSTON, CAMERON TOLL, CRAIGMILLAR, GRACEMOUNT, BURDIEHOUSE, GILMERTON, BIOQUARTER, Sheriffhall, Straiton, Brunstane, Newcraighall, Musselburgh, To Wallyford Park & Ride

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.

PUBLIC HEALTH AND WELLBEING

The ability to move around freely in a pleasant environment, to have access to green space and to breathe clean air is essential for people's health and wellbeing. Green areas also support social interaction between people and help to alleviate isolation.

One third of women and one fifth of men in Edinburgh do not achieve minimum levels of physical activity

Benefits of active travel

There is a strong connection between physical activity and reduced risk of obesity and a range of conditions including diabetes, high blood pressure, cardio-vascular diseases, some cancers and joint pain. These bring suffering to an individual and also costs to society. The way we choose our activities and what we do in our everyday lives also influences our sense of wellbeing. By travelling in more active ways we contribute to our own physical and mental wellbeing.

The more trips that are carried out using active modes, the bigger the impact on public health and the greater the sense of wellbeing for the individuals.

Air Quality

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. Fine particulate matter is associated with around200 attributable deaths in Edinburgh and around 22,500 lost life years across the Scottish population.

There are multiple benefits in having cleaner air and in the UK, the health impacts of poor air quality have been estimated at £15 billion per year. The total economic cost of air pollution in the UK may be as much as £54 billion per year.[5] Chapter 3 sets out policy measures to reduce transport related air pollution.

To support this approach a safe traffic environment is essential. Slow speeds of motor vehicles create a better pedestrian environment, a more social environment and encourage cycling. Chapter 3 sets out policy measures to support safe movement across the city.

MODE SHARE TARGETS

A citywide survey was undertaken in autumn 2019 to explore the way residents travel for work, education, shopping and leisure. This survey, along with other sources of mode share data including the Scottish Household Survey, 'Bike Life' Edinburgh and census information, provides a more comprehensive picture of how people travel in the city. Informed by these data sources, mode share targets will be derived to provide a detailed understanding of the potential for more people to travel sustainably around the city. Once agreed, the mode share targets will be set out in a Technical Note to support the monitoring of this Plan, and will help inform proposals for new developments across the city as part of City Plan 2030.
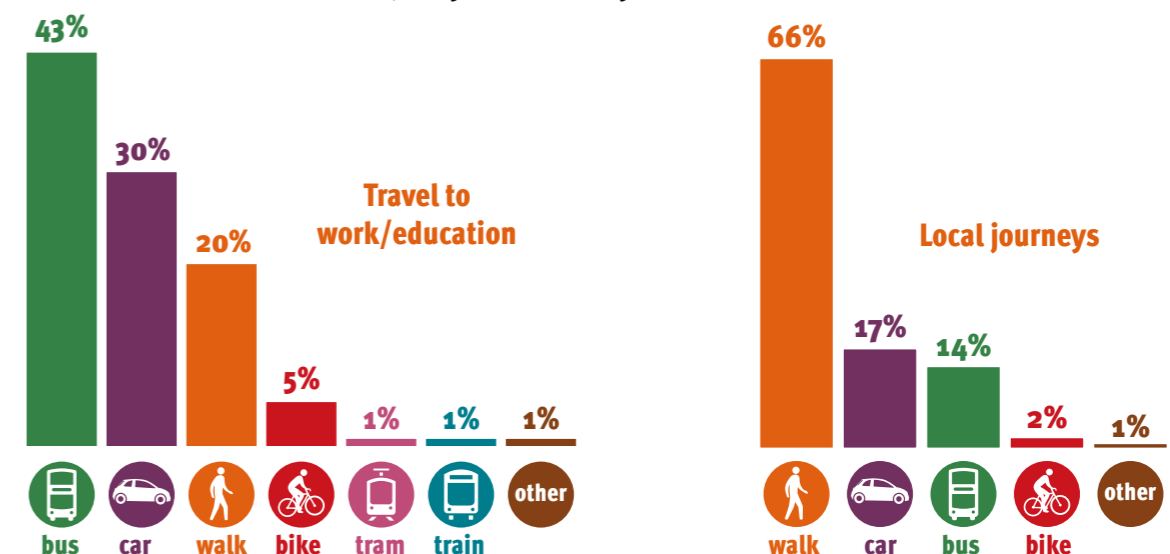
PEOPLE ARE THE PLAN

This Plan has been created in collaboration with the people of this city and we wish to maintain close links with everyone who has helped to develop it. A sense of positive participation and feeling of influence promotes a more mature democracy and leads to improved physical and mental health.

As we move forward and refine the Plan, it will be through a process of keeping people involved. Without a collective sense of ownership, it will be difficult to achieve its objectives and ambitions.

Our ask of you is to play your part in helping our city to achieve a more sustainable future. If we all do our bit, we will meet our net zero carbon target.

Mode share data from 2019 citywide survey

Travel to work/education

bus	car	walk	bike	tram	train	other
43%	30%	20%	5%	1%	1%	1%

Local journeys

walk	car	bus	bike	other
66%	17%	14%	2%	1%

Nb – Bike Life Edinburgh 2019 reported 8% of residents travel by bike for work/education.

3 MOVEMENT

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. We aim to remove the barriers that limit people making more active, sustainable travel choices.

Investment in the city's travel infrastructure, services and the network's management needs to be focussed on making sustainable travel the **best choice** not just the right choice.

This chapter focuses on:
- **Sustainable and Integrated Travel**
- **Safe and Efficient Movement**
- **Clean Air and Energy**
- **Managing Demand**

SUSTAINABLE AND INTEGRATED TRAVEL

Edinburgh is a successful and prosperous city, regularly voted as one of the best places in the world to live, work and visit. With a strong and varied economy, growing inward investment, a flourishing cultural offering and being the UK's second most visited city by tourists, the Capital has solid foundations on which to build.

However, this success brings with it challenges and it is now more important than ever that we provide a first-class, clean, fully integrated sustainable transport system. As Scotland's fastest growing city, things simply cannot continue as they are. The city's transport system must evolve and in a sustainable way, to cater to a rapidly growing population and to support the city becoming net zero carbon by 2030.

Edinburgh's 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.

Of course, many journeys require changes across travel modes. Interchanges between public transport, active travel and other modes must be conveniently placed, seamlessly integrated and easy to understand.

Interventions which support the use of sustainable modes of travel for the first and last miles of our journeys are key to developing a truly integrated door-to-door network.

The sustainable transport hierarchy prioritises walking and wheeling, then cycling, then public transport, shared transport including taxis. The use of private cars is lowest in the hierarchy. Investment must continue to support the hierarchy by focusing on enhancing the quality, range and integration of our sustainable travel options. The most significant of these travel options is public transport.

The sustainable transport hierarchy

Walking and wheeling

Cycling

Public transport

Taxis and shared transport

Private car
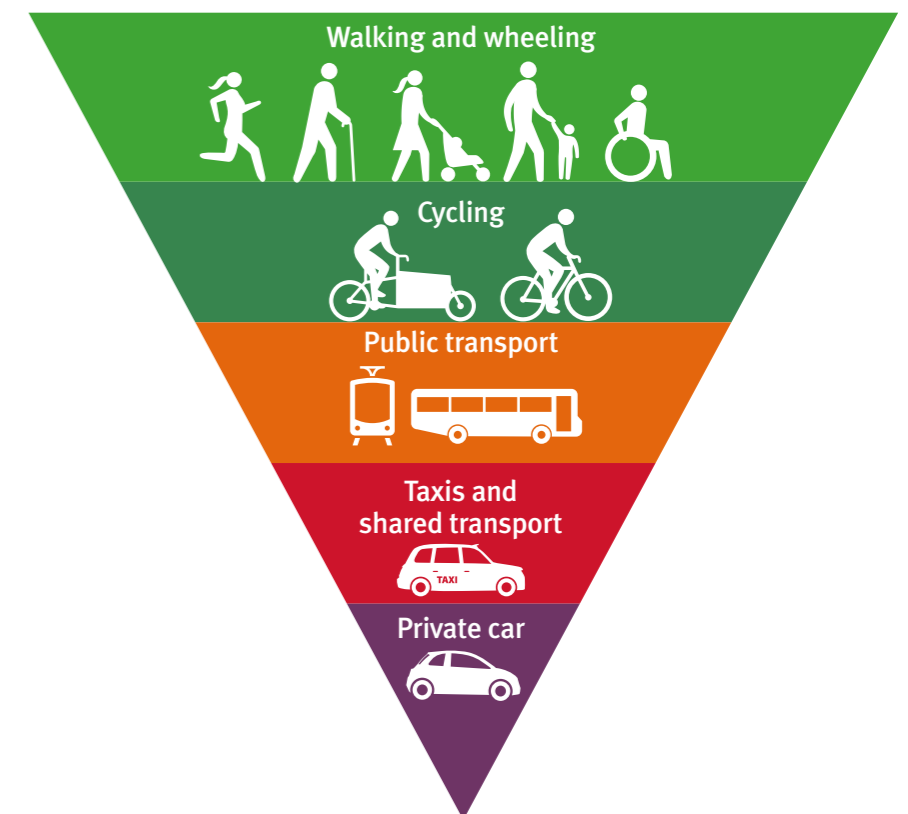
Public transport

Public transport moves more people around the city than any other mode. It is extremely efficient in terms of its use of road space and fuel and is an essential part of the city's sustainable travel network, connecting people to employment, health care and leisure.

If we are to encourage people to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be fast, affordable, reliable and convenient.

Mass Rapid Transit

Mass rapid transit delivers high capacity, reliability, speed and quality. It has the power to catalyse regeneration and unlock housing development and employment opportunities. It also helps to reduce air pollution by providing efficient, sustainable transport while opening up people-friendly transport links for individuals and communities from all walks of life.

Our existing tram line is an example of a mass rapid transit system which materially enhances public transport connectivity between the city centre and the airport. It has a capacity of 250 people per tram, equivalent to three double decker buses. Construction on the tram's extension to Newhaven is now underway and will be operational by spring 2023.
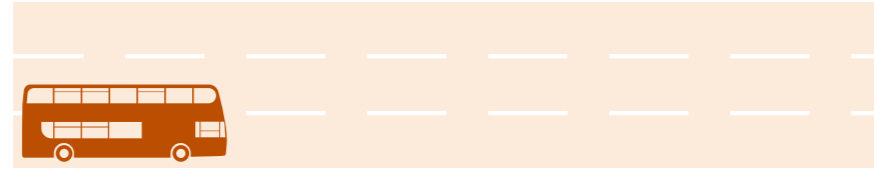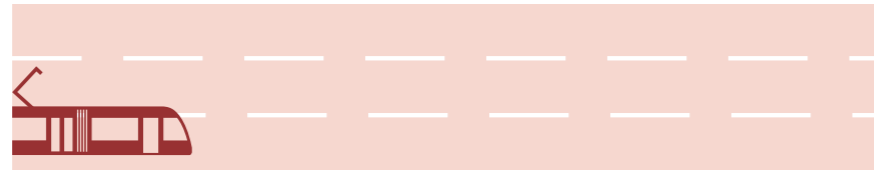
Comparison of road space for different travel modes
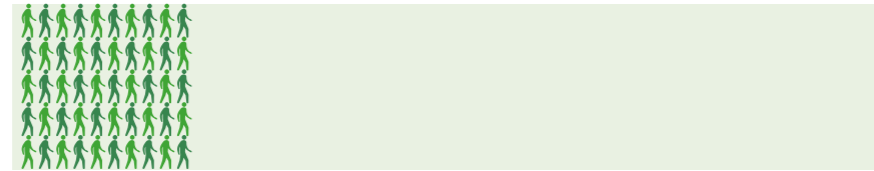
50 pedestrians
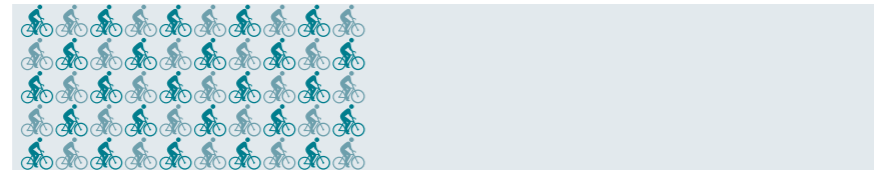
50 cyclists

50 people on a bus (full capacity is 80-100 people)

50 people on a tram (1.5 carriages of a standard tram shown, full capacity is 250 people across 7 carriages

50 people in cars (assuming 1.5 person occupancy)

Increasing mass rapid transit is critical if we are to meet the needs of our growing city in a sustainable way. Phase 1 of the second Strategic Transport Projects Review (STPR2) informs transport investment in Scotland for 20 years and confirms support for the extension of Edinburgh's mass rapid transit system.

The Edinburgh Strategic Sustainable Transport Study Phase 2 (ESSTS2) concludes that mass transit will contribute significantly to supporting wider policy outcomes including sustainable economic growth, reducing carbon, promoting

equity and social inclusion and supporting healthier lifestyles.

The ESSTS2 focusses on a potential tram extension from the north (Granton) to south east (BioQuarter and beyond), consisting of three route options. The Strategic Business Case will set out further analysis for consideration. A summary of ESSTS2 is contained in Appendix 3.

Bus Network Review

The bus system in Edinburgh is primarily designed around services passing into or through the city centre, in connecting origins and destinations around the city, or being the end point for longer distance services. There is a concentration of services in the city centre and on certain corridors serving the city centre which needs to be addressed.

In addition, there are notable service gaps and deficiencies across the wider city, including areas between key corridors and in more peripheral locations.

Changes to service routing need to be made to help achieve Edinburgh City Centre Transformation and reduce the number of buses crossing the city centre. At the same time better connections linking peripheral areas of the city can help address those areas of poor public transport accessibility. Improvements to service routing will improve user experience, encouraging more people to travel by bus.

The number of buses along particular routes is a key factor in exceeding air quality targets and in longer bus journey times through the city centre. Several bus companies operate services around and into Edinburgh, each

with different routes, timetables and ticket options. There is also no co-ordination of such services which was recently cited by car drivers in Edinburgh as a key disincentive to using public transport.

We need to review our bus network to ensure it supports strategic priorities including improved accessibility, integration and reduction of congestion particularly in the city centre. The governance reform of the council-owned public transport companies will be key to achieving this.

Where the commercial market fails to deliver public transport provision across the city, the Council will monitor and review the requirement for supported bus services.

Interchanges

An interchange is any place where people can switch between public transport services or from one mode of travel to another, with a short distance between them and minimal waiting times. The more modes available at an interchange, the higher the level of multimodal integration. Interchanges are essential to helping us travel more sustainably and lowering private car use.

Edinburgh will continue to develop interchanges across the city which maximise connections between public transport, active travel and shared mobility options such as taxis.

Bus Priority Measures

Measures that prioritise public transport help to reduce journey times and improve timetable reliability making public transport more attractive.

Bus priority corridors ensure that buses and other forms of sustainable transport have dedicated road space so are not subject to delay or congestion caused by other traffic.

These corridors often operate during peak traffic times, when roads are busiest, however extending operating hours ensures that buses are not delayed at other times of the day.

By implementing new, and enforcing existing, corridors we will ensure that public transport is a reliable and attractive way of moving around the city.

Policy Measure MOVEMENT 4 Bus Priority Measures
Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.

Ticketing

Contactless payment is now widely used in bus, tram and rail services across the city. The city's bike hire service supports payment via an app or online.

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 also be introduced across the tram and the city's bike hire service.

Integrated, flexible ticketing is an essential part of making public transport more convenient. We are committed to working with all public transport operators, regional partners and the Scottish Government to achieve this ambition.

Delivering integrated ticketing between Council-owned public transport companies is already being progressed.

Policy Measure MOVEMENT 5 – Integrated, Smart and Flexible Ticketing
Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.

Bus and Tram Infrastructure

To make the public transport system attractive to all users, the fleet should be modern, safe and accessible. As buses and trams are large vehicles sharing road space with other, often vulnerable, modes of transport it is also vital that they are operated safely.

Policy Measure MOVEMENT 6 – Fleet Enhancement
Ensure that the public transport fleet operated by the Council's arm's length transport organisations are modern, safe and fully accessible.

The bus and tram system should be supported by high quality infrastructure. This includes

a clean, sheltered waiting environment with up to date, real time transport information where possible.

Shelters must also be designed and located to minimise street clutter and, where possible, retain sufficient space for pedestrian movement around them.

Policy Measure MOVEMENT 7 Bus and Tram Shelters
Continue to provide modern bus and tram shelters that include real-time service information and balance the need for accessibility, safety and refuge whilst also minimising street clutter.

Governance Reform of Council-Owned Public Transport Companies

Our publicly owned Lothian Buses and Edinburgh Tram are award winning companies which operate two of the most successful and popular bus and tram services in the UK.

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.[18]

Tram patronage has continued to rise and surpass expectations with 7.4 million journeys made in 2018.[19] Passenger services will be running on the extension to Newhaven by 2023, providing better access to employment, the Airport, the rail network and supporting the regeneration of Leith and the wider waterfront. In its opening year additional demand of 7 million passenger journeys is forecast.

However, within the public transport network, there are many opportunities for greater integration in areas like pricing and ticketing, integrated routing, and creating a better overall public transport experience.

The introduction of the bike share scheme by Transport for Edinburgh is an important recent development. Integration of this with the wider public transport and active travel network is critical if the growth and expansion of travel by public transport, cycling and walking/wheeling are to offer a more coherent and affordable alternative to the car.

Better alignment of strategic business planning and operational management of the Council-owned transport companies with the city's transport policies and programmes needs to be accelerated if the foundation for a transformational change is to be laid securely.

Policy Measure MOVEMENT 8 - Governance Reform of Council-owned Public Transport Companies
Develop and implement a new governance and operating structure for the delivery of Council owned public transport that ensures strong integration between modes and takes account of wider public policy drivers.

The Wider Region

Edinburgh is the hub of a sub-regional 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 tackling the environmental and economic impacts of significant in-commuting into Edinburgh. We will continue to work with regional partners and neighbouring local authorities to coordinate spatial planning and transport at a regional level to support public transport provision across the region.

Our city region has seven park and ride facilities which support the transition from cars to public transport or active travel. These facilities are essential in helping us manage congestion and encourage more sustainable travel in the city.

The sub-regional nature of these interchanges means that opportunities to enhance and expand existing sites and create new sites needs to be coordinated at a regional level.

We will continue to work with regional and local authority partners to investigate opportunities for expanding existing and creating new sites around the edges of the city to tackle the highest levels of in-commuting and congestion.

Strategic interchanges will evolve - as gateways into the city they will fulfil a multi-purpose role in supporting more sustainable movement. Provision should include electric vehicle charging and other services such as click and collect.

Policy Measure MOVEMENT 9 Regional Interchanges
Investigate opportunities to expand existing and create new 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. Interchanges will include facilities to support sustainable travel.

Rail

Rail, in particular, plays a key role in Edinburgh's connectivity to its city-region and to the rest of Scotland and the UK.

While trains are some of the most space efficient forms of passenger and freight movement, reliability and overcrowding across the city region rail network needs to be improved, as does the integration of bus, tram and active travel networks where possible. Failure to do this puts further pressure on the limited road space available both on the network and in and around local communities, as people choose car instead of train.

We will continue to work with Transport Scotland, Network Rail and rail operators to support improvements to the efficiency and quality of services, the network and its stations. As a key delivery partner, the Council will also continue to play a pivotal role in transforming Waverley Station to meet future capacity demands.

The South Suburban line is a strategic freight route, however, the Council will continue to engage with Network Rail to keep the possibility of its reinstatement as a passenger line under review.

The Council supports the creation of the Almond Chord. This will give the opportunity for services between Edinburgh and Glasgow to be rerouted via Edinburgh Gateway to enable more services to stop at Edinburgh Park.

The Council also supports the creation of a high speed rail connection to Edinburgh to re-balance the national economy, increase sustainable transport capacity and build in resilience to the rail network.

Policy Measure MOVEMENT 10 – Supporting Improvements to Rail

Support high-speed rail and increases to rail capacity and services including the transformation of Waverley Station, network and local station improvements.

We will continue to work with Transport Scotland, Network Rail and rail operators to realise opportunities to better integrate rail and the rest of the public transport and active travel network.

Policy Measure MOVEMENT 11 – Rail Integration

Explore opportunities to strengthen integration with rail and other forms of public transport and active travel.

Trunk Roads and Motorways

Transport Scotland is responsible for strategic trunk roads such as the city bypass and motorways.

This policy measure confirms the Council's position in supporting the widening of trunk roads and/ or motorways only where that additional capacity is reserved for public transport, high occupancy vehicles and active travel.

Policy Measure MOVEMENT 12 – Strategic and Trunk Road Network

When proposals are made to expand capacity on the strategic and trunk road network, including the city bypass, the Council supports any additional capacity being reserved for public transport, high occupancy vehicles and active travel modes.

The Forth Road Bridge is dedicated to sustainable transport, carrying public transport, pedestrians and cyclists.

We will continue to support the Forth Road Bridge's role as a sustainable travel corridor.

Policy Measure MOVEMENT 13 – Forth Road Bridge

Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.

Active travel

Self-powered movement is healthy for us and our environment and adds to the life and vitality of our streets and places. It is the cleanest and most affordable way to travel.

Encouraging greater uptake in active travel is not just about strengthening connectivity and functionality in the network. It is also about improving the quality of routes and spaces so walking, wheeling and cycling is a pleasure to do.

When we design and maintain paths and routes for walkers, wheelers and cyclists, they should be 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.

UK and international evidence shows that when space for walking, wheeling and cycling is prioritised in high streets, local businesses benefit from increased trade. Investing in active travel therefore also helps to support our economy.

Policy measures which specifically support safe and efficient movement by foot, wheel and cycle are set out later in this chapter.

Delivering Benefits Faster

The delivery of active travel 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 2019[20] opened the door for exploring ways to streamline traffic order processes. We are committed to working with the Scottish Government to capture these opportunities.

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.

Walking and Wheeling

Walking is by far the most common way of making local journeys (i.e. to the shops, post office, doctors) in the city.

Edinburgh is a compact, walkable city with an existing comprehensive network of pavements and paths connecting us to services and amenities and providing us with opportunities for leisure and exercise.

Extensive infrastructure is also in place to aid safe pedestrian movement across the city's roads to ensure continuous networks where possible.

Wheeling is defined as travel undertaken by wheelchair. For those with mobility difficulties, being able to wheel safely and conveniently around the city is critical.

There is scope for further enhancement and expansion of the walking/wheeling network. This is especially valuable for local journeys where walking and wheeling should be the natural mode of choice.

A citywide travel survey undertaken in 2019 identified that the most useful actions that would encourage more people to walk are improved conditions of pavements and paths, more direct paths, and better street lighting.[21]

The Council's Active Travel Action Plan 2016 (ATAP) sets out a package of measures to support walking and wheeling. Progress has already been made on de-cluttering streets, enhancing accessibility and giving pedestrians priority.

The ATAP is currently under review and an update will follow the approval of this Plan. The new ATAP will set out a range of actions which will seek to maximise opportunities to expand and enhance the city's walking/wheeling network.

The adopted Local Development Plan and emerging City Plan 2030 also set out policy requirements to ensure new developments are permeable and that new paths and pavements link to the wider walking/wheeling network where possible.

Policy Measure MOVEMENT 14 - Walking and Wheeling

Enhance and where necessary expand the walking/wheeling network to serve and connect key destinations across the city.

Cycling

Sustrans' 2019 Edinburgh Bike Life Report states that every year, cycling prevents 251 types of serious long-term health condition, saves 14,000 tonnes of greenhouse gas emissions and creates £49.2 million in economic benefit for individuals and the city.[2]

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.[21]

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 'QuietRoutes' network. QuietRoutes use traffic-free paths, quiet roads or cycle paths separated from traffic.

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.

As we work to extend the cycle network, we will be seeking to speed up delivery. Changes to the necessary legal processes are needed to support this, as referred to earlier in this chapter. We will also review our design and engagement processes with a view to delivering schemes faster and as inclusively as possible. Finally, and in line with best practice, we will work hard to build infrastructure economically while ensuring it is safe and of high quality.

Policy Measure MOVEMENT 15 - Cycling

Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increased segregated cycle infrastructure on main roads.

Shared mobility

Shared mobility refers to the shared use of a vehicle, bicycle or other transportation mode.

Sharing transport can help reduce traffic congestion, air pollution and emissions. It can provide opportunities for those who cannot afford to buy and maintain a vehicle or bicycle. It can also provide accessible mobility options for those with limited physical ability.

Edinburgh currently has a variety of shared transport options. These include the citywide public bike hire scheme and public 'black cabs' which are considered part of the wider public transport system. Car club and private hire taxis also make an important contribution to the shared transport offering.

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.

Car club offers the convenience of car use without the need to own a car. Edinburgh has been an early adopter of car hire clubs and we will continue to champion the car club initiative.

Peer to peer car rental can also enable people to hire cars directly from people in their neighbourhoods.

Private car sharing is another key element of shared mobility. Car sharing makes efficient use of existing resources and has a positive social aspect.

We will continue to encourage developers to include shared transport provision in new developments, which will in turn, help to reduce the need for car parking.

Policy Measure MOVEMENT 16 - Shared Mobility

Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.

We will continue to strengthen partnerships with the taxi 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.

Policy Measure MOVEMENT 17 - Taxis and Car Share Partnerships

Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.

Mobility as a Service

Mobility as a Service (MaaS) is a concept gathering credibility across the world as a way to undertake journeys in a more personalised way.

Fundamentally, MaaS reduces the need for privately owned vehicles, offering instead, more sustainable modes including public transport, shared mobility and demand responsive transport (DRT).

MaaS is effectively about journey planning, using a digital platform that provides access to travel information so people can be better informed as to the different ways they can undertake their journey.

Users can plan, book and pay for multiple types of mobility services from public and private providers through a unified gateway that creates and manages the journey. Users can pay per journey or a subscribe to monthly fee for a limited distance.

MaaS can be particularly effective in supporting people in areas with limited conventional transport options. Ways to develop and implement MaaS are constantly evolving and technological innovations are emerging rapidly so will be kept under review.

Our vision for MaaS in Edinburgh is to develop a system that is useable for everyone and provides travel choices to support journeys that are sustainable, efficient and affordable.

Strengthening partnerships with Data Driven Innovation (DDI) experts will be key to supporting the development of MaaS.

Policy Measure MOVEMENT 18 - Mobility on Demand

Support the expansion of demand responsive transport and the development of a Mobility as a Service system as an alternative to traditional modes, especially in areas poorly served by public transport.
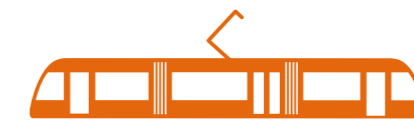
Mobility Hubs

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 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;

- Taxi pick up/drop off space;

- Click and collect facilities and delivery lockers; and

- A branded pillar or board which clearly identifies the hub.

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.

Responsibility for the operation, management and maintenance of mobility hubs needs to be agreed at the outset to ensure their success.

Policy Measure MOVEMENT 19 - Mobility Hubs

Identify opportunities for mobility hubs 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.

Potential components of a mobility hub

Source: SHARE-North, Autodelen.net

SAFE AND EFFICIENT MOVEMENT

We will ensure that mobility in Edinburgh is safe and efficient through a combination of tried and tested road safety measures, management of freight movements, better use of data and embracing emerging technology.

Road safety

The Council has a statutory duty to promote road safety and to take steps to reduce and prevent road accidents. 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.

In the UK, pedestrians are 22 times more likely to be killed in a road traffic collision than a car occupant. Cyclists are four times more likely to be killed in a road collision than pedestrians.[22]

The Council has a responsibility to carry out Accident Investigation and Prevention studies into collisions on roads under our control and to take appropriate measures to reduce the risk of collisions reoccurring. Analysis of these studies helps to identify trends and areas to be prioritised for intervention – this means that the focus of road safety activity can be targeted at improving the safety of the most vulnerable road user groups including pedestrians, children and young people, elderly people, cyclists and motorcyclists.

There is evidence of social and geographical inequality in road safety with the impact of traffic on disproportionately affecting children in deprived areas - children on foot or bike are more than three times as likely to be involved in a road accident in the most deprived areas in Scotland compared to the least deprived areas.[23] School Travel Plans identify barriers to walking/wheeling and cycling to and from schools in Edinburgh. Targeted infrastructure, road safety campaigns and initiatives will be offered to schools to increase the use of sustainable travel modes.

Effective street maintenance plays an important role in creating safe streets for all users.

Policy Measure MOVEMENT 20 - Protecting Vulnerable Road Users

Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.

Vehicle speed is a key factor in the severity of road collisions - the risk of fatal and serious injury decreases significantly as speed limits reduce. Reduced speed limits are key to improving the safety of all road users, with particular benefits for vulnerable road user groups. Slower speeds help to create streets where people are more likely to choose to walk, wheel and cycle and they increase the ability of drivers to assess and respond to the road environment.

Speed limits on all of Edinburgh's roads will continue to be reviewed and where there is a justification to do so, limits will be reduced.

Policy Measure MOVEMENT 21 - Speed Limit Reductions

Explore speed limit reductions on all non 20mph roads within the Council boundary and work with Police Scotland to enforce speed limits.

Using legislation granted by the Transport (Scotland) Act 2019 enforcement of vehicles causing obstructions will improve accessibility for those with mobility difficulties and vulnerable pedestrian groups.

Inconsiderate parking

Cars parked on footways or in front of crossing points and junctions can be a major obstacle for pedestrians, particularly those with wheelchairs or buggies and those who have mobility difficulties. In addition, damage is frequently done to footways not designed to absorb the weight of motorised vehicles.

Balancing needs of pedestrians and cyclists

There can sometimes be conflict when walkers, wheelers and cyclists share the same space. We will mitigate conflict through a range of interventions including design of cycle and footways, signage, and campaigns to make people aware of other users.

Provision of walking/wheeling and cycling routes across the city has positive health and wellbeing impacts. This can also help tackle issues associated with social isolation and transport equity.

The needs of all users and abilities must be considered when designing and maintaining paths and routes to ensure that they are fully accessible. This means addressing issues such as route widths, gradients, clutter, barriers and surfacing.

Strategic approach to road space allocation

Compared to other UK cities, the proportion of land given over to road space in Edinburgh is small. The pressure to accommodate all types of traffic, while still giving priority to certain modes in some places, has resulted in congestion along key routes. We need to be better at making the road space more effective at moving people, goods and services around.

The prioritisation of space and better designed routing particularly of public transport networks, is a key requirement of a better transport system.

The Council will use planning tools to assess how different modes of transport should be prioritised on the city's road network.

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 continues to rise - between 2007 and 2017 the number of heavy goods vehicles registered in Scotland increased by more than 10%. In the same period the number of light goods vehicles registered in Edinburgh increased by 17% to more than 13,000.[24 25]

Although freight in Edinburgh can be moved by road, rail, air and sea, the significant volume of road freight movements has implications for road safety, congestion, air quality, noise and placemaking, especially in areas with high concentrations of people and activity.

Timing windows to restrict the hours during which deliveries can be made encourage freight and servicing vehicles to use roads at quieter times.

Methods of user charging could be implemented to discourage the use of certain types of vehicle, for example road user charges could be levied on larger or more polluting vehicles.

The low emission zone being introduced in Edinburgh will control the use of more polluting vehicles.

Use of different types of vehicles and alternative fuels will reduce the adverse impacts of freight and goods movements. Cargo bikes are already being used in the city, electric freight vehicle technology is evolving and opportunities to use hydrogen fuel cell technology is emerging.

Freight consolidation centres will reduce the number of large goods vehicles driving on the city's roads. Micro distribution centres will enable the use of smaller, less polluting vehicles to make deliveries in the city. Click and collect facilities allow collection of packages, reducing the number of vans driving into residential areas.

Rationalising goods vehicles operating in the city and increasing the number of smaller low and zero emission goods vehicles could improve air quality, safety and placemaking and will stimulate new ways of delivering to, and servicing, areas with high concentrations of people.

We will work with the freight industry, businesses and other key stakeholders to develop strategies, including a city centre operational plan, to improve the way freight and servicing is undertaken. We will use a range of demand management tools, such as timing windows and access restrictions, to manage these vehicle movements.

Smart City and innovation

Technology is a key enabler of new and improved mobility solutions.

Technology advances will continue to revolutionise personal mobility and the movement of goods and services over the next ten years. This might include a single mobility account for public transport, shared bus and taxi services, dynamic timetabling that adjusts to demand, active sensors to manage congestion and traffic flows and personalised transport services that direct mobility services to people who have difficulty accessing mainstream public transport networks.

Harnessing the potential of technology to get people, goods and services from door to door more easily, with seamless transfer and more affordably will be an essential feature of how we plan mobility and use technology to manage traffic.

However, collection and use of data in Edinburgh needs to be improved. Additionally, we will need data to be open and useable if its potential is to be maximised. This makes partnerships with technology innovators such as universities all the more important, including the Data Driven Innovation programme led by the University of Edinburgh.

Autonomous vehicle

In 2020 a new Digital and Smart City Strategy for Edinburgh was launched. The Strategy details how the city will embrace innovative technical solutions to meet rapidly evolving and changing business needs and respond to opportunities and demands for joint working with partners.[26]

DIGITAL AND SMART CITY STRATEGY

2020 - 2023

The objectives of the Strategy include innovation in technology to improve data quality – this will be vital in ensuring mobility services in Edinburgh evolves to best meet the needs of users.

The emergence of connected and autonomous vehicle (CAV) technology has the potential to bring safer, quicker and more efficient vehicle movement as the risk of human error is minimised, as well as reducing vehicle impact and mileage, as CAV technology usually entails optimal route planning.

By focusing on connected and autonomous forms of public transport, rather than private cars, the benefits of public transport can be extended to a broader range of the population, improving inclusion and access.

A pilot project trialling an autonomous bus service between Fife and Edinburgh Park began in 2020. 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.

We will continue to work with key partners to research and monitor advances in technology and implement measures that will improve mobility in Edinburgh.

Policy Measure MOVEMENT 27 Harnessing New Technology

Review and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.

Monitoring and Managing Traffic

A city operations centre is being considered for Edinburgh to proactively monitor and manage roads and public spaces to minimise disruption and ensure public safety.

This will benefit all street users, resulting in improved transport network performance, reduced congestion and increased public safety. Overall it will help to deliver this Plan's objectives by ensuring efficient and safe movement of public transport and active travel.

Policy Measure MOVEMENT 28 - City Operations Centre

Support the development of a city operations centre that will monitor, manage and predict movement and activity across the city.

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 meeting mode share targets.

Policy Measure MOVEMENT 29 - Monitoring and Evaluation

Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.

Reducing waiting times at junctions and crossings for pedestrians, cyclists and public transport makes journeys by these modes more attractive.

Travel mode priorities can be implemented along entire routes and vary by time of day to support different needs, for example citybound morning peak movements.

Where it is feasible to do so we will look at traffic signals to give priority to pedestrians, cyclists and public transport while mitigating against increased emissions from stationary traffic.

Policy Measure MOVEMENT 30 - Managing Traffic Signals

Manage traffic signal control to prioritise and balance safe and efficient movement of pedestrians, cyclists and public transport.

CLEAN AIR AND ENERGY

As transport is one of the biggest contributors to pollution and poor air quality there is an urgent need to reduce harmful emissions from motorised transport.

Air quality and greenhouse gas emissions

Carbon dioxide damages our local environment and the impacts of extreme weather caused by climate change are severely disruptive and damaging to infrastructure and services.
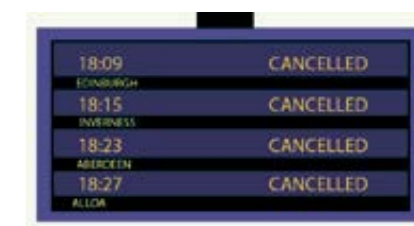
Source: Adaptation Scotland, 2019

As well as reducing carbon emissions there is a need to tackle nitrogen dioxide (NO_2) concentrations around roads. Nitrogen oxides are toxic gases that cause health problems and damage to ecosystems.

Failure to curb air pollution significantly increases the risk of diseases like asthma, respiratory and heart disease. In neighbourhoods along busy roads motor vehicles are responsible for most local pollution and most environmental noise.

Ill health caused by air pollution is also a health inequalities issue because it affects the more vulnerable members of the population disproportionately, including young and elderly people, those with pre-existing medical conditions, and those living in urban areas and deprived circumstances.[23]

Edinburgh has five Air Quality Management Areas (AQMAs) where legal standards for NO2 are exceeded, largely due to road traffic, and a sixth AQMA declared for particulate matter (PM10), of which traffic is a contributing source.

As well as the 11,000 households within Edinburgh's AQMAs, the large number of pedestrians, cyclists, bus passengers and drivers who pass through or spend time in these AQMAs every day are being exposed to pollution. While air quality levels in Edinburgh have been improving, the city is currently failing to meet statutory air quality objectives in these locations.

Scottish Government analysis into impacts of COVID-19 on air quality showed a significant drop in NO2, PM10 and PM2.5 concentration levels in busy urban areas and city centres. This is attributable to the decrease in vehicle traffic, giving an opportunity to see how much air quality could improve if there was a significant reduction in the use of petrol and diesel vehicles.

Low Emission Zone

Edinburgh is part of the Scottish national Low Emission Zones (LEZ) programme to reduce road transport's contribution to poor air quality by introducing LEZs in the four largest cities in Scotland.

A LEZ will help Edinburgh comply with legal air quality standards. and reduce the impact of harmful emissions. It will help to accelerate the move to lower emission vehicles and encourage earlier renewals of vehicle fleets.

Our LEZ scheme is anticipated to be in place during 2022 with drivers of non-compliant vehicles given grace periods to upgrade their vehicles or face penalties. Where appropriate local exemptions will be explored, informed by national regulations.

Electric vehicles and low/zero Emission fuels

Use of hybrid and zero emission vehicles is increasing across Scotland and the UK. While low/zero emission vehicles still contribute to congestion and road safety issues, the switch to using cleaner vehicles is positive from an air quality perspective.

To support the switch to cleaner vehicles, we will add to existing electric vehicle infrastructure to ensure the city has a comprehensive 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.

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. By 2021 80% of Lothian Buses fleet is expected to be Euro VI standard.[27]

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. We will capture opportunities to work with this Taskforce to support the transition to zero emission buses.

MANAGING DEMAND

Managing demand is a way of restricting and controlling traffic levels through a variety of regulatory measures, economic disincentives and modern communication technologies.

Demand management tools are widely used across the city, for example, through the imposition of parking restrictions and the operation of bus lanes.

Parking

There are currently 19 Controlled Parking Zones (CPZs) and 10 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.

By extending the geographical limits of Controlled Parking Zones and Priority Parking Areas we will ensure priority for residents and protection against vehicle dominance. There may also be areas where there is a need to extend the operational hours of controls, particularly where there are parking issues outside the current control periods.

The expansion of CPZs will be strategically delivered to manage impacts from in-commuting and intra-city commuting across the city.

The main aim of Edinburgh's permit scheme is to give residents priority in their own street and to help them park closer to their homes. Permit pricing policy is based on permit zone, vehicle emissions and the number of vehicles in each property. Permit levels are currently restricted to a maximum of two permits per household, with further constraints on new development

Permit pricing can help to manage demand and encourage residents with a car to consider switching to a less polluting one or even to consider not owning a car. Linking permit costs to vehicle emissions helps to improve air quality.

Careful management of parking
levels in new developments
can reduce demand for parking
spaces, influencing private
car ownership and use in new
developments.

In addition, reduced levels of
parking in new developments
will improve the local
environment and minimise
the visual dominance of car
parking, subsequently providing
opportunities for additional
public space and an improved
public realm.

Provision of car parking in
new developments should be
dependent on accessibility to
public transport, active travel
routes and local amenities –
low levels or zero car parking
should be delivered in new
developments in highly
accessible locations. Managing
parking within new developments
can ensure that parking provision
is design led.

The requirement for low levels
of parking in new developments
needs to be considered against
potential impacts on surrounding
streets. Transport assessments
and parking surveys in
surrounding streets can provide
intelligence on the potential
impacts of lower parking
requirements.

The parking standards set out in
the Edinburgh Design Guidance[28]
set maximum parking levels
for new developments and
require electric vehicle charging
infrastructure and car club
provision where appropriate.
The standards ensure that
parking levels are kept low and,
in some areas, that no parking is
provided.

The parking standards will be
reviewed to ensure they support
the city's mode share targets,
once agreed, in tandem with the
emerging City Plan 2030.

Parking, waiting and loading
restrictions and their effective
enforcement helps manage
demand by influencing drivers
to consider their travel choices.
Ensuring appropriate provision
for loading helps businesses to
manage deliveries and servicing
effectively.

Enforcement provides improved
parking opportunities for
residents, businesses and their
customers as well as tackling
commuter parking in controlled
areas.

As well as improving the safety
and efficiency of streets,
restrictions which are effectively
enforced raises revenues
that help to fund mobility
improvements.

Edinburgh operates a
Decriminalised Parking
Enforcement service with parking,
waiting and loading restrictions
enforced to keep the city moving.

Our approach to enforcement has
been used as an example of best
practice by many other areas of
Scotland, with Edinburgh working
in partnership with East Lothian,
Midlothian and the Highlands.

We will continue to review, apply
and enforce parking, waiting and
loading restrictions to ensure
that parked vehicles do not
dominate Edinburgh's streets,
whilst balancing the needs of
businesses, and residents and
people with mobility difficulties.

Workplace Parking Levy

A Workplace Parking Levy (WPL)
is a tool to reduce congestion
and car commuting by applying
a charge on workplaces that
provide free car parking spaces
for their employees.

By providing free parking,
businesses support private car
use and contribute to resulting
congestion. A WPL ensures
businesses contribute towards
the costs of congestion, while
helping to encourage employers
and employees to consider other
forms of transport for daily work
journeys.

The first city in the UK to
introduce a WPL was Nottingham
in 2012. In its first three years
it raised over £25 million, all of
which was used to fund transport
improvements in the city.[29]

Following consultation we
will develop proposals for
the introduction of a WPL in
Edinburgh. This will follow from
legislation being passed by the
Scottish Government and studies
of workplace parking provision in
Edinburgh.

Pay as you drive scheme

One of the tools that could be
explored to support demand
management is a 'pay as you
drive' scheme.

Pay as you drive mechanisms,
such as road user charging,
where drivers pay to use certain
roads, reduces the number of
cars in a city through economic
disincentives and by encouraging
drivers to switch to public
transport, walking/wheeling and
cycling. Revenue generated from
pay as you drive schemes can
be used to improve sustainable
travel modes.

The need for this tool would
be considered when assessing
the impact of other demand
management tools in meeting
this Plan's objectives.

4 PLACE

Great places are those which have been designed for people. They encourage social interaction, support local businesses and uplift our spirits.

We return to places that make us feel welcome and safe, and where nature thrives.

The quality of our streets plays an important role in how great a place is. Streets are not just for moving through, they can and should be great places too. We therefore need to design streets with the needs of people at their heart.

This chapter focuses on:
- **Our City**
- **A Transformed City Centre**
- **20-Minute Neighbourhoods**
- **Streets for People**

OUR CITY

Edinburgh is a beautiful city rich with history and culture.

We must continue to ensure that living, working and visiting here is an exceptional experience.

A TRANSFORMED CITY CENTRE

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.

For the last 20 years, traffic dominated cities across the world have been making similar changes, recognising the benefits to people, communities, economic activity, the environment, and health and well-being as a result. It will be challenging to deliver this, but the benefit will be enormous.

Across the whole of the city centre, ECCT will seek to deliver:

- A walkable city centre core 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 city centre that is inclusive and accessible for people of all ages and abilities, including provision of blue badge parking;

- A connected network across the city centre of new segregated and safe cycle routes to link communities and destinations;

- A strategy to review and coordinate buses, coaches and taxis, making it easier to switch between public transport, shared mobility and active travel.

The strategy seeks to promote public transport through improved journey times and service reliability. Options explored include bus stop review, improved traffic signal sequencing and the rerouting of selected bus routes to improve core performance. Instead of all routes crossing the city centre via Princes St, some would instead touch the edge the centre. This will be supported by interchanges at key locations and connected by a circular hopper bus connecting key city centre locations.

> *Policy Measure*
> *PLACE 1 - Edinburgh City Centre Transformation*
> **Create a city centre focused on people with significantly reduced traffic through pedestrian priority zones, car-free streets, safe segregated cycle routes and rerouted and rationalised bus services.**

Edinburgh City Centre Transformation

Final Strategy | September 2019

JACOBS · EDINBVRGH · THE CITY OF EDINBURGH COUNCIL

Waverley - Calton Road /Waverley Bridge

20-MINUTE NEIGHBOURHOODS

20-minute neighbourhoods are places where people can access services which meet daily needs within a 20-minute walk from home.

The development of 20-minute neighbourhoods has become a key area of focus for governments, organisations and communities across the world.

In Scotland this is enshrined in the 2020 Programme for Government[31] 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.

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 re-structuring 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 round-trip.

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. 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.

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.

20-minute Neighbourhood - using 40 minute round-trip interpretation

20-minute Neighbourhood - using 20 minute round-trip interpretation
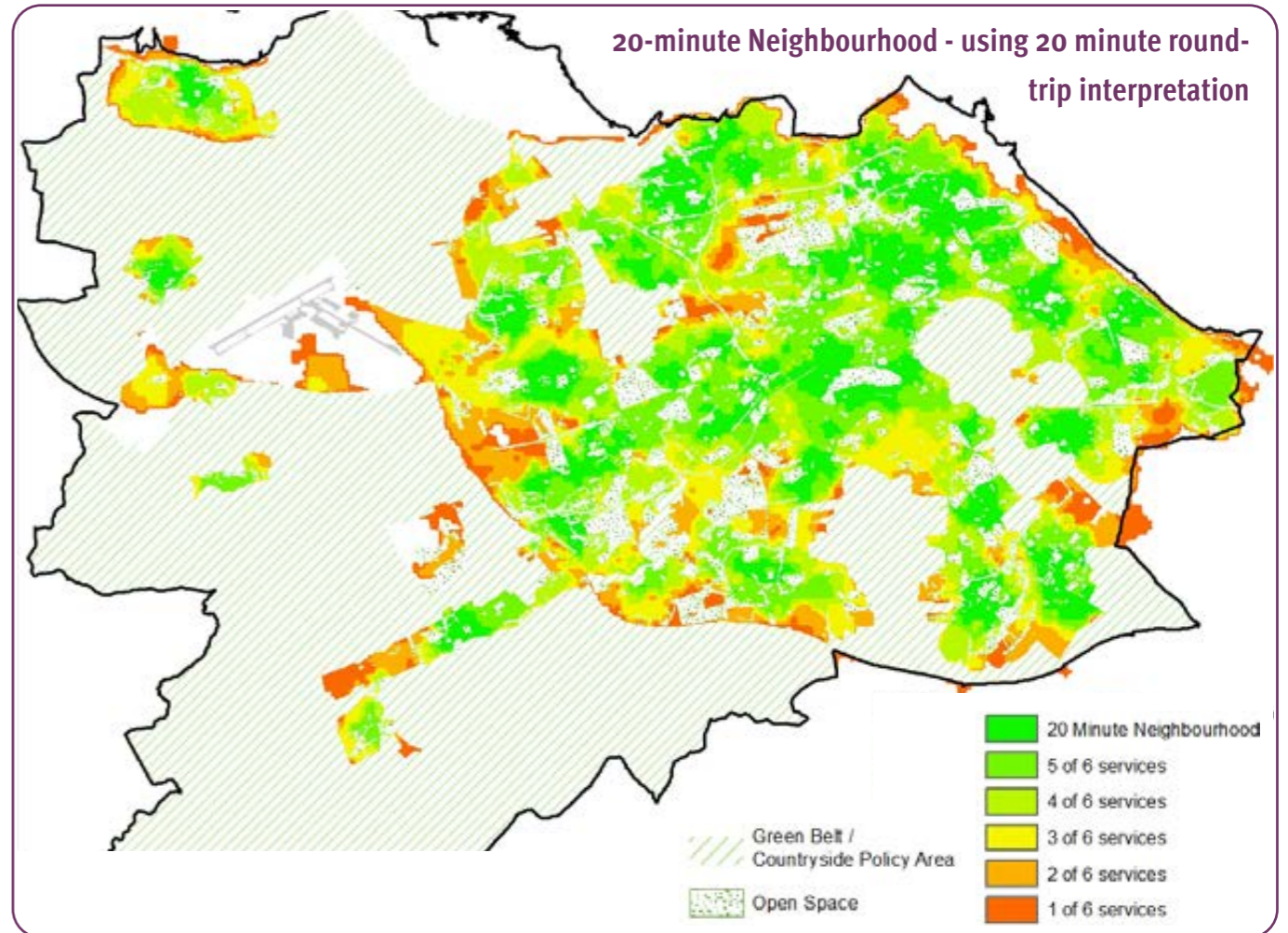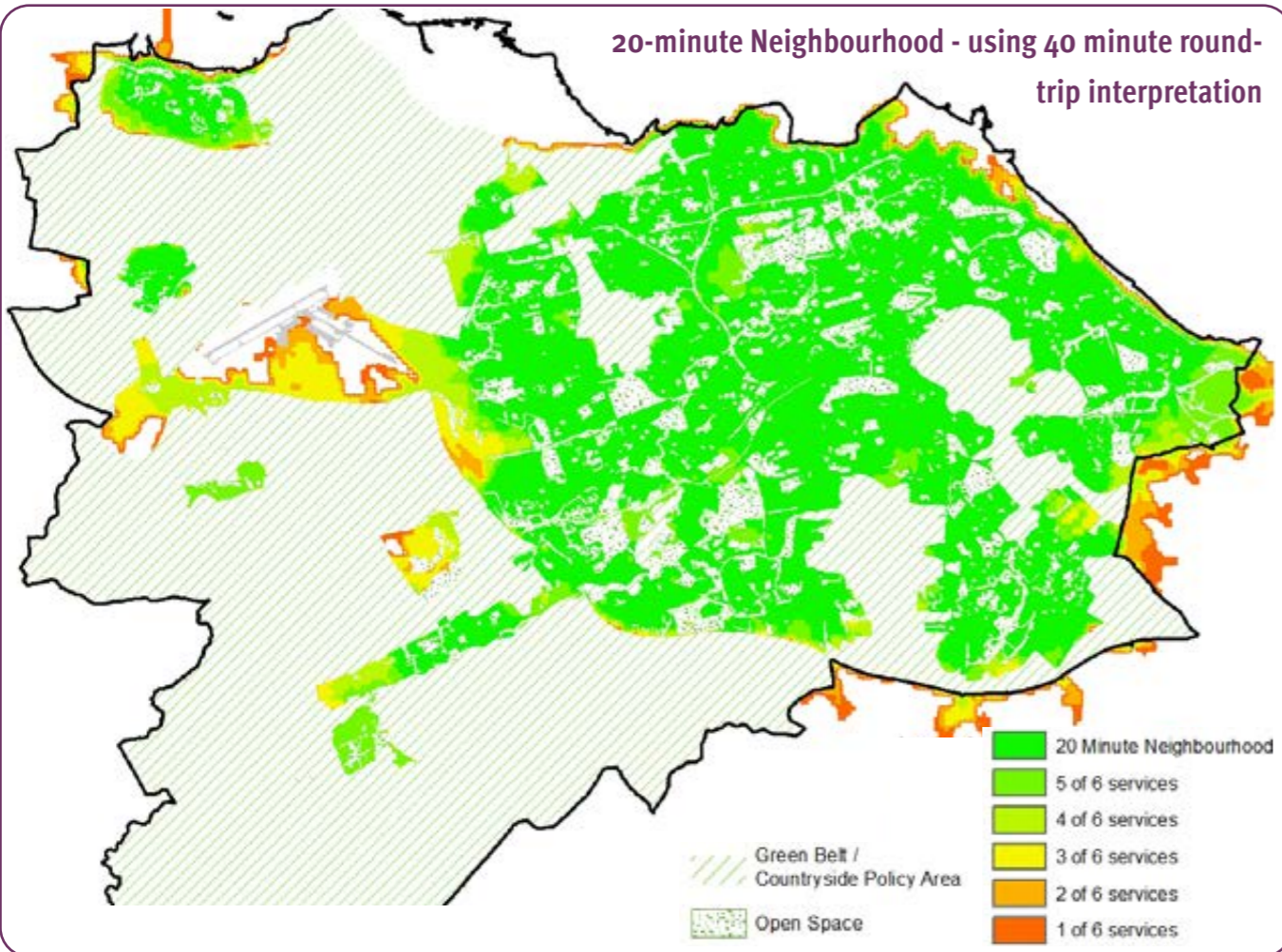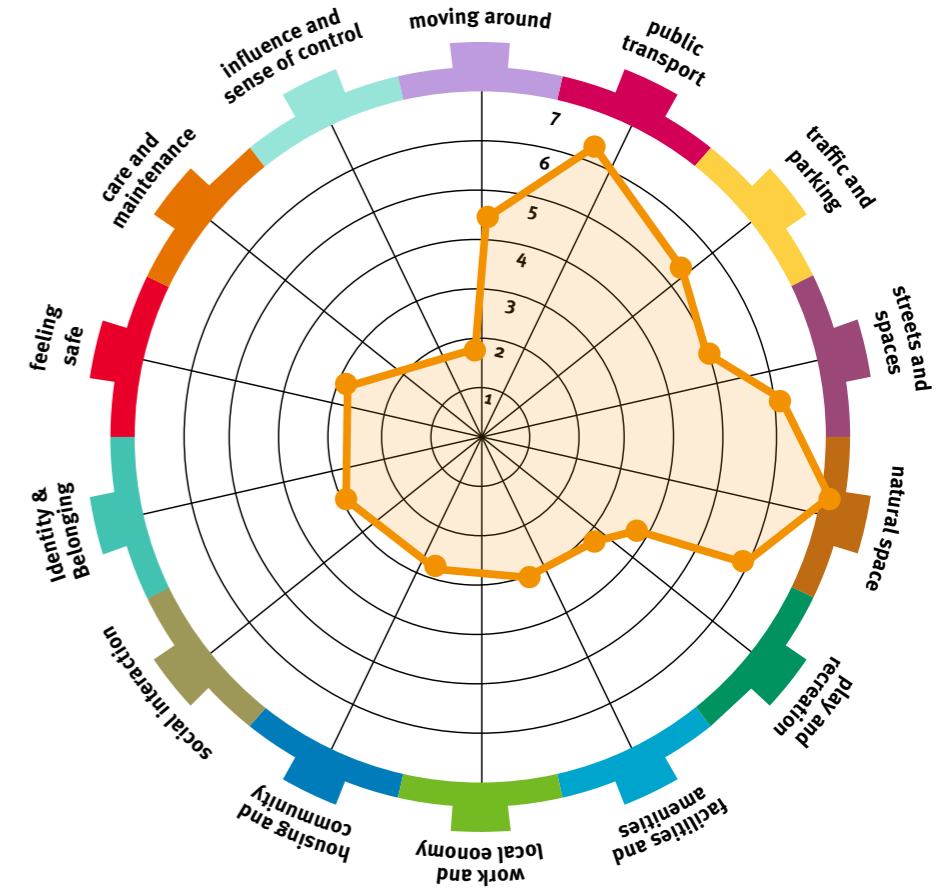
We will continue to explore and develop the creation of 20-minute neighbourhoods in Edinburgh.

Policy Measure PLACE 2 - 20-Minute Neighbourhoods

Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.

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. Our adopted Local Development Plan and emerging City Plan 2030 contain policies which require sustainable development that is supportive of the 20-minute neighbourhood concept.

Policy Measure PLACE 3 - Dense Mixed-Use Development

Support the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.

STREETS FOR PEOPLE

Liveable Places

Streets in many of our communities are too often dominated by traffic, mostly cars, which affects our quality of life and wellbeing.

Each of Edinburgh's towns and villages need a plan to reduce car dependency, promote active travel, and increase the quality of public space. Exploring the creation of low traffic neighbourhoods (LTNs) will be a key element of this.

An LTN is where through traffic or 'rat running' is 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. LTNs will support the creation of 20-minute neighbourhoods.

Policy Measure PLACE 4 - Liveable Places

Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.

On-street parking can cause conflict between street-users and adds pressure to the road network. With limited road space, the current approach is not sustainable. On-street parking on the road network provides too many obstacles to the free flow of more sustainable forms of transport and travel.

Inconsiderate car and van drivers are parking on pavements making the limited space available difficult to navigate for walkers and inaccessible to those with mobility challenges like buggies or mobility scooters.

On street parking must be better managed to allow for resident parking and servicing but not to impair access by more sustainable modes.

Policy Measure PLACE 5 - Streets for People

Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

While it is important that new developments contribute to reducing the number of private cars in the city through measures such as managed parking provision and provision of infrastructure for sustainable modes, it is important that provision is made for delivery vehicles and service vehicles including waste collection vehicles. In ensuring provision for these types of vehicles it is important that pedestrians, cyclists and public transport are not impacted, in terms of either safety or quality of infrastructure.

Policy Measure PLACE 6 - Servicing in New Developments

Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.

Street Design

High quality streets make a significant contribution to Edinburgh's outstanding urban character. This owes much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages and conservation areas.

We owe it to current and future citizens and visitors to support this great inheritance, improving our existing streets and creating new people-friendly streets.

Street design is not just about streets of international significance; it is about every street in the city. Every street that people live, shop and work on and travel along can add to or detract from the quality of city life.

We need to put the needs of pedestrians, cyclists and public transport users first when designing streets. While most streets will accommodate car use, we need to achieve a much better balance, one where the street environment positively influences driver behaviour, and where other street uses, and other forms of travel, especially journeys by foot, wheel or bicycle, are prioritised over speed of movement by car.

Alongside good street design, it is crucial to ensure adequate maintenance of the existing transport infrastructure. This includes not just carriageways and footways, but also bridges, street lighting, drainage systems and traffic control systems, street furniture, cycle routes and park and ride sites.

Continued growth in traffic has brought an increasingly widespread recognition of the importance of road maintenance, and the high value placed on it both by users and the wider community.

The Edinburgh Design Guidance[28] 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 the Transport Asset Management Plan.

5 SPATIAL VISION AND THE PATH TO 2030

2023 - DELIVERING NOW, PLANNING FOR THE FUTURE

By 2023, the construction of the tram route to Newhaven will be complete and operational. A comprehensive review of bus routes in the city will have taken place, and the current generation of major active travel schemes will be well underway.

Our approach to city growth and development will be integrated with public transport and active travel planning, prioritising sustainable sites and corridors. Subject to approvals our Low Emission Zone will be in place, as will a plan for the investment of the resources generated in public transport improvements by a workplace parking levy.

A partnership with the Data Driven Innovation programme will be finalised, allowing open, real time data to influence city mobility and logistics.

The City Centre Transformation Programme[30] will have identified transformational redesign of city centre places and spaces, and this approach will be extending out into our towns and neighbourhoods.

A Regional Growth Framework, Regional Spatial Strategy, and Regional Transport Strategy are expected to have been agreed, delivering national transport and planning policy. These will address the need for sustainable patterns of travel to work across the city region.

Working with Transport Scotland and Network Rail, the Waverley Station Masterplan will have a full Implementation Plan.

Reform of Council-owned public transport companies will have taken place to deliver better integration and value for money. A behaviour change campaign will have been launched to encourage moves away from car dependency and to ensure more safety on public transport for staff and passengers

2025 - BOLDER ACTIONS

By 2025, a comprehensive mass rapid transit plan for the city and region will be completed. This will include new bus and tram systems, as well as enhanced interchange facilities. The strategic business case for a north south tram line will be agreed, linking Granton to the Bio Quarter and beyond.

A detailed plan will be in place to allocate road space on arterial routes to deliver improved public transport and dedicated active travel infrastructure.

A comprehensive new bus route network will be in place, with interchange hubs at gateways to the city centre, and our iconic streets will become increasingly traffic free. Bus congestion will be reduced and bus dominance of key streets like Princes Street will be addressed. The 'to not through' philosophy for the city centre will be being delivered. George Street will be transformed. Elsewhere pavement widths will have been significantly widened with obstacles removed where necessary.

Subject to approval, income from the workplace parking levy will be delivering public transport improvements, focused on quality, innovation and affordability for those in greatest need.

Air pollution levels will have been significantly reduced following the introduction of a low emission cordon around the city centre and the city boundary. All vehicles will be required to comply with the regulatory allowable levels of air-based pollutants following the introduction of the city centre and city wide low emission zones.

A data driven approach to mobility needs will be in place, working with the taxi trade, public transport providers and the commercial sector. Last mile delivery systems by sustainable modes will start to appear across the city.

The strategic network of cycle and walking/wheeling routes will open up safer, healthier and more active travel for people and families.

Conditions for pedestrians will be much improved, thanks to enhancements to key routes in line with the delivery of the Edinburgh Design Guidance and a rigorous approach to enforcement.

Our plan for sustainable and 20-minute neighbourhoods will be starting to deliver, meaning fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces.

2030 - A CITY TRANSFORMED

By 2030, the mass transit network, including tram, will have been extended west and beyond and will have been developed to connect the Waterfront in the north to the Royal Infirmary in the south and beyond.

The city region's seven park and 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 where required. This will give people travelling to the city a better choice to leave their cars at these interchanges and travel around the city on a fast, efficient public transport network.

Some arterial routes will be being used for mass commuting by bike.

The city centre will be largely car free. Car parking income, however will decline as car parking space is re-purposed and revenue from the workplace parking levy will fall due to less car commuting.

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 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 cycling and walking/wheeling route along the coast from Fife to South Queensferry to Cockenzie and further will allow people access to one of the world's greatest urban shorelines, giving them easy access to the Forth.

The implementation of the Waverley Station Masterplan will be underway.

SPATIAL VISION

This plan for Edinburgh provides a high-level picture of how the strategic priorities might be realised. Further studies will inform the development of specific proposals.

Legend:

- **Strategic development areas**
  - Royal Infirmary/Bio-quarter
  - Waterfront
  - West Edinburgh
- **City Centre Transformation proposals** – prioritising walking, wheeling, cycling and public transport
- **Vehicle use management area:** (Combination of demand management tools and motorised vehicle restrictions as appropriate)
- Improved walking/wheeling and cycling access to town centres
- Improved walking/wheeling and cycling access to local centres
- Improved public transport and walking/wheeling and cycling routes connecting strategic development areas, existing communities and key destinations
- Improved public transport and active travel connections to and between city and town centres
- Improved public transport connections beyond Edinburgh
- **Potential Freight Consolidation** – to be informed by further studies
- **P&R** Upgraded or new Park and Ride interchange
- Multiple deprivation areas
- High concentration of people with low levels of access to public transport

6 IMPLEMENTATION

IMPLEMENTATION PLAN APPROACH

An Implementation Plan has been prepared to set out how critical aspects of this Plan will be delivered. It is a live document which captures key information known at this stage and will be reviewed and updated every two years or as circumstances require as part of the Plan's monitoring schedule.

The following information is set out in the Implementation Plan under the key aspects of the policy measures:

- Key actions by 2023, 2025 and 2030
- Main responsible body(s)
- Overall scale of cost (likely or as known at this stage)
- Current funding status
- Main/potential funding sources

GOVERNANCE AND ENGAGEMENT

The successful delivery of the City Mobility Plan will depend upon effective partnership working with our communities, transport operators, businesses, developers, neighbouring local authorities in the city region, regional bodies including SEStran, and Transport Scotland.

Strong collaboration with all stakeholders will ensure that we can support the city and region's best interests and deliver positive changes together for a more sustainable future. This is particularly relevant for projects and programmes which are not under sole Council control, such those relating to the rail network, trunk roads and cross-border assets.

The strategic framework and governance structures that guide regional transport infrastructure and planning are evolving. The development of the Edinburgh and South East Scotland City Region Deal provides the opportunity to renew the approach to economic growth and align it with spatial and transport strategy at the regional level. We will continue to provide input into national and regional policy including the National Transport Strategy and the National Planning Framework, along with strategic investment programmes such as the Strategic Transport Projects Review.

Decision making on major projects, such as further extensions to the Tram, will be in the form of business case development which will be taken to the appropriate committee of the Council, or an alternative partnership arrangement where appropriate.

PROJECT AND RISK MANAGEMENT

The Implementation Plan brings together a wide range of action plans, projects, teams, delivery mechanisms and partnerships at different stages in their development and with diverse requirements.

Opportunities to support the progression and delivery of key projects and actions will be captured as part of the Plan's monitoring and review process in collaboration with delivery leads and partners.

Identification of any risks to the delivery of key projects will also form part of the monitoring process so we can explore ways to manage and mitigate those risks as early as possible. This will be especially important where risks to delivery may have a significant impact on meeting the Plan's objectives.

INVESTMENT AND FUNDING

The funding of this Plan will be challenging, requiring significant capital investment, business transformation, and changing revenue streams. Detail will be developed through individual business cases. We will seek to maximise external funding, from both the public and private sectors.

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 therefore further details will be added at each review point.

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 Implementation Plan will be updated to encompass such findings at each review point.

7 MEASURING SUCCESS

To measure the success of the Plan we will assess progress against a series of key performance indicators (KPIs).

The following table shows the KPIs we will monitor every two years to 2030:

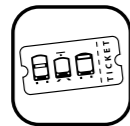| Objective	Key Performance Indicator	Baseline	By 2030
Increase the proportion of trips people make by active and sustainable travel modes	Increase the proportion of people travelling to work by active and sustainable travel modes	70% in 2019*	Mode share targets to be set out in Technical Note
Encourage behaviour change to support the use of sustainable travel modes	Increase the proportion of people travelling to work by foot and bike for journeys up to 2 miles	55% in 2019*	
	Increase the proportion of trips to school by active and sustainable modes	69% in 2019*	Annual increase
		*see Mode Share Targets section in Chapter 2	
Ensure that transport options in the city are inclusive and affordable	Comparison between the cost of single and day bus tickets in Edinburgh and Scotland's other major cities (Aberdeen, Dundee and Glasgow).	Single/Day ticket in Edinburgh comparable with Scotland's other major cities	Maintain comparable fares annually
Improve sustainable travel choices for all travelling into, out of and across the city	Reduce the proportion of people living in areas with low levels of public transport	31% of residents in areas with low levels of public transport (2019)	Reduction in proportion by 2030
	Increase the number of multimodal interchanges in the city and the travel modes available	50 interchanges served by 2 or more modes	Increased number of interchanges by 2030
Reduce harmful emissions from road transport	Reduce NO_2 levels at roadside locations and AQMAs	Downward trend in NO_2 levels	Maintain downward trend to meet statutory objectives (annual mean $40\mu g/m^3$)
	Reduce number of traffic related Air Quality Management Areas (AQMAs)	5 AQMAs for NO_2 1 for PM_{10}	Revoke all traffic related AQMAs
Respond to climate change	Total transport-related emissions in the city (in tCO2e)	Baseline and targets to be co-ordinated with those set in KPIs for 2030 Sustainability Strategy	Net zero carbon emissions
Improve the safety for all travelling within our city	Maintain positive downward trend in number of people Killed or Seriously Injured (KSI), based on rolling 3 year average	145 people KSI (average 2017-19)	Maintain downward trend based on rolling 3 year average
	Improve number of residents who perceive cycling in Edinburgh to be safe	34% perceive cycling to be safe (2019)	Bi-annual increase in perception of safety
Maximise the efficiency of our streets to better move people and goods	Reduce difference in travel times for public transport between peak and normal conditions	Timetabled journey times of selected bus services	Reduction in journey times of selected bus services by 2030
Reduce the need to travel and distances travelled	Percentage of households in new developments within 10-minute walk of key services	91% of households within 10 minute walk of a grocery store	Increase percentage by 2030
Reduce vehicular dominance and improve the quality of our streets	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)	27% in 2018	Increase percentage by 2030
	Reduce volume of traffic passing through pedestrian crossings (PV^2 assessment at selected crossing points)	Volume of traffic passing through selected junctions	Reduction in traffic volumes passing through selected junctions by 2030

APPENDIX 1

People

To improve health, wellbeing, equality and inclusion:

Encourage behaviour change to support the use of sustainable travel modes.

Ensure that transport options in the city are inclusive and affordable.

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.

Improve sustainable travel choices for all travelling into, out of and across the city.

Reduce harmful emissions from road transport.

Improve the safety for all travelling within our city.

Maximise the efficiency of our streets to better move people and goods.

Place

To protect and enhance our environment:

Reduce the need to travel and distances travelled.

Reduce vehicular dominance and improve the quality of our streets.

POLICY MEASURES INDEX

Policy No.	Policy Measure	Chapter	Section	Page
PEOPLE 1	**Supporting Behaviour Change** Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.	People	Supporting Behaviour Change	page 16
Contribution to Objective(s)				
PEOPLE 2	**Travel Plans** Require the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators.	People	Supporting Behaviour Change	page 16
Contribution to Objective(s)				
PEOPLE 3	**Flexible and Affordable Fares** Encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.	People	Equal Access to the City	page 18
Contribution to Objective(s)				
MOVEMENT 1	**Mass Rapid Transit** Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to develop or extend mass rapid transit routes into Fife, West, Mid and East Lothian.	Movement	Sustainable and Integrated Travel	page 26
Contribution to Objective(s)				
MOVEMENT 2	**Bus Network Review** 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.	Movement	Sustainable and Integrated Travel	page 26
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 3	**City Interchanges** Develop public transport interchanges at key locations in the city to enable better connections between services and modes. Support the integration of taxi ranks with interchanges.	Movement	Sustainable and Integrated Travel	page 26
Contribution to Objective(s)				
MOVEMENT 4	**Bus Priority Measures** Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.	Movement	Sustainable and Integrated Travel	page 27
Contribution to Objective(s)				
MOVEMENT 5	**Integrated, Smart and Flexible Ticketing** Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.	Movement	Sustainable and Integrated Travel	page 27
Contribution to Objective(s)				
MOVEMENT 6	**Fleet Enhancement** Ensure that the public transport fleet operated by the Council's arm's length transport organisations are modern, safe and fully accessible.	Movement	Sustainable and Integrated Travel	page 27
Contribution to Objective(s)				
MOVEMENT 7	**Bus and Tram Shelters** Continue to provide modern bus and tram shelters that include real-time service information and balance the need for accessibility, safety and refuge whilst also minimising street clutter.	Movement	Sustainable and Integrated Travel	page 27
Contribution to Objective(s)				
MOVEMENT 8	**Governance Reform of Council-owned Public Transport Companies** Develop and implement a new governance and operating structure for the delivery of Council-owned public transport that ensures strong integration between modes and takes account of wider public policy drivers.	Movement	Sustainable and Integrated Travel	page 28
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 9	**Regional Interchanges** Investigate opportunities to expand existing and create new 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. Interchanges will include facilities to support sustainable travel.	Movement	Sustainable and Integrated Travel	page 28
Contribution to Objective(s)				
MOVEMENT 10	**Supporting Improvements to Rail** Support high-speed rail and increases to rail capacity and services including the transformation of Waverley Station, network and local station improvements.	Movement	Sustainable and Integrated Travel	page 29
Contribution to Objective(s)				
MOVEMENT 11	**Rail Integration** Explore opportunities to strengthen integration with rail and other forms of public transport and active travel.	Movement	Sustainable and Integrated Travel	page 29
Contribution to Objective(s)				
MOVEMENT 12	**Strategic and Trunk Road Network** When proposals are made to expand capacity on the strategic and trunk road network, including the city bypass, the Council supports any additional capacity being reserved for public transport, high occupancy vehicles and active travel modes.	Movement	Sustainable and Integrated Travel	page 30
Contribution to Objective(s)				
MOVEMENT 13	**Forth Road Bridge** Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.	Movement	Safe and Efficient Movement	page 30
Contribution to Objective(s)				
MOVEMENT 14	**Walking and Wheeling** Enhance and where necessary expand the walking/wheeling network to serve and connect key destinations across the city.	Movement	Sustainable and Integrated Travel	page 31
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 15	**Cycling** Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increased segregated cycle infrastructure on main roads.	Movement	Sustainable and Integrated Travel	page 32
Contribution to Objective(s)				
MOVEMENT 16	**Shared Mobility** Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.	Movement	Sustainable and Integrated Travel	page 34
Contribution to Objective(s)				
MOVEMENT 17	**Taxis and Car Share Partnerships** Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.	Movement	Sustainable and Integrated Travel	page 34
Contribution to Objective(s)				
MOVEMENT 18	**Mobility on Demand** Support the expansion of demand responsive transport and the development of a Mobility as a Service system as an alternative to traditional modes, especially in areas poorly served by public transport.	Movement	Sustainable and Integrated Travel	page 34
Contribution to Objective(s)				
MOVEMENT 19	**Mobility Hubs** Identify opportunities for mobility hubs 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.	Movement	Sustainable and Integrated Travel	page 35
Contribution to Objective(s)				
MOVEMENT 20	**Protecting Vulnerable Road Users** Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.	Movement	Safe and Efficient Movement	page 36
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 21	**Speed Limit Reductions** Explore speed limit reductions on all non 20mph roads within the Council boundary and work with Police Scotland to enforce speed limits.	Movement	Safe and Efficient Movement	page 36
Contribution to Objective(s)				
MOVEMENT 22	**Tackling Inconsiderate Parking** Work within legislation to tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions.	Movement	Safe and Efficient Movement	page 37
Contribution to Objective(s)				
MOVEMENT 23	**Mitigate Conflict in Shared Spaces** Mitigate conflict between those walking, wheeling and cycling on shared paths and spaces through infrastructure design, signage and awareness campaigns.	Movement	Safe and Efficient Movement	page 37
Contribution to Objective(s)				
MOVEMENT 24	**Safe and Accessible Paths and Streets** Design and maintain paths and streets to maximise safety and accessibility for all needs and abilities.	Movement	Safe and Efficient Movement	page 37
Contribution to Objective(s)				
MOVEMENT 25	**Strategic Approach to Road Space Allocation** Develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets.	Movement	Safe and Efficient Movement	page 38
Contribution to Objective(s)				
MOVEMENT 26	**Managing Deliveries and Servicing** Reduce the impact of delivery and servicing vehicles such as through access and timing restrictions, edge of town consolidation centres, micro distribution centres and local click and collect facilities while supporting deliveries by foot and bicycle.	Movement	Safe and Efficient Movement	page 38
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 27	**Harnessing New Technology** Review and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.	Movement	Safe and Efficient Movement	page 39
Contribution to Objective(s)	BUS LANE			
MOVEMENT 28	**City Operations Centre** Support the development of a city operations centre that will monitor, manage and predict movement and activity across the city.	Movement	Safe and Efficient Movement	page 40
Contribution to Objective(s)	BUS LANE			
MOVEMENT 29	**Monitoring and Evaluation** Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.	Movement	Safe and Efficient Movement	page 40
Contribution to Objective(s)	? / CO₂ / BUS LANE			
MOVEMENT 30	**Managing Traffic Signals** Manage traffic signal control to prioritise and balance safe and efficient movement of pedestrians, cyclists and public transport.	Movement	Safe and Efficient Movement	page 40
Contribution to Objective(s)	BUS LANE			
MOVEMENT 31	**Low Emission Zone Scheme** Reduce harmful emissions from transport through the implementation of a Low Emission Zone scheme and supporting measures.	Movement	Clean Air and Energy	page 41
Contribution to Objective(s)	? / CO₂			
MOVEMENT 32	**Cleaner Vehicles** Encourage the switch to cleaner vehicles by supporting the growth of EV infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.	Movement	Clean Air and Energy	page 42
Contribution to Objective(s)	CO₂			

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 33	**Zero Emission Buses** Support the transition to zero emission buses.	Movement	Clean Air and Energy	page 42
Contribution to Objective(s)	CO₂			
MOVEMENT 34	**Parking Controls** 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 issues.	Movement	Managing Demand	page 42
Contribution to Objective(s)	? / BUS LANE			
MOVEMENT 35	**Residents Parking Permits** Manage the way residents parking permits are issued based on demand, location and vehicle emissions.	Movement	Managing Demand	page 43
Contribution to Objective(s)	CO₂			
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, car club and bike hire space.	Movement	Managing Demand	page 43
Contribution to Objective(s)	? / CO₂			
MOVEMENT 37	**Parking, Waiting and Loading Restrictions** Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.	Movement	Managing Demand	page 43
Contribution to Objective(s)	BUS LANE			
MOVEMENT 38	**Workplace Parking Levy** Following consultation, a workplace parking levy will be designed and presented for consideration.	Movement	Managing Demand	page 44
Contribution to Objective(s)	?			

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 39	**Pay as You Drive Scheme** If necessary, explore the introduction of a "pay as you drive" road charging system to encourage use of sustainable modes of travel and reduce congestion.	Movement	Managing Demand	page 44
Contribution to Objective(s)	*(objective icons)*			
PLACE 1	**Edinburgh City Centre Transformation** Create a city centre focused on people with significantly reduced traffic through pedestrian priority zones, car-free streets, safe segregated cycle routes and rerouted and rationalised bus services.	Place	A Transformed City Centre	page 46
Contribution to Objective(s)	*(objective icons)*			
PLACE 2	**20-Minute Neighbourhoods** Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.	Place	20 Minute Neighbourhoods	page 49
Contribution to Objective(s)	*(objective icons)*			
PLACE 3	**Dense Mixed-Use Development** Ensure the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.	Place	20 Minute Neighbourhoods	page 49
Contribution to Objective(s)	*(objective icons)*			
PLACE 4	**Liveable Places** Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.	Place	Streets for People	page 49
Contribution to Objective(s)	*(objective icons)*			
PLACE 5	**Streets for People** Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.	Place	Streets for People	page 50
Contribution to Objective(s)	*(objective icons)*			

Policy No.	Policy Measure	Chapter	Section	Page
PLACE 6	**Servicing in New Developments** Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.	Movement	Safe and Efficient Movement	page 50
Contribution to Objective(s)	*(objective icons)*			
PLACE 7	**Street Design** Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and the Transport Asset Management Plan.	Place	Streets for People	page 50
Contribution to Objective(s)	*(objective icons)*			

APPENDIX 2

CITY LEADERSHIP IN A CHANGING WORLD

Cities across the world are stepping up to respond to the dramatic changes that are affecting people's lives. We have and will continue to take inspiration from cities all over the world to develop and deliver this Plan:

Bordeaux
An integrated public transport system

Bordeaux has radically changed its public transport system to address a range of issues including congestion, social isolation and lack of space for pedestrians and cyclists.

Trams were introduced in 2003 and now run on three different lines.

Buses run on a network of nearly 80 lines with traditional routes serving residential, business, study and leisure areas and bespoke routes that meet specific needs including faster routes that cover greater distances, suburban routes that avoid the city centre, shorter round-trip routes and bookable custom routes with moveable departure points.

25 Park and Ride sites located close to bus and tram routes allow car-based travel to be managed around the edges of the city.

A bike hire scheme based around 139 locations and a river shuttle boat serving five stops on the banks of the River Garonne add to the integrated system created for the city.

Manchester
Growing a tram network

Manchester Metrolink tram network has grown significantly through several phases of expansion since 1992 to a network of more than 62 miles and 93 stops. It is now the UK's largest light rail system. Further expansion is planned and the role of Metrolink in supporting economic growth and housing market renewal in Greater Manchester means there is a need for significant additional capacity by 2040.

- In 2018 Manchester set out its plans for the largest cycling and walking network in the UK including:

- 1,000 miles of walking and cycling routes connecting communities across Greater Manchester.

- 75 miles of fully segregated routes along some of our busiest roads prioritised in the first phase of delivery.

- 1,400 new crossings for busy roads or other physical barriers that divide communities.

- 25 'filtered neighbourhoods' - where the movement of people is prioritised over through traffic and more green community spaces are created. The investment in the ten-year plan is estimated to be £1.5 billion.

Auckland
Invest in and delivering public transport integration

Until recently transport policy in Auckland, New Zealand had made it a car focused city, however that is changing – a series of infrastructure interventions, mass public transport oriented policy decisions, investment and hard work from all political parties mean Auckland is becoming a city where there is less need to own a car.

The change in direction started in 2003 with the opening of a new city centre train station that made rail travel more attractive by taking passengers into the centre of the city. This success convinced the government to support electrification and other upgrades to the city's suburban rail network. In 2008 the city's Northern Busway was opened. A segregated bus route served by six stations (some with park and ride facilities) the Northern Busway added bus services to areas of Auckland with no bus routes – its success has shown that everyone will travel by bus if the speed, frequency and reliability is high enough.

To facilitate easy use of public transport in Auckland an electronic fare payment card, the HOPS card is valid on all public transport in Auckland, ensuring passengers only pay once for connected journeys.

In 2019 the number of trips made by public transport is expected to reach 100 million, but the public transport system is still not perfect – there are still some areas poorly served by public transport. However, the success of the measures introduced since 2003 has proved that the concept of improving public transport works so investment has been committed to further improvements. Further planned improvements include new electric trains, extensions to busways, new interchanges and increases in rail capacity in the city by 2024.

Malmo
Modal split targets

Malmo's Sustainable Urban Mobility Plan is based around the need for economic, social and environmental sustainability and the view that a holistic planning approach will improve quality of life for everyone in Malmo. The vision for the Plan states that walking, cycling and public transport are the first choice for all who work, live or visit Malmo.

As in Edinburgh, Malmo is experiencing a large growth in population as well as growing number of jobs in the city and population growth in the wider city region. To deal with existing traffic and the growth in trips expected from city growth, Malmo's mobility plan takes a target-oriented approach – the city has been divided into 15 distinct areas, each with its own characteristics. Modal split targets have been set for each area, dependent on the specific mobility issues and opportunities in those areas. For example, an increase in walking trips is set in some of the suburban areas with good local centres;

Increases in cycling levels are expected in the city centre; increases in public transport are anticipated in areas with good bus services. Each of the individual targets will contribute to an overall target for Malmo, however as the individual targets are tailored according to the greatest potential for change in each area the overall target is more likely to be achieved.

Copenhagen and Barcelona
Creating places for people

Copenhagen has been at the forefront of reducing on-street parking for more than 50 years, starting with the pedestrianisation of the city centre in the 1960s when its 1.15 km main street, Stroget, was closed to vehicles.

More recently there has been an acceleration in the removal of parking spaces – between 1995 and 2005 the number of spaces in the centre of the city was reduced by 12%. This, along with wider parking and transport policies, has seen the number of people driving to work fall from 22% to 16% and the number of people cycling to work increase to 41%.

Through its Superblock Plan, much of Barcelona's 19th century city grid is being adapted to restrict traffic to the periphery of groups (or blocks) of streets. Inside each Superblock there are one-way streets in operation for use by residents and businesses, and new public spaces to support community life.

The first Superblock was created in the Poblenou area of the city in 2016. Alterations made to the Superblock included expanding area for pedestrians by 80%, installation of new seating, new children's play areas, increased areas of greenspace and a dramatic reduction in the number of free parking space.

Amsterdam
The Plusnet: Strategic approach to road space allocation

The aim of the Plusnet strategy is to create a safe, efficient and sustainable mobility in compact and historic city.

The key feature of Amsterdam's Plusnet strategy sets out spatially:

- How & where road space should be reallocated

- When & where each mode should have priority

- Principles for trade off's between networks

- A key delivery mechanism for Amsterdam's Local Transport Strategy

- Sets out medium/long term direction for Active Travel and Public Transport planning & investment

- Sets clear briefs for individual infrastructure & place-making projects

The key principles set out and reconcile coherent networks for each mode, at city scale with a three-level hierarchy of networks for each mode:

• A 'Plus' network – high speed/volume through routes with active priority

• A 'Main' network – general purpose network with sufficient capacity

• A 'Basic' network - all other streets

The process is built on clear street hierarchy. Conflicts between modes especially at interchanges are resolved on basis of a carefully structured 'trade-off' process. The trade-off process works by giving the 'Plus' network more priority than 'Main' & 'Main' more priority than 'Basic'. If equivalent networks conflict, the network that least meets the trajectory speed target has most priority for the redistribution of space (street) & time (intersection). Larger traffic flows (people not vehicles) deserve more priority than smaller traffic flows.

Sydney
Investing in future tech

In 2016 the government of New South Wales introduced a 40-year transport strategy, Future Transport 2056, to deal with the increasing demand placed on the region's and Sydney's transport system.

The population is projected to rise from 7.5 million to 12 million by 2056 and the number of journeys on the region's transport system each day is anticipated

to reach 28 million – Future Transport 2056 has identified the need or the transport system to modernise to meet the increased demand and has use of technology at its core.

There are five key technology strands to the strategy:

• Personalised customer interactions – personalised real-time information, navigation systems and payment systems that make it easier to use public transport.

• Transformed mass transit networks – increased use of automation and other new technologies that that improve frequency, efficiency and journey times of mass transit networks.

• More shared, demand responsive services – use of technology to offer a greater range of mobility as a service transport options tailored to meet individual needs.

• Enabling use of connected and autonomous vehicles – setting regulatory frameworks and standards for developing infrastructure that enables adoption of autonomous vehicles.

• Intelligent transport networks – investment in smart infrastructure and use of data to deliver efficient flexi le, safe and reliable transport networks.

Stockholm
Mobility as a Service (MaaS)

MaaS is being used in Sweden as part of a long-term goal to reduce private cars on the city road network.

Maas project is a partnership with the City of Stockholm, the city's public transport network operator (SL), private sector Hertz, MoveAbout and CarbonLine, and MaaS operator and start-up company UbiGo.

UbiGo uses a cloud-based data platform to manage data across all service providers, the mobility app and customers.

UbiGo offers one flexible subscription with monthly pre-payment with whatever is not being used rolling over to the next month all integrated into one app.

More sustainable travel options use less hours of transport than others (cycling using the least, and traditional petrol/diesel taxis the most.)

This was the first Combined Transport service operational in the world. A pilot was implemented in Gothenburg in 2015, and it was fully operational in Stockholm in 2017.

Bremen
Mobility Hubs

The city of Bremen in Germany opened its first mobility hub in 2003. Featuring facilities for car sharing, bike parking and public transport the city now has 25 hubs. The 290 car share cars based at the hubs are estimated to have removed more than 4,200 private cars from the city's streets.

Bristol
Implementing a Low Emission Zone

Through its Clean Air Plan Bristol has plans in place to become the first city in the UK to ban all diesel cars from its city centre.
Part of a wider Clean Air Zone, the ban will work alongside other transport strategies (including creation of an inclusive mass transit system, promotion of active travel and working with bus operators to redesign services) to improve air quality and reduce congestion in Bristol by reducing use of private car.

Nottingham
Implementing a Workplace Parking Levy

In 2012, Nottingham introduced a workplace parking levy that requires workplaces to pay for each parking space provided for employees.

Businesses that provide 11 or more spaces will pay a levy of £424 (2020/21 prices) for each space provided – the aim is to generate funding for attractive alternatives to the car, to continue to develop high quality public transport, to protect investment in Nottingham's economy and to improve the city's environment and sustainability. In some cases, businesses have passed these costs onto employees.

Since its introduction the levy has raised between £8 million and £10 million each year, all of which has been used to pay for Europe's largest fleet of electric buses and to fund extensions to Nottingham's tram system.

London
Road User Charging

The London congestion charge was introduced in 2003. The charging zone covers an area of 21km2 of Central London - anyone wishing to drive in the zone, which operates between 7am and 6pm, must pay a charge of £11.50. Residents receive a 90% discount with blue badge holders, motorcycles and emergency service vehicles exempt.
Since its introduction the congestion charge in London has had a positive impact on transport - in the first year of operation congestion fell by 30% and after 10 years of operation the number of private cars entering the zone had fallen by 39%. The reductions in car traffic improved bus journey times, making bus a more attractive option for travelling into central London.

Executive Summary

Introduction

The Council commissioned the Edinburgh Strategic Sustainable Transport Study Phase 1 (ESSTS1) in early 2020 to establish a policy-led rationale for future mass transit in the city. The study considered ten corridors where transit could best support policy outcomes. Four were recommended for further consideration with two prioritised for further development in the near term. These are Granton to the city centre and onwards to the south east quadrant of the city serving Edinburgh Royal Infirmary, Bio-Quarter and beyond.

The Council commissioned a further Phase 2 study (ESSTS2) to further analyse the Granton and South East corridors, establishing corridor specific objectives, assessing possible route options, and carrying out preliminary analysis to support the case for mass transit.

In bringing forward ESSTS2, a Project Board has been established, comprising senior officers from the Council and Transport Scotland's Head of Strategic Planning, to oversee the project and ensure rigorous governance is in place from the outset.

The ESSTS2 study is now complete and this Executive Summary outlines the conclusions and the next steps for project development.

Policy and Objectives

The continued success and growth of the Edinburgh Region, in an inclusive and sustainable manner, will require the development and implementation of a coordinated approach to economic development, spatial planning and transport.

At a national level, this coordinated approach is being advanced through the Scottish Government's National Planning Framework and National Transport Strategy (NTS) and, in support of the NTS, the Strategic Transport Projects Review 2 (STPR2). At an Edinburgh City level, the forthcoming City Plan 2030 (CP2030) will set out the spatial strategy and land allocations to 2030, which will be supported by the City Mobility Plan (CMP).

ESSTS2 has examined strategic transport corridors within, and potentially beyond, Edinburgh to assess whether, and how, the development of transit-led solutions could deliver against stated transport objectives and support wider policy outcomes such as sustainable economic growth, reducing carbon, promoting equity and social inclusion and supporting healthier lifestyles. The report concludes that mass transit will contribute significantly to realising these outcomes.

As is the case with the completed tram line from Edinburgh Airport to Newhaven, the introduction of mass transit linking strategic development areas and bisecting the city centre will be a key enabler for sustainable development and will contribute significantly to:

- Supporting the development of more sustainable neighbourhoods
- Provide improve connectivity to support sustainable city expansion and prosperity
- Improving access to high quality public transport and encouraging mode shift from private cars
- Providing improved access to jobs, education, healthcare and leisure by creating further opportunities for cross-city journeys
- Supporting the Councils vision for enhanced places by facilitating city centre transformation and 15-miniute neighbourhoods
- Enable active travel through traffic reduction; and
- Improving air quality (zero emission at source/modal shift)

Emerging Route Options

A number of route options between Granton and the South East have been assessed as part of ESSTS2 study. Details of all options considered are contained in the Summary Report and the project team is available to provide more comprehensive overview of the work carried out.

The figure below shows the routes still under consideration that will be taken forward to the next stage of project development.

Emerging Route Options
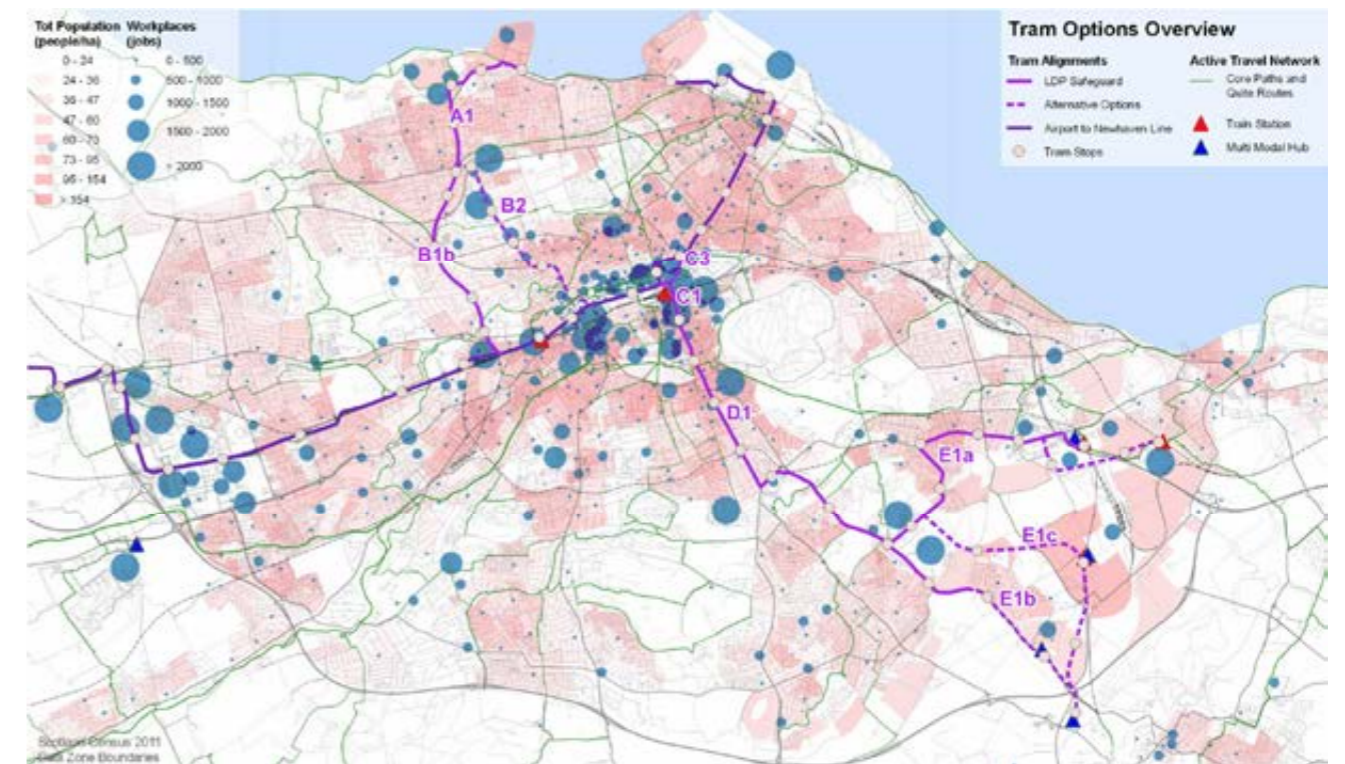
Granton to the City Centre

The alignment of Option A1 follows West Granton Access Road from Ferry Road to Caroline Park. This option is the existing safeguarded route and provides a direct and segregated tram and parallel high-quality active travel route. From the southerly tip of A1, two options are being taken forward for further analysis, Option B1b and Option B2

The route of Option B1b ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll. The alignment is fully segregated, following an old railway track bed, and now an active travel corridor and part of NCN1. The alignment is the safeguarded route for transit with existing construction powers in place. The route has enhanced active travel provision, in accordance with current design guidance. A target foot/cycle path width would be 4.5-5.0m, with 3.5m at pinch-points. To achieve the design requirements however, the majority of existing structures would be demolished and replaced.

The route of Option B2 runs ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South. This option has been introduced to test against option B1b in light of the additional costs associated with the demolition and reconstruction of structures. B2 has other advantages including a stronger catchment; it better serves key trip generators including the Western General Hospital and local residential street due to the on-street alignment. B2 also allows the retention of the Roseburn Path/ NCN1 as a dedicated active travel corridor and potential environmental impacts along the Roseburn Path are also avoided.

City Centre

Option C1 is the original Tram Line 3 alignment, protected within the city's Local Development Plan. The route would leave the existing route at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Section D above at Nicholson Square.

An operational loop is also being taken forward to the next stage of project development (C3). This would be a short section of tram route connecting the Newhaven and South East corridors via Leith Street enabling north south services to avoid Princes Street, providing greater service reliability and flexibility. As elsewhere in the city centre, delivery of this section would require a significant reduction in traffic and further reconfiguration of

the Picardy Place junction. Trams on this Section C3 would be unable to serve the existing Picardy Place stop, instead an additional stop would be provided, in close proximity, on Leith St.

Nicholson Square to Bio-Quarter

Section D is an on-street alignment between Nicholson Square and the BioQuarter. It is the protected alignment within the Local Development Plan and the only suitable north/ south route for tram as topography prohibit alternative alignments. It is also an important arterial route to and from the city centre and an established corridor of high public transport demand. Given the space constraints along this corridor between Nicholson Square and Salisbury Road there will be competing demand for space between mass transit, car, bus, and active travel. All of which will need to be assessed and trade-offs agreed.

South East Corridor Options

Three options have been considered for the South East corridor and all are being taken forward for further analysis at the next stage of project development. These are Option E1a BioQuarter to Newcraighall via largely segregated route; Option E1b BioQuarter to Sheriffhall via mixed on-street and segregated alignment; and Option E1c BioQuarter to Sheriffhall via Shawfair on segregated alignment.

Next Steps

Based on the emerging routes set out above, the next stage of project development is to produce a Strategic Business Case (SBC). This will be developed in accordance with Guidance on the Development of Business Cases in Transport Scotland, Scottish Transport Appraisal Guidance and UK Treasury Guidance.

It is worth noting that stakeholder engagement to date has been limited to a handful of external bodies plus Council officers including the Active Travel team and officers responsible for Bio-Quarter, Granton, City Plan and the City Mobility Plan. At the SBC stage, it will be necessary to engage with a select number of external stakeholders. These may include Spokes, Living Streets, Edinburgh Access Panel, Sustrans, Lothian Buses, Edinburgh Trams and Scottish Government. Prior to further engagement, an engagement plan will be established and a further briefing note issued.

Assuming work starts in late February, the SBC is scheduled to be completed by September 2021 with a view to this being taken to Transport and Environment Committee in early autumn 2021.

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5	Scottish Government, *Cleaner air for Scotland, the road to a healthier future*	8 & 1
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7	Tom Tom, *Edinburgh traffic report 2019*	8
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9	Office for national statistics, *How our internet activity has influenced the way we shop*	12
10	Transport Scotland, *Strategic Transport Projects Review 2, Phase 1 Recommendations*	12
11	*Climate X Change, COVID-19, Travel Behaviours and Business Recovery in Scotland: A Survey of Employers to Understand their Attitudes*	12
12	Edinburgh Poverty Commission, *Ending Poverty in Edinburgh Delivery Plan 2020-2030*	17
13	Department for Transport, *National Travel Survey: Trip Chaining: 2002-2014*	18
14	House of Commons Women and Equalities Committee, *Sexual Harassment of women and girls in public places*	18
15	Government Office for Science, *Inequalities in Mobility and Access in the UK*	18
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17	National Records for Scotland, *Population Projections*	18
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19	Edinburgh Trams, *Annual patronage 2018*	27
20	*Transport (Scotland) Act 2019*	31
21	Travel behaviour research undertaken by Progressive Research on behalf of City of Edinburgh Council, 2019	31 & 32
22	Department for Transport, *Facts on Pedestrian Casualties, June 2015*	36
23	Sustrans, Scottish Transport Applications Research conference May 2019	36 & 41
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27	*2020 Air Quality Annual Progress Report*, The City of Edinburgh Council, January 2021	42
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29	WWF Scotland 2016, *Workplace Parking Levy, Nottingham, UK*	44
30	*Edinburgh City Centre Transformation* – Finalised Strategy, report to Transport and Environment Committee, 12 September 2019	46 & 52
31	Scottish Government, *Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020 - 2021*	47

CITY
MOBILITY
PLAN 2021-2030

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Reference 20-6749

CITY MOBILITY PLAN 2021-2030

Implementation Plan

CITY MOBILITY PLAN 2021-2030 - IMPLEMENTION PLAN

This Implementation Plan sets out how critical aspects of the City Mobility Plan (CMP) will be delivered and should be read in conjunction with the CMP. The CMP sets out the Council's approach to the delivery of actions, as required by the policy measures and objectives.

This Implementation Plan is a live document which captures key information known at this stage. It will be reviewed and updated every two years or as circumstances require as part of the Plan's monitoring schedule. It is not an exhaustive list of all actions being undertaken.

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 control

Plan Section	Theme	Summary of Relevant Policy Measures	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or as known at this stage)	Main/Potential Funding Sources
			By 2023	**By 2025**	**By 2030**			
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.	SCSP Annual Programme (subject to Paths for All continuation of programme)	SCSP Annual Programme (subject to Paths for All continuation of programme)	City of Edinburgh Council (CEC) Transport Scotland Sustrans	S (per annum) subject to Programme's continuation	CEC, Transport Scotland/ Paths for All
MOVEMENT Sustainable and Integrated Travel	**Integrated Public Transport**	Enhance and expand bus/mass rapid transit network	Review of the city's bus network.	A comprehensive integrated public transport system will be agreed, including stops, routes, and public transport interchanges.	A comprehensive new bus route network will be in place.	CEC Council's arm's length public transport organisations (ALEOs)	Dependant on outcome of review.	CEC
			Tram to Newhaven operational	/	/	CEC Council's public transport ALEOs	XL	CEC
			Complete Strategic Business Case for north/south tram line linking Granton to the Bio Quarter and beyond for consideration.	Complete comprehensive mass rapid transit plan for the city and region (informed by the Edinburgh Strategic Sustainable Transport Study Phases 1 and 2 (ESSTS1/2) and the Strategic Transport Projects Review 2 (STPR2). Complete the Final Business Case for north/south tram line for consideration.	Subject to approval, north/south tram line complete. Mass transit network, including tram, extended west and beyond and will have been developed to connect the Waterfront in the north to the Royal Infirmary in the south and beyond.	CEC Transport Scotland Council's public transport ALEOs	XL	CEC, Transport Scotland Developer contributions where applicable

Plan Section	Theme	Summary of Relevant Policy Measures	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or as known at this stage)	Main/Potential Funding Sources
			By 2023	By 2025	By 2030			
			New governance arrangements of Council-owned public transport operators agreed and in place	/	/	CEC East, Mid and West Lothian Councils	S	CEC
		Support Improvements to Rail	Finalise Implementation Plan for Waverley Station masterplan.	Phased implementation commenced.	Implementation of the Waverley station masterplan largely complete.	Network Rail Transport Scotland Rail operators CEC	Dependant on final Implementation Plan and phasing.	Transport Scotland Rail Operators CEC
			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).			Transport Scotland Network Rail Rail operators UK Government	Dependant on business cases developed by main responsible bodies/funders.	Transport Scotland Network Rail Rail operators UK Government
		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 Fund, explore feasibility for mass rapid transit link on the A8 corridor and associated regional interchange.	To be updated on completion of study.	To be updated on completion of study.	CEC Transport Scotland SEStran City region local authorities (as appropriate)	S	CEC Transport Scotland SEStran City region local authorities (as appropriate)
		Identify opportunities for mobility hubs in existing communities and major new developments	Define pilots at some key locations in the city.	To be updated on completion of pilot scheme identification.		CEC Developers SEStran	Dependant on pilot location/scale.	CEC Developers Transport Scotland
		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.	Continue to work with other transport operators and Transport Scotland to deliver on more comprehensive integrated ticketing across tram, bus and rail.		CEC Transport Scotland Council's public transport ALEOs	M	Council's public transport ALEOs Transport Scotland

Plan Section	Theme	Summary of Relevant Policy Measures	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or as known at this stage)	Main/Potential Funding Sources
			By 2023	By 2025	By 2030			
	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.	Complete delivery of active travel schemes in current ATINP 2019-24 (updated where required following review against new ATAP) and develop and put in place new Active Travel Investment Programme covering period to 2030. Meadows to George Street and West Edinburgh Link projects delivered (fully funded).	Update once new ATINP approved to guide further expansion and enhancement of active travel infrastructure.	CEC Sustrans	L (for current ATINP 2019-24)	CEC Sustrans Transport Scotland
			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.	Dependant on decisions regarding further roll-out.	Dependant on decisions regarding further roll-out.	CEC	S	CEC Sustrans
			Annual roll out of c 100 on-street cycle racks			CEC	S	CEC
			Active Travel routes between the city centre and Leith/Newhaven delivered as part Tram extension to Newhaven			CEC Sustrans	M	CEC Sustrans Transport Scotland
			Deliver active travel infrastructure as required in connection with new developments over 10-year Plan period as per adopted Local Development Plan Action Programme/City Plan 2030 Action Programme (once adopted)			CEC Developers Sustrans	Dependant on finalisation of emerging City Plan 2030	Developer contributions CEC Transport Scotland Sustrans
	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.	To be updated on completion of pilot(s).	To be updated on completion of pilot(s).	CEC, SEStran DRT operators Public transport operators Universities	Dependant on business case for pilot project(s).	CEC Transport Scotland City Deal
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).	As directed by Road Safety Plan 2030 once approved.	As directed by Road Safety Plan 2030 once approved.	CEC Police Scotland	S (per annum)	CEC Developer contributions as appropriate
			Review of safety at major junctions and associated work programme complete which will define actions/investment over Plan period.	As directed by review.	As directed by review.	CEC	Dependant on outcome of review	CEC Transport Scotland Sustrans
			School Travel Plan Review complete defining and directing future infrastructure improvements and behaviour change campaigns.	As directed by review.	As directed by review.	CEC	Dependant on outcome of review	CEC Transport Scotland Sustrans
			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.	As directed by consultation on further review of speed limits.	As directed by consultation on further review of speed limits.	CEC Police Scotland	Dependant on outcome of consultation	CEC Transport Scotland

Plan Section	Theme	Summary of Relevant Policy Measures	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or as known at this stage)	Main/Potential Funding Sources
			By 2023	By 2025	By 2030			
			Ongoing road safety education and events (including Young Driver, Be Bright, Be Seen, JRSO)			CEC Road Safety Partners	S	Transport Scotland/ Paths for All
			Ongoing Pedestrian Crossing Prioritisation Programme			CEC	M	CEC Transport Scotland
	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.	Phased introduction of city centre measures as informed by feasibility work. Broaden feasibility work to include 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	S (for first phase to 2023). Further costs to be identified as informed by phase 1.	CEC Transport Scotland SEStran Sustrans
	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.	Generating advanced analytical insights on the movement of people, enabling data-modelling.	To be determined.	CEC	M	CEC ERDF Scottish Cities Alliance
			Finalise partnership with the Data Driven Innovation (DDI) Programme and develop at least one pilot to test how DDI can support and influence city mobility and logistics.	To be determined once partnership with DDI Programme finalised.	To be determined once partnership with DDI Programme finalised.	CEC, University of Edinburgh	To be determined once partnership with DDI Programme finalised.	CEC City Deal
	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.	Informed by updated TAMP	Informed by updated TAMP	CEC	Informed by updated TAMP	CEC
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.	/	/	CEC Transport Scotland	M	CEC Transport Scotland
		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.			CEC Transport Scotland SPEN Appointed contractor	M	Transport Scotland
			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.	Dependant on outcome of feasibility assessments.	Dependant on outcome of feasibility assessments.	CEC	Dependant on feasibility assessments	CEC
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).	As directed by Parking Action Plan 2030 once approved.	As directed by Parking Action Plan 2030 once approved.	CEC	S	CEC
			First four phases of Strategic Review of Parking complete subject to successful Traffic Regulation Order process.	Further phases, with potential for focus on parking around new developments, will be considered and progressed through appropriate approval process.	Ongoing monitoring and review with potential phases and zones to be added.	CEC	M	CEC

Plan Section	Theme	Summary of Relevant Policy Measures	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or as known at this stage)	Main/Potential Funding Sources
			By 2023	**By 2025**	**By 2030**			
			Consultation on a Workplace Parking Levy complete and presented for consideration.	Dependant on outcome of consultation.	Dependant on outcome of consultation.	CEC, Businesses	S	CEC Businesses
			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.	Review and update Parking Standards as required as part of annual Planning Guidance review process.		CEC	S	CEC
	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.	Subject to approval of strategic approach.	Subject to approval of strategic approach.	CEC Sustrans Public transport operators	S	CEC Sustrans
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.	Deliver George Street and First New Town public realm transformation scheme.	Deliver Phase 2 of ECCT programme.	CEC	XL	CEC Sustrans Developers (as appropriate)
	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'.	To be informed by consultation.		CEC Developers Businesses Third sector	S	CEC Developers Businesses
	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.	Completion of key public realm schemes connected with major projects including George Street transformation, St Andrew Square and Charlotte Square and other smaller projects.		CEC Sustrans	L	CEC Sustrans Developers (as appropriate)

Jacobs

Final Environmental Report

City Mobility Plan Strategic Environmental Assessment

Environmental Report

Document Title:	City Mobility Plan Strategic Environmental Assessment
Date:	1 February 2021
Client Name:	The City of Edinburgh Council
Project Manager:	Adam Liddle
Author:	Erika Schmolke/Ailsa Collin

Jacobs U.K. Limited

160 Dundee Street
Edinburgh
EH11 1DQ
United Kingdom
T +44 (0)131 659 1500
F +44 (0)131 228 6177
www.jacobs.com

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	14.10.19	Draft Environmental Report for Client Review	ES	AC	SI	SI
	22.01.20	Final Draft Environmental Report	ES/AC	AC	SI	SI
	01.02.21	Final Environmental Report	ES/AC	AC	SI	SI

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APPENDIX B: RELATIONSHIP WITH RELEVANT PLANS, PROGRAMMES AND STRATEGIES

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APPENDIX D: HIGH-LEVEL SEA ASSESSMENT

APPENDIX E: POST CONSULTATION AMENDMENTS

Key Facts

Name of Responsible Authority	City of Edinburgh Council (CEC)
Title of plan, programme or strategy (PPS)	Edinburgh City Mobility Plan (CMP)
Requirement for the PPS	Edinburgh's current Local Transport Strategy, the fourth iteration, expired at the end of 2018 – it will be succeeded by the City Mobility Plan. Although there is no statutory requirement for local authorities to produce transport strategies, City of Edinburgh Council has routinely updated its Local Transport Strategy every five years.
Subject of the PPS	Transport, mobility and placemaking.
Period covered by the PPS	2021 - 2030
Frequency of updates	Reviewed every 2 years
Requirement for SEA	In accordance with The Environmental Assessment of Plans and Programmes (Scotland) Act 2005 (the Act), the CMP requires a SEA under Section 5(3) of the Act.
Geographic area covered by the PPS	The main focus of the CMP will be the City of Edinburgh Council area. However, it will also examine wider regional transport issues, seeking to address the adverse impacts of transport movements originating or terminating in Edinburgh.
Purpose and/or objectives of PPS	To set out the transport vision, objectives, policies and plans which support the Council's economic, social and environmental objectives. This includes how City of Edinburgh Council will meet national and regional objectives relevant to transport at a local level and details the actions required to meet current and future local challenges and achieve community objectives through a combination of short, medium and long-term action plans.

Non-Technical Summary

Introduction

This report summarises the findings of the Strategic Environmental Assessment (SEA) which was conducted for the City of Edinburgh Council's City Mobility Plan (CMP). The Environmental Assessment (Scotland) Act 2005 sets out the statutory requirements for conducting a SEA, which ensures the environment and other sustainability aspects are considered at an early stage of decision making when preparing public plans, programmes and strategies (PPS).

The purpose of the Environmental Report is to:

▪ Provide information on the draft Edinburgh CMP

▪ Identify, describe and evaluate the likely environmental influence of the draft Plan; and

▪ Provide an opportunity for the Consultation Authorities and the public to comment on any aspect of the draft Environmental Report.

Background to the Edinburgh City Mobility Plan

The CMP has been developed to support Edinburgh's ambitious target to be carbon neutral by 2030. The CMP includes a series of policy measures which would seek to deliver the following vision:

Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

In line with European best practice (Developing Sustainable Urban Mobility Plans), the initial stages of preparing the CMP involved an extensive review of the existing transport strategy, identifying and understanding mobility issues, reviewing literature, exploring the best practice from other cities' approaches and analysis of feedback from relevant recent Council consultations (Economic Strategy 2018, and 2050 Edinburgh City Vision).

Following consultation on the prospectus, an interim report was drafted and presented to the CEC's Transport and Environment Committee on 28th February 2019. The committee noted the findings of the engagement and approved the next stages involved in developing the CMP.

Further workshops were undertaken involving 100 stakeholders and the Transport Forum (which continues to serve as the stakeholder advisory group for mobility policy development), to help identify policy measures that would support the CMP.

In order to sift the initial long list of policy measures, each was considered against a series of questions, including whether the objectives have been met, issues addressed (Traffic & Freight/Health & Wellbeing/Access & Equality/Built Environment) and delivery mechanisms/cost.

Following this initial sift, a set of draft objectives and preliminary list of policy measures were presented to the CEC Transport and Environment Committee on the 17th May 2019.

Further internal consultation with CEC delivery teams and other plan teams, including ECCT and City Plan was undertaken, to ensure alignment with current and future plans.

Public transport appraisals have also been undertaken by consultants to identify technical and cost issues, and develop business cases and where appropriate, add a spatial layer to policy measures, for example, identify where public transport corridors require to be developed or expanded.

Assessment Methodology

The SEA focuses on strategic level issues and does not consider detailed measures for specific developments and construction projects within the study area. Strategic mitigation for negative effects of the CMP has been identified throughout the assessment and forms the basis of future project level assessments that focus on interventions identified in the CMP.

Listed below are the environmental topics that have been scoped into the SEA as it was concluded that the CMP has the potential to significantly impact each of these topics:

- air and climatic factors;

- land and soil;

- water;

- landscape and townscape;

- biodiversity, flora and fauna;

- material assets;

- population and human health; and

- cultural heritage.

The SEA uses a set of SEA objectives and assessment criteria which cover each of the environmental topics scoped into the assessment. These have been developed from a comprehensive review of the baseline and policy requirements to align with the SEA objectives with the forthcoming City Plan 2030 and the recently adopted City Centre Transformation Strategy.

To ensure the SEA influenced each stage of the CMP (including public consultation, stakeholder engagement, workshops, framework drafting), it was aligned with the CMP development. This informed refinement and revision of the proposed plan, as outlined in section 2 of this Environmental Report. SEA specialists worked with the CMP development team to conduct detailed assessments on the draft CMP, to improve the environmental and sustainability benefits resulting from the plan. This involved assessing:

- the compatibility of the SEA objectives with the CMP objectives;

- the policy measures against the SEA objectives to determine mitigation measures and enhancement recommendations;

- the effects of implementing these policies where mitigation measures and recommendations were adopted; and

- individual policy measures where further detail was required to identify effects of mitigation measures.

Where negative impacts or positive opportunities were identified, mitigation measures and recommendations were proposed. Recommendations included refinement to the CMP objectives, the addition of policies, amendments to policy wording, caveats and monitoring controls based on the environmental criteria that consider and respond to both direct and indirect, secondary and cumulative impacts.

In accordance with the Environmental Assessment (Scotland) Act 2005, the statutory consultation authorities, which include: Scottish Natural Heritage (now NatureScot); Scottish Environmental Protection Agency; and Historic Environment Scotland (HES), were consulted on the scoping report and their comments and views were considered. These are provided in Appendix C of the Environmental Report.

Policy Context

The City of Edinburgh Council's CMP sets out the strategic approach for the movement of people and goods into and around Edinburgh. The plan outlines policies to make Edinburgh a fair, thriving, connected and inspired capital city, superseding the existing Local Transport Strategy for Edinburgh.

The CMP plays a pivotal role in linking national, regional and city policy context through to guiding delivery plans and resourcing across the city, which is outlined in Section 3.2. The SEA considered the Plan within the context of a focussed range of other plans, programmes and strategies (PPS). This process helped to identify a range of environmental protection objectives and problems and issues that the Plan should take cognisance of and might support with its delivery. This comprehensive policy review has been undertaken and is included as Appendix B to the Environmental Report. A summary of the key environmental protection objectives identified from the review is provided in section 2 of the draft report.

Environmental Context

A baseline information gathering exercise was carried out in order to summarise the key environmental characteristics against the SEA topics. The full baseline report is provided in Appendix A of this Environmental Report.

An assessment was also undertaken to provide an overview of the key environmental issues and an assessment of the likely evolution of each baseline issue in the absence of the CMP (i.e. a do-nothing option). Key environmental issues and problems included:

- Transport is a significant contributor to carbon dioxide emissions in Edinburgh. Motorised transport results in poor air quality in parts of Edinburgh, as nitrogen dioxide and PM originate principally from road traffic.

- Edinburgh's transport infrastructure needs to be resilient against adverse climate impacts, and also consider potential positive impacts, such as a longer summer season.

- Depending on where it is located, transport infrastructure can have a detrimental impact on soil through air/run off pollution and sealing.

- Run-off from roads and new transport infrastructure can negatively affect water quality or hydrological regimes. Regular flood events can increase the amount of run-off from roads and exacerbate the problem.

- Potential reduction in landscape/townscape visual amenity through the construction and operation of new transport infrastructure. Potential loss of access to important sites e.g. World Heritage Site.

- Land-take as a result of transport infrastructure can lead to loss, disturbance and fragmentation of habitats. The presence of people and vehicles associated with transport can create disturbances for local wildlife, including disturbance resulting from noise and artificial light.

- There are currently a number of deficiencies in Edinburgh's transport network, resulting in a transport system operating below its capabilities. These include congested roads, roads in need of maintenance, a limited cycle network, a limited bus lane network and poorly maintained public transport facilities in some locations.

- Increasing numbers of people living and working in, and visiting the city, puts pressure on the existing transport network.

- Transport has a number of negative impacts on human health, in terms of air quality, emissions of key air pollutants and noise. A transport system that is not conducive to walking and cycling reduces opportunities for people to undertake physical activity and can lead to an increase in obesity and other conditions arising from inactivity.

- New transport infrastructure could lead to the loss of or damage to known and previously undiscovered historical/heritage sites or features. Congestion in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signage and materials can cause

negative visual impacts. Air pollution can cause deterioration of buildings and monuments. Vibration from road traffic can damage historical/heritage sites or features.

In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase. In line with Schedule 3 of the 2005 Act, the environmental evolution without the PPS should be considered. This should take account of the environmental issues identified in the evolution of the environmental baseline, particularly the environmental problems and trends identified. These are presented in section 3 of the Environmental Report.

Key Findings

The SEA concluded that the proposed strategy would have a predominantly positive effect across the SEA topics, with key benefits identified for air quality and population and human health. Localised negative effects were identified where proposals could impact on natural or cultural heritage designations. It was determined that mitigation would be put in place as detailed proposals develop. A summary of the findings is presented in the table below against each of the SEA topics.

SEA Topic	Summary of Assessment Findings
Air Quality & Climatic Factors	Significant positive effects were identified associated with an overall reduction in traffic due to stricter parking measures, traffic free zones, street closures and road user charges, freight consolidation zones, public transport accessibility improvements, integrated/flexible services and ticketing, low emissions zone and improved walking and cycling measures.
	To achieve significant benefits to air quality and climatic factors, a co-ordinated approach to modal shift is required, for example, similar timing of demand management package implementation to public transport and walking and cycling packages. Effects would be greater over time as more measures are implemented.
	Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.
Land & Soil	The draft CMP approach to effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change.
	Potential for some localised negative effects where new or expanded regional park and ride may require additional land take. Further environmental appraisal would be required as proposals are developed.
Water	The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced runoff pollutants, following a reduction in private vehicles and encouraging modal shift. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.

SEA Topic	Summary of Assessment Findings
Landscape	A generally positive effect on landscape and townscape was identified with key benefits anticipated through the overall reduction of traffic and parking within the city facilitating public realm improvements. However, the location of any new freight consolidation centres, regional park and rides, logistics zones or hubs needs to be sympathetic to landscape considerations. The extension of the tram route and bus routes would also need to be designed sympathetically.
Biodiversity, Flora and Fauna	The draft CMP policies to concentrate infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Reductions in usage of private vehicles through improved public transport and active travel networks would also improve air quality with a possible positive impact on biodiversity.
	Where site specific measures are proposed, there is the potential for adverse impacts to occur where proposed interventions result in habitat loss. However, as more interventions are implemented the potential for habitat creation also increases in the long-term.
Material assets	Positive effects on material assets were identified through the overall improvement to the public transport network. Encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access would lead to reduced car use in more remote parts of the city.
	The introduction of walking and cycling measures would require improvements to cycle facilities and access to streets. It is likely that this would lead to an improvement to the existing transport network.
Population and Human Health	The improvements to public transport would also promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. Active travel network improvements promote a healthy lifestyle and quality of life would be improved through a more integrated network, better facilities and safety improvements such as secure bike storage. Human health would also be positively impacted by reductions in air pollutants and noise resulting from an overall reduction in traffic.
Cultural Heritage	Mixed effects were identified on Cultural Heritage. Dense developments could potentially affect townscape and the setting of heritage assets if taller buildings are part of the development. Heritage assets could also be affected by the construction footprint of new freight consolidation centres, logistics zones or hubs and expansion of both bus and tram routes.
	There may be opportunities for improved accessibility to heritage assets through improvements to the public transport network and active travel routes and the visual setting of some heritage assets may be improved as there would be fewer cars on the streets.

Post Consultation 2021 Amendments

The draft CMP and Environmental Report were issued to the SEA Consultation authorities (SEPA, Nature Scot (formally SNH and HES)) for public consultation in January 2020 for a period of 8 weeks. This was extended in response to Covid-19, with the public consultation period ending 7 May 2020. Responses from this period of consultation were considered and resulted in slight amendments to the objectives, policies and themes of the draft CMP.

The SEA reviewed the changes post consultation to identify if there were any potential negative environmental effects across the SEA objectives. The SEA concluded that the changes to the Draft CMP would still result in predominantly positive effects across the SEA topics, with key benefits identified for air quality and population and human health.

Next Steps and Monitoring Framework

Best practice in SEA Monitoring requires that a detailed monitoring framework reflects the implementation of the Strategy actions, identifies where existing indicators (from the delivery of related PPS) can be used to track progress and, ideally, is embedded within the final Plan to ensure that monitoring is undertaken as part of CMP delivery.

It is proposed that the monitoring framework would align with the forthcoming City Plan 2030 and recently adopted Edinburgh City Centre Transformation Strategy, to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the public consultation. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement, the final stage in the SEA process.

1. Introduction

1.1 Purpose of this report

Strategic Environmental Assessment (SEA) provides plan-making authorities with a transparent process to incorporate environmental considerations into decision making at an early stage and in an integrated and documented manner.

The overall objective of SEA is to:

"Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development" (Article 1 of the European SEA Directive 2001/42/EC).

The purpose of this report is to report the findings of the SEA of Edinburgh Council's City Mobility Plan (CMP). This Environmental Report (ER) responds to statutory SEA requirements, considers the evolution of the emerging CMP to date and presents an assessment of its likely significant effects. As required by the SEA regulations (see Section 1.4), a Non-Technical Summary (NTS) of the ER has also been prepared to summarise the key findings from the SEA.

1.2 Structure of Report

This report is structured as follows:

- Section 1 introduces the report, identifies core statutory requirements for undertaking the SEA, explains the background to the development of the CMP and provides a summary of the proposed plan and purpose.

- Section 2 provides an overview of the SEA process which has been undertaken to date, the SEA scoring process and the response to consultation comments. A detailed response to consultation comments is provided in Appendix C.

- Section 3 provides a review of relevant Plans, Programmes and Strategies (PPS) and a summary of the baseline characteristics and the evolution of the baseline in the absence of the CMP. A detailed baseline is provided in Appendix A, with a full list of relevant PPS, which identifies applicable legislative and policy requirements and targets at international, national, regional and local scale provided in Appendix B.

- Section 4 presents the approach to the SEA assessment, providing the assessment criteria, scoring system and approach to reasonable alternatives.

- Section 5 presents the key findings of the high-level SEA undertaken on the package of policy measures in the CMP and the SEA assessment on individual policy measures identified for further assessment. The high-level assessment matrix of the package and individual policy measures is provided in Appendix D.

- Section 6 presents the approach to cumulative assessment.

- Section 7 identifies embedded and future mitigation, as well as enhancement measures.

- Section 8 identifies the next steps in the SEA process and outlines potential monitoring arrangements.

- Section 9 summarises the key changes to the ER following amendments to the CMP after consultation.

The report is supported by the following appendices:

- Appendix A: CMP SEA Baseline

- Appendix B: Relationship with relevant Plans, Programmes and Strategies

- Appendix C: Consultation Responses

- Appendix D: High-level SEA Assessment

- Appendix E: Post Consultation Amendments

1.3   Statutory Context for the SEA

In Scotland, the Environmental Assessment (Scotland) Act transposes the EU Directive (2001/42/EC) into Scottish legislation, and Section 1 of the Act sets out the primary requirement, which is to secure the completion of an environmental assessment during the preparation of a qualifying plan or programme. The Act requires responsible authorities to assess the likely significant effects on the environment of implementing PPS, as defined within the 2005 Act. This assessment must also examine the likely significant effects of implementing reasonable alternatives to the PPS under consideration (i.e. the CMP).

The CMP is a qualifying plan under Section 5(3) of the 2005 Act, therefore a SEA is required.

Under the 2005 Act, once the need for a SEA of a PPS has been established, a three-stage process is required:

- SEA Scoping (Section 15): Responsible Authorities must provide the Consultation Authorities with sufficient information to enable them to consider the proposed scope, level of detail and consultation period for an ER to accompany the PPS;

- Preparation of an ER, and consultation on it (Section 14): Responsible authorities must prepare an ER to "identify, describe and evaluate the likely significant effects on the environment of implementing" a PPS. This report should be based on the outcomes of the SEA Scoping and the information requirements specified in Schedule 3 of the 2006 Act. The report must be consulted on in tandem with the PPS for a period as agreed with the Consultation Authorities through the SEA Scoping. This report responds to these legislative requirements; and

- Preparation of a Post Adoption SEA Statement (Section 18): Following the adoption of a PPS, the Responsible Authority must prepare a statement setting out, amongst other matters, how environmental considerations and the SEA have been considered within the adopted PPS.

1.4   Background to the City Mobility Plan

The City Mobility Plan succeeded Edinburgh's current Local Transport Strategy 2014-2019 (LTS). The current LTS was published in 2014 to set out the City of Edinburgh's policies and plans in working towards an integrated and sustainable transport system. The LTS considered the Council's wider objectives and outcomes and was aligned with the Local Development Plan and Economic Strategy as well as other regional and national transport policies.

In September 2018, CEC published a prospectus for public consultation entitled 'Edinburgh: connecting our city, transforming our places'. The prospectus set out a series of 15 ideas for a more active and connected city, a healthier environment, a transformed city centre, neighbourhood streets and civic life.

 This prospectus combined three major projects being prepared throughout 2018 and 2019, including:

- Edinburgh City Centre Transformation (ECCT) – an action plan for a vibrant and people-focused capital city centre to improve community, economic and cultural life, which was approved in September 2019 and was subject to its own SEA.

- The City Mobility Plan – setting the strategic approach for how people and goods travel into, and around, our growing city. Its development supersedes the existing LTS for Edinburgh, in setting policies and actions that help to make Edinburgh a fair, thriving, connected and inspired capital city.

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

These major projects are being considered in the context of the emerging City Plan 2030, which is subject to its own SEA. Following extensive public and stakeholder consultation on the ideas in the prospectus, detailed proposals were then developed for each project.

1.5   CMP Development Approach

The CMP has been developed to support Edinburgh's ambitious target to be carbon neutral by 2030. The CMP comprises a series of objectives and policy measures which seek to deliver the following vision:

Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.

In line with European best practice (Developing Sustainable Urban Mobility Plans), the initial stages of preparing the CMP involved an extensive review of the existing transport strategy, identifying and understanding mobility issues, reviewing literature, exploring the best practice from other cities' approaches and analysis of feedback from relevant recent Council consultations (Economic Strategy 2018, and 2050 Edinburgh City Vision).

Following consultation on the prospectus, an interim report was drafted and presented to the CEC's Transport and Environment Committee (TEC) on 28th February 2019. The committee noted the findings of the engagement and approved the next stages involved in developing the CMP.

Further workshops were undertaken involving 100 stakeholders and the Transport Forum (which continues to serve as the stakeholder advisory group for mobility policy development), to help identify policy measures that would support the CMP.

In order to sift the initial long list of policy measures, each was considered against a series of questions, including whether the objectives have been met, issues addressed (Traffic & Freight/Health & Wellbeing/Access & Equality/Built Environment) and delivery mechanisms/cost.

Following this initial sift, a set of draft objectives and preliminary list of policy measures were presented to the TEC on the 17th May 2019.

Further internal consultation with CEC delivery teams and other plan teams, including ECCT and City Plan was undertaken, to ensure alignment with current and future plans.

Public transport appraisals have also been undertaken by consultants to identify technical and cost issues, and develop business cases and where appropriate, add a spatial layer to policy measures, for example, identify where public transport corridors require developing or expanding.

2.   SEA Process

2.1   Introduction

The SEA process, as described in paragraph 1.4.3, has been aligned with the CMP development to ensure the SEA has had influence at each stage of the strategy development and, along with the Integrated Impact Assessment (IIA) process, has informed the refinement and revision of the proposed plan.

Focussed assessments were undertaken by SEA specialists and the CMP development team, who worked together to understand both the intention and ambition of the draft policy. This includes examining the options available and making recommendations to strengthen the likely environmental gain or improve the sustainability benefits associated with the CMP policy. Figure 2.1 below sets out the SEA approach alongside the CMP development.

Figure 2.1: The SEA and CMP approach
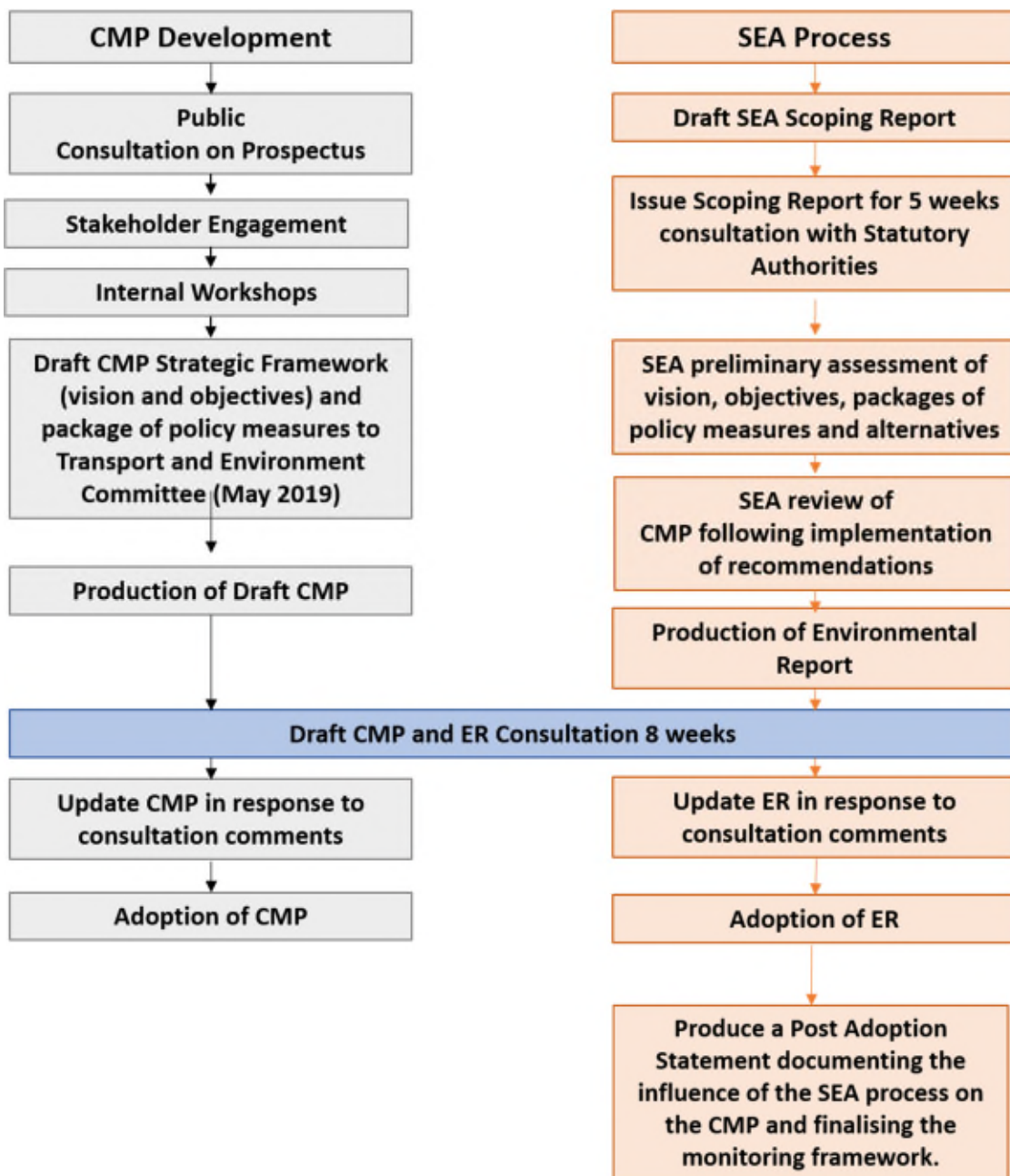
The SEA adopted a matrix-based approach, assessing:

▪ The compatibility of the CMP Objectives against SEA Objectives. In line with SEA recommendations, the CMP objectives were refined to ensure the best environmental and wider sustainability outcomes.

▪ The packages of policy measures and alternative policies within each package against the SEA objectives and SEA assessment criteria to determine mitigation and enhancement recommendations and to assess the likely in-combination, secondary and synergistic effects of implementing these policies.

▪ The packages of policy measures focusing on the key changes, identifying where mitigation measures and recommendations had been adopted and considering the in-combination, secondary and synergistic effects of implementing these policies.

▪ Individual policy measures where it was identified there was further detail or spatial information identifying where mitigation measures and recommendations had been adopted and considering the in-combination, secondary and synergistic effects of implementing these policies.

Following each stage of assessment, any negative impacts or positive opportunities that were identified were discussed with the project team to determine effective mitigation and enhancement recommendations.

The key recommendations have included refinements to the objectives, alternative policies and policy wording, caveats and monitoring controls based on the environmental criteria that consider and respond to both direct impacts and indirect, secondary and cumulative impacts.

2.2   Scoping of SEA Topics

The baseline and policy review were carried out to determine the SEA topics which should be scoped into the assessment and would be anticipated to have a positive and/or negative impact, as well as topics where a significant cumulative impact is anticipated. Schedule 3 of the 2005 Act requires the CMP to be assessed against the following environmental issues:

▪ Air and climatic factors

▪ Land and soil

▪ Water

▪ Landscape and townscape

▪ Biodiversity, flora and fauna

▪ Material assets

▪ Population and human health

▪ Cultural heritage

In accordance with the requirements of the 2005 Act, CEC has considered if the environmental effects (positive or negative) of the City Mobility Plan on each SEA topic are likely to be significant. The initial scoping exercise was based on preliminary information about the likely scope of policy and projects within the CMP production, the known environmental baseline of the area and the likely environmental issues.

It was determined that the CMP has the potential to significantly impact all of the environmental issues. Accordingly, all of the issues were scoped into the SEA and provide the framework for the SEA objectives and the criteria and questions which have been used in the assessment process.

A Scoping Workshop was held with Scottish Natural Heritage (now NatureScot), Scottish Environmental Protection Agency and Historic Environment Scotland in January 2019 to discuss and inform the scope and methodology.

2.3   Response to consultation comments

Statutory requirements of the SEA include the requirement to provide the statutory consultation authorities with a detailed explanation of the plan in order to fully understand the likely environmental effects. The consultation authorities were asked to provide a view on the CMP Scoping Report produced in February 2019. A summary of the key comments from the statutory consultation authorities and the response to them in the SEA is provided in Appendix C.

2.4   Habitats Regulations Appraisal

Article 6(3) of the EC Habitats Directive requires that any plan which is not directly connected with or necessary to the management of a European site (otherwise known as 'Natura 2000' sites), but may be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment' of its implications for the European site in view of the site's conservation objectives. This procedure is applied in Scotland through The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and is known as the 'Habitats Regulations Appraisal' (HRA) of plans.

Natura 2000 sites include Special Areas of Conservation (SACs) designated under the Habitats Directive (92/43/EEC) and Special Protection Areas (SPAs) designated under the Birds Directive (2009/147/EEC). In addition, Candidate and Possible SACs, Potential SPAs and Ramsar wetlands should also be included in appraisals. Natura 2000 sites are designated due to the presence of specific habitats and species of internationally important biodiversity value, otherwise known as 'qualifying interest features.'

Each stage in the development of the CMP was reviewed to determine any potential indirect or direct impacts on Natura 2000 sites. For example, each draft of the CMP objectives and policies have been checked to determine any potential impacts on Natura 2000 sites in the Edinburgh area – primarily the Firth of Forth SPA and the Imperial Dock SPA. The CMP objectives and policies are strategic in nature, with few specific spatial implications. As a result, no potential impacts on the Natura 2000 sites were identified.

3.   Policy and Environmental Context

3.1   Introduction

This section summarises relevant baseline environmental characteristics, environmental issues and considers the evolution of the baseline in the absence of the CMP. It also notes the relationship between the CMP and other relevant PPS. This has served as an important base upon which to build the SEA Framework.

This section presents a review of the environmental aspects, context and baseline scenario within which the CMP has been developed. Information on air quality, climatic factors, land, soil, water, landscape, biodiversity, material assets, population, human health and cultural heritage have been included in establishing the environmental baseline.

3.2   Relationship with other Plans Programmes or Strategies

The CMP plays a pivotal role in linking national, regional and city policy context through to guiding delivery plans and resourcing across the city which is illustrated in Figure 3.1.

Figure 3.1: Diagram showing how the City Mobility Plan links to national, regional and local strategies
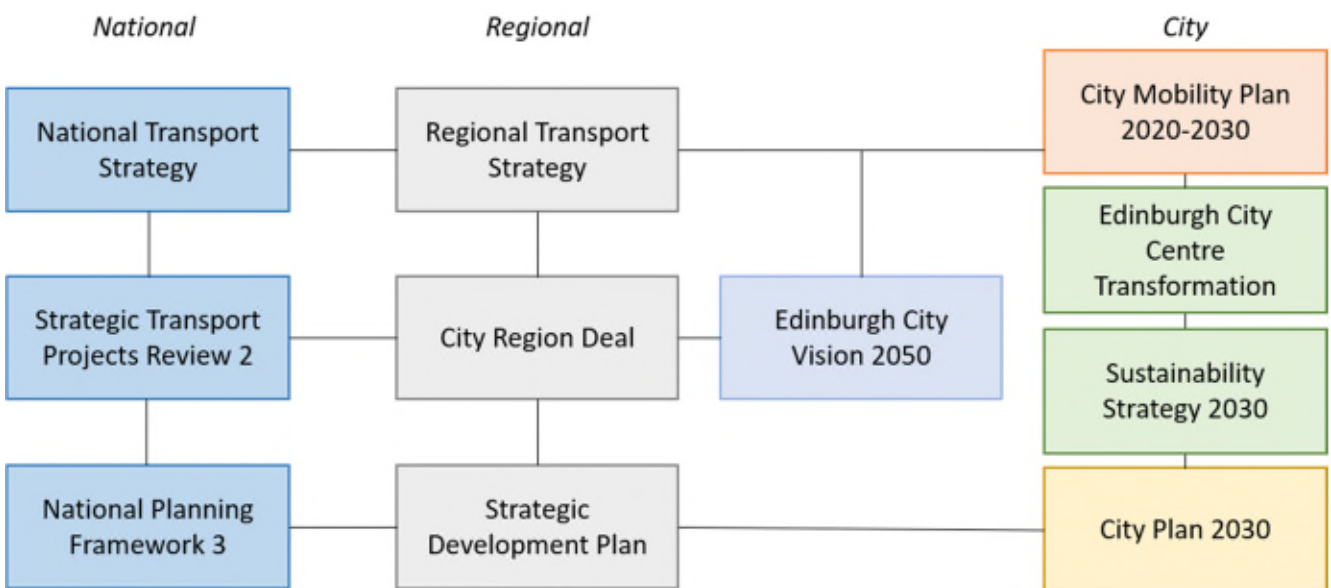
A comprehensive policy review has been undertaken and is included in Appendix B to this report. An understanding of the relevance of other legislation, policy and plans to the CMP is an essential step in the SEA process.

A summary of the key environmental objectives identified through the review is presented in Table 3.1.

Table 3.1: Key Environmental Requirements/Objectives

SEA Topic	Key Environmental Requirements/Objectives
Air quality and climatic factors	- The need to minimise harmful emissions (CO_2, NO_x and Particulate Matter) to the air. - Improve air quality particularly within the six Air Quality Management Areas (AQMAs) within Edinburgh. - Support target for Edinburgh to be carbon neutral by 2030 - Reduce the impact from transport on climate change and air quality by reducing the need to travel, providing attractive and viable alternatives to private vehicles. - Promote active travel options (including walking, cycling and public transport). - Improve the resilience of Edinburgh's transport infrastructure to climate change.
Land and soil	- Reduce the requirement for construction of large-scale transport infrastructure to reduce the impact on soil. - Protect high quality soil by encouraging the use of vacant or derelict land.
Water	- Reduce the requirement for construction of large-scale transport infrastructure which could have a direct effect on water quality. - Reduce run-off from roads and transport infrastructure to improve water quality.
Landscape	- Ensure the unique qualities of Edinburgh's landscape are safeguarded from construction of new transport infrastructure. - Ensure access to important designated and non-designated sites.
Biodiversity, flora and fauna	- Conserve habitats and reduce the disturbance to local wildlife from noise and artificial light. - Protect biodiversity by reducing the requirement for large-scale transport facilities. - Create a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases.
Material assets	Improve congested roads, poor maintenance of roads, limited cycle and bus lane network and poorly maintained transport facilities in some areas.
Population and human health	- Protect health and well-being of Edinburgh's population. - Promote active travel to reduce obesity and other conditions arising from inactivity. - Create a public transport system that is fit-for-purpose and accessible to all of Edinburgh's population. - Promote access to quality open space.
Cultural heritage and historic environment	- Protect and enhance Edinburgh's cultural heritage assets and their settings. - Protect buildings from deterioration caused by air pollution.

3.3　　　Relevant Environmental Aspects, Issues and Problems

A baseline information gathering exercise was carried out in order to summarise the key environmental characteristics against the SEA topics.　The full baseline report is provided in Appendix A of this document.

Following consideration of the key environmental issues in Edinburgh, and the relevant PPS, the outcomes of the CMP can be identified. Table 3.2 lists the environmental problems identified by SEA topic and the implications for the CMP and this SEA.

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Table 3.2: Relevant SEA Environmental Issues and Implications for CMP

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
Air Quality and Climatic Factors	Edinburgh has six AQMAs, five AQMAs are in locations where annual mean limits for NO_2 are regularly exceeded. There is one AQMA, at Salamander Street, where annual mean limits for PM_{10} are regularly exceeded. ■ Summary of climate impact projections for 2050: ■ sea levels to rise by 0.24m; ■ flooding to increase to 1:200 severity; ■ increased potential for drought as water availability decreases by 20%; ■ storms and high winds to increase to 1:50 severity; ■ increase in the chance of heatwaves to 1 in 10; and ■ reduction in extreme cold spells, with an increase in tourist season days.	Transport is a significant contributor to carbon dioxide emissions in Edinburgh. Motorised transport results in poor air quality in parts of Edinburgh, as nitrogen dioxide and PM originate principally from road traffic. Edinburgh's transport infrastructure needs to be resilient against adverse climate impacts, and also consider potential positive impacts, such as a longer summer season.	The CMP must aim to reduce the impact of transport on climate change and air quality through reducing the need to travel, providing attractive and viable alternatives to the car (including walking, cycling and public transport) and promoting cleaner fuels and technologies. The CMP would need to accommodate a longer summer season, which could see more tourists visiting the city for longer periods.
Land and Soil	The majority of farmland in the area is classified as prime agricultural land, with the majority also within the Edinburgh Green Belt. Edinburgh has a relatively low incidence of vacant and derelict land compared with other central belt authorities. High land values and pressures for development means that land tends to be re-used quickly.	Depending on where it is located, transport infrastructure can have a detrimental impact on soil.	The CMP should reduce the requirement for the construction of large-scale transport infrastructure, thus reducing transport's impact on soil quantity and quality. Although the Plan has the potential to reduce the need for large scale infrastructure, some measures may have an impact (e.g. construction of new park and rides, mobility hubs, new walking and cycling routes).
Water	Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and	Run-off from roads and new transport infrastructure can negatively affect water or hydrological regimes. Regular flood	The CMP should improve water quality, primarily through reducing the requirement

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
	discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city. The Water of Leith regularly floods following heavy rain, most recently in June 2019. There are approximately 3,300 residential properties and 480 non-residential properties at risk of flooding in the Water of Leith catchment area. Edinburgh currently has 3 Integrated Pollution Prevention and Control (IPPC) installations across the city, all located within the Water of Leith catchment. Edinburgh's water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some acting as main supply reservoirs and others as a holding or compensation reservoir. This infrastructure was the subject of a recent major investment programme.	events can increase the amount of run-off from roads and exacerbate the problem.	for the construction of large-scale transport facilities. Drainage improvements to the existing transport network should also be considered, for example, installation of filter drains. The CMP should also consider the susceptibility of the transport network to flooding, particularly around vulnerable areas prone to regular flood events.
Landscape	Edinburgh has numerous outstanding features within close proximity to the City Centre: Holyrood Park including Arthur's seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These fall within the Green Belt and are also designated as Special Landscape Areas.	Potential reduction in visual amenity through the construction and operation of new transport infrastructure. Potential loss of access to important sites.	The CMP should protect the landscape from the development of unsightly transport infrastructure and look to maintain access to important sites.
Biodiversity, Flora and Fauna	Edinburgh has three Special Protection Areas (SPA) and one proposed Special Protection Area (Outer Firth of Forth and St Andrews Bay Complex pSPA). The SPAs comprise Imperial Dock Lock SPA, the Firth of Forth SPA and Forth Islands SPA. Edinburgh also has 7 Sites of Special Scientific Interest (SSSI) covering a total area of 1,239 hectares, 8 local	Land take as a result of transport infrastructure can lead to loss, disturbance and fragmentation of habitats. The presence of people and vehicles associated with transport can create disturbances for local wildlife, including disturbance resulting from noise and artificial light.	The CMP should protect biodiversity, primarily through reducing the requirement for the construction of large-scale transport facilities.

SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
	nature reserves and 109 non-statutory designated sites.		
Material assets	Edinburgh is well served by public transport, with an extensive bus and rail network and developing tram and park and ride network. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the Airport to the city centre.

Many people travel to work by car causing traffic congestion and significant pressure on parking spaces. | There are currently a number of deficiencies in Edinburgh's transport network, resulting in a transport system operating below its capabilities. These include congested roads, roads in need of maintenance, a limited cycle network, a limited bus lane network and poorly maintained public transport facilities in some locations. | The CMP must contribute to the development of a 21st Century transport system, improving opportunities for travel by sustainable modes of transport and reducing reliance on the private car. |
| Human Health | Noise can be a serious problem to people living in urban areas. The Council have identified 18 noise Management Areas and 10 Quiet areas.

An emerging public health priority in Edinburgh as well as many cities in the UK and across the world, is dealing with poor air quality. These can have significant impacts on health, child development and environmental quality. The council's Air Quality Action Plan and Active Travel Action Plan both aim to bring health benefits to Edinburgh, through implementing controlled parking zones to improve air quality and by encouraging model shift to more active travel. | Transport has a number of negative impacts on human health, in terms of air quality, emissions and noise. A transport system that is not conducive to walking and cycling reduces opportunities for people to undertake physical activity and can lead to an increase in obesity and other conditions arising from inactivity. | The CMP should seek to improve human health by increasing opportunities for physical activity, especially walking and cycling, and through the development and promotion of clean, healthy and quiet modes of transport. |
| Population | The total resident population of Edinburgh is 507,170 and covers an area of 26,373 hectares (National Records of Scotland, 2018). The population of Edinburgh is projected to increase by 15% or 75,965 between 2016 and 2041. | Increasing numbers of people living and working in, and visiting the City, puts pressure on the existing transport network. | The CMP should benefit the population by reducing road congestion, improving opportunities for travelling by non-car modes of transport and contributing to the development of a fit-for-purpose public transport system. |

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SEA Topic	Baseline Key Characteristics	Environmental Issues and Problems	Implications for CMP
Cultural Heritage	The key historic designation in Edinburgh is the New and Old Town World Heritage Site, which was inscribed by UNESCO in 1995. Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,830 listed items, comprising approximately 34,000 individual properties. There are 50 conservation areas, 56 Scheduled Ancient Monuments and 17 historic gardens and designed landscapes in Edinburgh.	New transport infrastructure could lead to the loss of or damage to known and previously undiscovered historical/heritage sites or features. Congestion in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signage and materials can cause negative visual impacts. Air pollution can cause deterioration of buildings and monuments. Vibration from road traffic can damage sites.	The CMP should protect the historic environment from the impacts of transport (especially new transport facilities, congestion and parking demand) and seek opportunities for enhancement wherever possible.

3.4   Environmental Baseline Evolution

In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase. In line with Schedule 3 of the 2005 Act, the environmental evolution without the PPS should be considered. Taking account of the environmental issues identified in Table 3.2, the evolution of the environmental baseline, particularly the environmental problems and trends identified, are presented in Table 3.3.

Table 3.3: Evolution of Environmental Baseline

SEA Topic	Baseline Evolution Without the CMP – 'Do Nothing' Scenario
Air quality and climatic factors	If the CMP is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City develops, while opportunities to encourage transport mode shift to walking, cycling and public transport will be lost. Increased traffic will increase carbon dioxide emissions and energy consumption and air quality will continue to worsen, potentially leading to the implementation of more AQMAs in the City. CEC could fail in meeting its obligations under the Climate Change (Scotland) Act 2009, while continued breaches of European air quality limits could see fines being imposed on the UK government, which could eventually filter down to the City Council itself. If the CMP is not implemented, it is likely that the transport network would be less resilient and less able to accommodate future climate impacts (including increased severity and frequency of flooding, storms, temperature extremes, heatwaves and changes to the length of the summer and winter seasons).
Land and soil	If the CMP is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with demand. Construction and use of such facilities could lead to land contamination, soil erosion and soil sealing. Pressure for the development of new transport facilities could also lead to the loss of any prime agricultural land remaining in the City.
Water	If the CMP is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with transport demand, which could contribute to the pollution of nearby watercourses, primarily through runoff.
Landscape	If the CMP is not implemented, it is likely that demand for motorised travel will increase and this will necessitate the construction of new transport infrastructure, such as roads and bridges, throughout the City. This could have a significant adverse impact on the landscape character of Edinburgh.
Biodiversity, flora and fauna	If the CMP is not implemented and demand for motorised travel increases, there will likely be a requirement for new and significant transport infrastructure to cope with this demand. Construction of such infrastructure could put pressure on biodiversity, including the loss and fragmentation of habitats, while increases in traffic, vehicle emissions and noise could disturb sensitive species.
Material assets	If the CMP is not implemented, it is likely that a range of sustainable transport facilities (including walking and cycling routes, cycle parking,

SEA Topic	Baseline Evolution Without the CMP – 'Do Nothing' Scenario
	public transport hubs) would not be delivered. This in turn could continue the high reliance on cars and demand for cars and could jeopardise Edinburgh's vision of a 21st century transport system that meets the needs of all those living in, working in and visiting the City.
Population and human health	If the CMP is not implemented and the population of the City continues to increase, demand for transport will outstrip supply, leading to overcrowding of transport facilities. If improvements are not made to the walking, cycling and public transport environments, it is likely that most of the demand for transport will be for road transport, leading to increased congestion and pollution.

If the CMP is not implemented and a significant switch to healthy and active modes of transport, such as walking and cycling, is not achieved, various health issues, such as obesity, inactivity and poor air quality, will continue to affect the population, causing increases in ill-health and potentially a reduction in life expectancy.

Developmental pressures for new transport infrastructure to cope with the increased demand for road traffic could lead to the loss of open space areas, reducing opportunities for physical activity. Busier roads could increase the risk to pedestrians at certain times of the year if the CMP is not implemented. Without the CMP, these health and safety risks could have the potential to disproportionately impact vulnerable users such as children, elderly, and those with a disability. |
| Cultural heritage and historic environment | If the CMP is not implemented and demand for road transport and parking continues to increase, this may put development pressure on areas of historic and/or archaeological interest and undermine the character of conservation areas. Air pollution impacts on Edinburgh's historic buildings may also increase. |

4. Assessment Approach

4.1 Introduction

The 2005 Act requires the Environmental Report to present the assessment and evaluation of the likely significant effects that CMP has on the environment. It is important to recognise that the SEA focuses on strategic level issues and does not consider detailed measures for specific developments and construction projects within the study area. Such effects would be the focus of a project level Environmental Impact Assessment (EIA), where appropriate. Strategic mitigation has been identified throughout the assessment and this forms the basis of future, project level assessments that focus on interventions identified in the CMP.

4.2 SEA Objectives and Assessment Criteria

The SEA assessments used a set of SEA objectives and assessment questions identified in Table 4.1, that cover each of the environmental topics scoped into the assessment. The SEA objectives and assessment criteria presented have been developed from a comprehensive review of the baseline issues and policy requirements to align with the SEA objectives used with the forthcoming City Plan 2030 (LDP) SEA and recently adopted ECCT SEA to ensure a consistent approach and have been updated to reflect Consultation Authorities' feedback.

Table 4.1: Outlines the eight SEA objectives and the assessment criteria for each

CMP SEA Objectives	SEA Assessment Questions How will the policy…
1. **Air quality and climatic factors**: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	- contribute to reducing emissions and particulates of key pollutants to air from road transport? - contribute towards a reduction NOx and PM levels, in particular within AQMAs? - assist in meeting air quality objectives within AQMAs? - support measures outlined in the council's air quality action plan? - support reductions in greenhouse gas emissions? - support access to active and sustainable transport options? - encourage the provision of low/zero carbon technologies? - promote and facilitate modal shift to active and sustainable transport options?
2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change.	- impact upon important geodiversity features? - encroach on Greenbelt/valuable greenfield areas? - protect prime agricultural land and carbon-rich peat soils?
3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	- maintain and enhance the resilience of existing and planned transport infrastructure? - protect water quality within the CMP region? - contribute to reducing emissions and particulates of key pollutants to water from road transport? - support network resilience to anticipated extreme weather events and climate change? - promote the avoidance of flood risk?
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	- avoid impact on landscape/townscape character and/or visual amenity of sensitive receptors? - help to maintain or enhance landscape/townscape character?

CMP SEA Objectives	SEA Assessment Questions How will the policy…
	▪ improve sustainable access to open space and the countryside?
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	▪ support delivery of wider CEC environmental objectives/obligations? ▪ avoid adverse effects on integrity of European Protected Sites and/or Species (for example Natura sites)? ▪ avoid or minimise impact on any other designated or priority sites or species?
6. **Material assets**: Improve and enhance the existing transport network.	▪ support or lead to reduced congestion? ▪ support or lead to enhanced maintenance activity?
7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	▪ increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? ▪ improve links between CEC Core Path Networks? ▪ improve social inclusion and accessibility to healthcare services? ▪ improve safe and sustainable access to new and/or existing education facilities? ▪ improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? ▪ result in any adverse impacts to sensitive receptors and/or residential areas? ▪ result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? ▪ result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?
8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	▪ impact on designated and non-designated historic sites, places and spaces? ▪ improve accessibility to all townscape including historic sites, places and spaces? ▪ improve access to and understanding of the historic environment? ▪ respect/respond to the historic urban spatial structure / plan of the city?

4.3   SEA Scoring System

All stages of the SEA process have followed a matrix-based approach, using a qualitative scoring system to identify likely significant effects on the SEA objectives. The scoring system used for the assessment of effects is described in Table 4.2. This approach has several advantages including the systematic recording of potential effects and their significance together with any assumptions, uncertainties and suggested mitigation or enhancement measures.

Table 4.2: SEA Scoring System for Likely Significant Effects

Score	Descriptions	Symbol
Significant Positive Effect	The proposed option/policy contributes significantly to the achievement of the SEA objective.	++
Minor Positive Effect	The proposed option/policy contributes to the achievement of the SEA objective but not significantly.	+
Neutral Effect	The proposed option/policy is related to but does not have any effect on the achievement of the SEA objective	0
Minor Negative Effect	The proposed option/policy detracts from the achievement of the SEA objective but not significantly.	-
Significant Negative Effect	The proposed option/policy detracts significantly from the achievement of the objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option/policy has an uncertain relationship to the SEA objective 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 proposed option/policy and the achievement of the SEA objective or the relationship is negligible.	~

4.4   CMP elements subject to SEA

In line with the Scottish Governments *Strategic Environmental Assessment Guidance 2013,* the assessment has been focused on the key elements within the CMP which are likely to have significant environmental effect to ensure a proportionate approach to assessment.

Table 4.3: CMP elements subject to SEA Assessment

CMP Elements	Subject to SEA assessment	Comment
Vision	Yes	The vision presented to the CECs' TEC was assessed to ensure it supported a positive environmental outcome. *(The three stage vision presented in the draft CMP was considered to be the desired outcome of delivering against the CMP objectives and would not have a significant effect on the environment.)*
Objectives	Yes	It was determined that the objectives could be refined to ensure a better environmental outcome which would then filter down to the development of the policy measures. This assessment also informed

		the development of indicators and have been presented in the monitoring framework.
Policy Measures	Yes	It was determined that the policies could have the potential for significant effects on the environment.
Spatial Strategy (as presented in Appendix 3)	No	It was considered that the spatial strategy was of such a high level that it could not be determined at this stage in the assessment process of the potential for additional significant effects than those already captured in the policy measures assessment. This approach was reviewed as further detail emerged following the consultation exercise and any changes to the assessment were captured in the final Environmental Report.

The overall approach to the SEA has been refined to take account of Scoping consultation responses, as detailed in Appendix C.

4.5   SEA Assessment Stages

The SEA was undertaken in three stages to inform the development of the proposed CMP. The three stages of the SEA are outlined in Figure 4.1.

Figure 4.1: Stages of the SEA
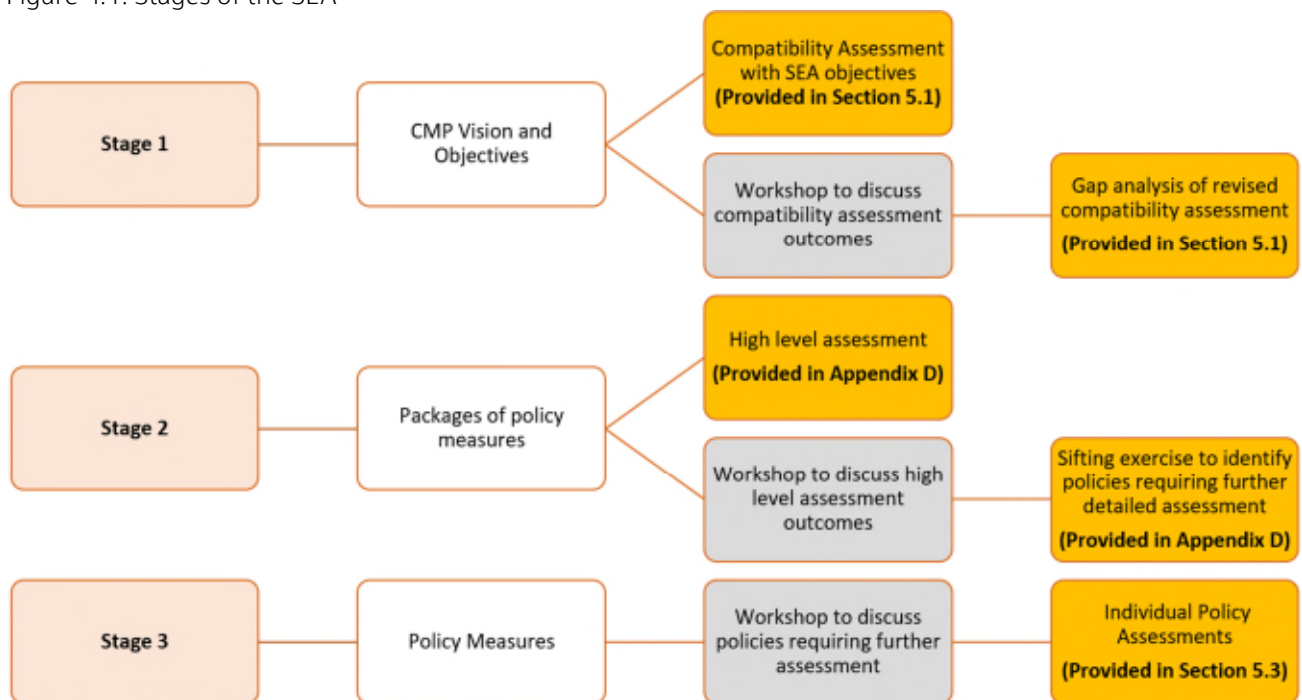
4.6   Approach to Reasonable Alternatives

The evolution of the baseline scenario was not considered to constitute a reasonable alternative and instead consideration was given at each stage of the CMP development to identify and assess any reasonable alternatives to the key components of the draft CMP. The SEA considered alternatives and made recommendations at each of the key CMP stages, - objective setting, developing packages of measures and individual policy measures. as shown in Figure 4.1. SEA recommendations and the findings of the assessment directly fed into the development of the final list of policy measures presented in the draft CMP.

5.   Assessment Findings

This section provides a summary of the results of the three stages of assessment as shown in Figure 4.1.

5.1   Stage 1: SEA of Proposed Vision and CMP Objectives

This section outlines the findings of Stage 1 of the SEA process. A compatibility assessment was undertaken to consider the likely significant environmental effects arising from the proposed CMP vision and objectives.

5.1.1   Approach

The assessment has considered the proposed vision and objectives received from the council, and, following the SEA process, a gap analysis was undertaken on the revised vision and objectives to identify if there were any significant changes.

5.1.2   Initially the CMP objectives were based around the following vision:

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

To support the implementation of this vision, the CMP identified four strategic objectives:

- Improved built and natural environment;

- Improved health, wellbeing and safety;

- Improved equality and social inclusion; and

- Responsible and sustainable economic growth.

Each strategic objective had several operational objectives. A high-level compatibility assessment was used to determine whether the CMP objectives were compatible with the SEA objectives and assessment criteria, Table 4.1), the compatibility assessment is presented in Table 5.1. The key used for the compatibility assessment is provided below:

Key	
Compatible	+
Not compatible	–
No or negligible relationship	0
Uncertainty over compatibility	?

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Table 5.1: Compatibility Assessment of the CMP Vision and Objectives against the SEA Objectives

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
Vision	+	0	0	0	0	+	+	0	The CMP vision is compatible with the air quality, material assets and population and human health objectives. There is no direct relationship identified with the other SEA objectives. However, it is assumed that the vision could indirectly benefit the other five SEA topics.
Protect and enhance our environment, and respond to climate change									
1. Reduce carbon emissions associated with road transport	+	0	0	0	+	+	+	0	The CMP objective is compatible with the air quality, biodiversity, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
2. Improve the resilience of our transport system to better cope with a changing climate	+	0	?	0	?	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health objectives. There is the potential for positive indirect effects on the water and biodiversity objectives. No direct relationships with the other SEA objectives have been identified.
3. Reduce the impact of noise associated with transport	0	0	0	0	?	0	+	0	The CMP objective is compatible with the population and human health objective. There is the potential for positive indirect effects on the biodiversity objective. No direct relationships with the other SEA objectives have been identified. Recommendation - The objective could include the impact from vibration as well as noise.

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
Improve health and well-being									
4. Reduce local pollutant emissions from road transport which impact upon our health	+	0	0	0	+	0	+	0	The CMP objective is compatible with the air quality, biodiversity and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
5. Increase the proportion of trips people make by foot, bike, and public transport	+	0	0	+	0	+	+	0	The CMP objective is compatible with the air quality, landscape, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified. Recommendation – refer to 'sustainable modal shift' instead of naming a few active travel options and public transport. Suggest 'Encourage a modal shift to more sustainable travel options, including active travel'.
6. Make our communities great places for people	0	0	0	+	0	?	+	?	The CMP objective is compatible with the landscape and population and human health objectives. There is the potential for positive indirect effects on material assets and access to cultural heritage sites. No direct relationships with the other SEA objectives have been identified.
7. Create safer streets for all	0	0	0	0	0	+	+	0	This CMP objective is compatible with the material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
8. Reduce vehicular dominance	+	0	0	0	0	+	+	0	This CMP objective is compatible with the air quality, material assets and population and human health

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
									objectives. No direct relationships with the other SEA objectives have been identified. Recommendation – refer to 'private vehicles' in particular, as vehicle dominance could also imply public transport.
Improve equality and social inclusion									
9. Increase the proportion of people who are well served by public transport	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and the population and human health objectives. No direct relationships with the other SEA objectives have been identified.
10. Improve travel choices for all regardless of age, disability, ethnicity, gender or income	0	0	0	0	0	0	+	0	The CMP objective is compatible with the population and human health objective. No direct relationships with the other SEA objectives have been identified.
11. Improve the quality of our streets, footways and cycle routes to enable access for people of all abilities	?	0	0	0	0	+	+	0	The CMP objective is compatible with the material assets and population and human health objective. It is assumed that, by improving street quality and thereby encouraging more active travel, there could potentially be a positive effect on air quality. No direct relationships with the other SEA objectives have been identified. Recommendation – this objective is similar to Objectives 7 and 15 – potentially combine into one.
Support inclusive and sustainable economic growth									
12. Improve public transport and active travel connectivity	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health

CMP Objectives	SEA Objectives								Summary
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
across our growing city, and city region.									objectives. No direct relationships with the other SEA objectives have been identified.
13. Improve rail and bus/coach connectivity across the UK, and air connectivity to international destinations	+	0	0	0	0	+	+	0	The CMP objective is compatible with the air quality, material assets and population and human health objectives. No direct relationships with the other SEA objectives have been identified.
14. Maintain and improve the economic vitality and viability of the city centre	?	?	?	?	?	?	?	?	It is unclear how this influences the SEA objectives at this stage. However, there is the potential for positive and negative indirect effects on the other SEA objectives.
15. Prioritise the use of space to maximise people movement	0	0	0	0	0	0	+	0	While the CMP objective is compatible with the population and human health objective. No direct relationships with the other SEA objectives have been identified.
16. Better manage the movement and delivery of goods to reduce impacts	?	?	?	?	?	?	?	?	It is unclear how this influences the SEA objectives at this stage. However, there is the potential for positive and negative indirect effects on the other SEA objectives.

The vision and objectives were hereafter updated based on previous LTS objectives, consultation comments, internal team discussions and recommendations following the SEA process (these recommendations are outlined in Table 5.1). A gap analysis between the proposed and revised vision and objectives were undertaken to identify any significant changes.

5.1.3   Findings

The revised objectives reduced the four strategic objectives to three, following the themes: Places, People and Movement. These are similar to the key principles identified in the ECCT (CEC Transport and Environment Committee, 2019). The SEA recommendation of combining some objectives that appeared similar has been met, with the total number of objectives reduced from 16 to 7. This has led to the objectives becoming more focused. The vision now places a greater focus on reducing carbon emissions by encouraging the movement towards more sustainable travel modes. The objectives draw more focus on improving travel choices for those with impaired mobility to progress equality and inclusion within Edinburgh.

The changes to the vision and objectives were not considered to be significantly different and therefore did not require a re-assessment. Overall, the CMP objectives are compatible with the majority of the SEA objectives, with the exception of SEA objectives 2 (land and soil), 3 (water) and 8 (cultural heritage and historic environment).

The revised vision and objectives were included in Appendix 3 of the draft City Mobility Plan Committee Paper presented to CEC Transport and Environment Committee, January 2020. They are:

'Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents'

People objectives to improve health, wellbeing, equality, and inclusion:

- Improve travel choices for all travelling into, out of and across the city.
- Improve the safety for all travelling within the city.
- Increase the proportion of trips people make by healthy and sustainable travel modes.

Place objectives to protect and enhance our environment and respond to climate change:

- Reduce emissions from road transport.
- Reduce the need to travel and distances travelled.
- Reduce vehicular dominance and improve the quality of our streets.

Movement objectives to support inclusive and sustainable economic growth:

- Maximise the efficiency of our streets to better move people and goods.

5.2   Stage 2: SEA of Packages

This section presents key findings of Stage 2 of the SEA Process. A high-level assessment was undertaken to consider the likely environmental effects arising from the five packages of policy measures within the CMP.

5.2.1   Approach and Findings

Five packages of policy measures were initially included in the high-level assessment. These are:

- Demand management
- Land use planning
- Public transport
- Walking and cycling

▪ Optimising our streets

These were presented to the CEC Transport and Environment Committee, May 2019. As with the CMP objectives, the packages of policy measures were revised following recommendations from the SEA process, consultation and a review of the previous LTS measures. Subsequently, a second review was carried out to identify if there were any significant changes to the packages that would have implications for the SEA objectives. The main change was that the packages of Optimising Our Streets and Walking and Cycling were combined into the People Friendly Streets package. The high-level assessment and outcome of the sifting exercise are detailed in Appendix D. If more detailed spatial information was presented within the plan the related policy measures were taken forward for a more detailed assessment (see Section 5.3).

The high-level assessment summary tables below present a summary of the findings focusing on those topics that were expected to experience a positive or negative effect from the package of measures. Effects that were considered neutral or uncertain are not included in these tables and are detailed in Appendix D.

Table 5.2: Summary of the high-level SEA matrix for the Enhancing Public Transport package

Enhancing Public Transport	
Summary against SEA Objectives	**Recommendations and Mitigation**
The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.	▪ There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation). ▪ Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location. ▪ Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport. ▪ Package could refer to improving storage for bicycles on trams, trains and buses. ▪ Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times. ▪ Consider referring to the quality of public transport, to make it a more attractive option. ▪ Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels. ▪ Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'. ▪ Expand on 'accessibility' to specifically refer to disabled access and vulnerable users. ▪ Consider referring to improving connections to the areas of deprivation shown on the recently circulated 'Development and Public Transport Access' map. ▪ Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5.3: Summary of the high-level SEA matrix for the People Friendly Streets package

People Friendly Streets	
Summary against SEA Objectives	**Recommendations and Mitigation**
The introduction of various people friendly streets measures is expected to have a minor positive effect on water and material assets. Significant positive effects are expected on air quality, landscape and population and human health. The package is not expected to affect the land and soil, biodiversity and cultural heritage SEA objectives.	▪ Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration. ▪ Link package to any city-wide green infrastructure plans. ▪ Specifically refer to how walking and cycling network could link with public transport hubs/ routes. ▪ Consider making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, climate change adaptation etc. ▪ Consider referring to the bike hire scheme, as discussed in the Enhanced Public Transport package. ▪ Any new infrastructure associated with this package (for example, construction of city operation centres) may be subject to Environmental Impact Assessment, depending on their size and location. ▪ Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments, where it is more relevant. ▪ Any new infrastructure should aim to improve sustainable drainage and pollutant filtration. ▪ The package should refer to how climate change adaptation could be improved with any new infrastructure – for example, resilience to flooding, extreme temperature, storminess. ▪ Explore opportunities to incorporate renewable energy and/or recycled and locally sourced materials into any new infrastructure. ▪ Link package to any city-wide green infrastructure plans – for example, Edinburgh Shoreline project, as well as public realm spaces/ projects, recreation and play areas etc.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5.4: Summary of the high-level SEA matrix for Planning New Developments package

Planning New Developments	
Summary against SEA Objectives	**Recommendations and Mitigation**
The introduction of 'planning new development' measures is expected to have a minor positive effect on air quality, water, landscape and biodiversity. Significant positive effects are expected on land and soil, material assets and population and human health. There are uncertain effects of the package on cultural heritage.	- There is a need to ensure sustainable transport infrastructure, including public transport hubs which should be in place when new developments are ready to be used (co-ordinated timing). - Any new infrastructure should aim to improve sustainable drainage and pollutant filtration. - Link package to any city-wide green infrastructure plans, as well as public realm spaces/projects, recreation and play areas. - Cross-reference the most relevant spatial development plans, to ensure a co-ordinated approach to planning. - The prioritisation of dense developments near to shops, services and transport connections should also consider the proximity of the Core Path Network and public and recreational spaces for leisure activities. - The package should refer to how climate change adaptation could be planned for, particularly for any new infrastructure – for example, resilience to flooding, extreme temperature, storminess. - This package could cross-reference land use planning in relation to helping implement the other packages – for example, land use planning for enhanced public transport and people friendly streets. - This package could potentially refer to land use planning for new or emerging technologies, for example, electric vehicle charging infrastructure, mass transit, autonomous vehicles or prioritised parking/lanes for electric/hybrid vehicles. - This package could refer to encouraging employers/businesses to introduce or extend flexible working patterns. - This package could specifically refer to how transport planners and spatial planners could work together.
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

Table 5.5: Summary of the high-level SEA matrix for the Managing Demand package

Managing Demand	
Summary against SEA Objectives	**Recommendations and Mitigation**
The introduction of various 'managing demand' measures is expected to have minor positive effects on air quality and material assets. Significant positive effects are expected on landscape and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.	▪ Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality. ▪ To avoid displacement of impacts that relate to various receptors across the SEA topics, a co-ordinated approach to modal shift is required, for example, similar timing of 'managing demand' package implementation to 'enhanced public transport' and 'people friendly streets' packages. ▪ Consider and plan for impacts of package on businesses that are dependent on private vehicle usage (for example, emergency services and shift workers) and vulnerable groups, for example, people with impaired mobility. ▪ There could be a policy that covers matching bus or train size to demand (for example, during low-demand times of day and peak hours).
Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.	

5.3 Stage 3: SEA of Policy Measures

This section outlines the findings of Stage 3 of the SEA process. This section presents the policies within the draft CMP that were taken forward for an individual assessment following the high-level package assessment (Section 5.2).

5.3.1 Approach and Findings

Policy 3 – Tram extension

Policy 3 was determined to have sufficient spatial information presented in the draft CMP to enable a policy specific assessment to be undertaken. In addition to the spatial detail provided in the CMP policy measure, the Edinburgh Strategic Sustainable Transport Study – Phase 1 report, presented to CEC Transport and Environment Committee October 2020, identified four corridors which could accommodate trams (Jacobs/Steer, 2019). The route options, which were considered to be suitable for tram, included expansion to Granton (north of the city centre), the south-east (past the University and the Bioquarter), towards Newbridge and west of Hermiston.

Expansion of the tram/mass rapid transport network to the north and south of the city, in addition to the Newhaven expansion, is expected to reduce vehicle dominance and emissions. It would also improve the overall public transport infrastructure across the city, benefiting tourists, residents and commuters. Exploring the expansion for tram/mass rapid transport network west of the city and into Fife, West, Mid and East Lothian, is also expected to reduce vehicle dominance in and out of the city and improve access to areas that are not currently well serviced by public transport.

Table 5.6 shows this policy is expected to have a positive effect on air quality, material assets and population and human health. Minor negative effects are expected on land and soil and landscape as the expansion of the network would require land take. It is acknowledged that any expansion to the tram/mass raid transport network within the city centre, and in particular the World Heritage Site, could have a negative impact on amenity at historic sites.

Table 5.6: Scoring of SEA objectives for Policy 3

SEA Objective	Air Quality and climatic factors	Land and soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage
Effect	+	-	0	-	0	+	+	-

Policy 15 – Low Emission Zone

Within this stage of assessment additional consideration has been given to Edinburgh's proposed Low Emissions Zone (LEZ) policy. This is due to the following:

- Additional detail on the approach to LEZ is available at the time of assessment and was presented at the Transport and Environment Committee Report 11 October 2019

- A formal SEA Pre-Screening was undertaken on the proposed LEZ and, while it was determined that the LEZ would be exempt from a full SEA, it was stated that the LEZ would be included within the series of interventions assessed under the CMP, which is subject to full SEA. This would ensure a detailed assessment is undertaken on the LEZ proposal and assess the cumulative environmental effects of a LEZ alongside wider transportation interventions. The LEZ is also considered within the cumulative impacts of the ECCT SEA.

The Pre-Screening can be viewed on the Scottish Government SEA database.

The LEZ has been considered within both the Stage 2 SEA of Packages and Stage 3 SEA of policy measures as part of the suite of policies presented in the CMP. Further assessment has been undertaken using the information presented in the TEC committee report referenced above to consider in more detail the anticipated effects of implementing both the City Centre and City-Wide LEZ. Table 5.7 shows the effects the LEZ is expected to have on the SEA objectives. A minor positive effect is expected on the air quality, landscape, population and human health and cultural heritage SEA objectives. Negligible effects are expected on the land and soil, water, biodiversity and material assets SEA objectives.

Table 5.7: Scoring of SEA objectives for Policy 15

SEA Objective	Air Quality and climatic factors	Land and soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage
Effect	+	0	0	+	0	0	+	+

A summary table of the effects and recommendations/mitigation for the LEZ are presented in Table 5.8 below.

Table 5.8: Summary of LEZ Assessment

SEA Topic	Summary of Significant Effects	Recommendations/Mitigation
Air quality and climatic factors	Implementing the proposed LEZ boundaries would improve vehicle standards which in turn would bring air quality improvements and health & wellbeing improvements. Interventions that reduce local air pollution (NO_2 and $PM_{2.5}$/PM_{10}) are also likely generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions (measured in CO_2 equivalent tonnes). Depending on potential displacement of traffic, there may be locations outside of the LEZ boundaries where air quality is made poorer by a change in the quantity and types of vehicles passing through. Initial transport modelling shows that roads outside the LEZ boundary are likely to see an increase in traffic volumes.	Displacement effects need to be considered to ensure no significant negative effects occur elsewhere in the city region, particularly around the edge of the LEZ. Analysis is required to determine the scale of these impacts on areas that see increases in traffic and the affected populations; appropriately designed mitigation would require similar investigation.
Land and soil	The introduction of a LEZ is not likely to significantly affect land and soil resources.	No mitigation required
Water	The introduction of a LEZ is not likely to significantly affect water.	No mitigation required
Landscape	The introduction of the LEZ is not likely to significantly affect landscape. However, there may be a minor (i.e. not significant enough to score) positive impact on townscape from a reduction in vehicles on the streets.	Where signage is required this needs to be sensitively located to avoid negative impacts on key views and listed buildings setting

SEA Topic	Summary of Significant Effects	Recommendations/Mitigation
Biodiversity, flora and fauna	The introduction of the LEZ is not likely to significantly affect biodiversity. However, there may be a minor positive impact from a reduction in vehicles on the streets (hence reduced air pollutant deposition on habitats).	No mitigation required
Material assets	LEZ would lead to reduced congestion from road vehicles, in particular heavy goods vehicles.	No mitigation required
Population and human health	LEZ is likely to promote sustainable forms of transport via modal shift from cars to buses, shared cars, bicycles or walking, which in turn would have positive impact on air quality. Dependent on what modes people shift to there may be positive effects on the health and well-being of people due to physical activity (cycling/ walking) and exposure to outdoor spaces. Improvements to air quality can be directly linked to improvements to physical environment and to places.	LEZ needs to ensure access to healthcare facilities. Displacement effects need to be considered and monitored to ensure no significant negative effects occur elsewhere in the city region, particularly around the edge of the LEZ. Analysis is required to determine the scale of these impacts on areas that see increases in traffic and the affected populations; appropriately designed mitigation would require similar investigation
Cultural heritage and historic environment	Vehicle emissions contain various pollutants that can damage buildings, including carbon dioxide (CO_2) and sulphur and nitrogen oxides. Unless placed sensitively, new signage could potentially affect important viewpoints in Edinburgh, including the visual setting of historic sites and buildings.	Where signage is required this needs to be sensitively located to avoid negative impact on key views and setting of historic sites and buildings.

6.   Cumulative Effects

Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and polices) focusing on possible proposals in the ECCT and City Plan 2030.

This inter-plan cumulative assessment has been undertaken in discussion with the teams responsible for preparing these other emerging plans and based on the information available at the time of the assessment. A combined CMP, ECCT and LEZ workshop with the consultation authorities was held following the public consultation discuss the final cumulative assessment approach. It was agreed that this assessment would build on the adopted ECCT and City Plan Main Issues Report SEA.

Error! Reference source not found. below presents a high-level narrative of the potential cumulative effects of implementing the CMP alongside the recently adopted ECCT 2019 and City Plan 2030

Table 6.1: Potential Cumulative effects with other PPS

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
Air Quality and Climatic factors	Significant positive effects were identified associated with an overall reduction in traffic due to stricter parking measures, traffic free zones, street closures and road user charges, freight consolidation zones, public transport accessibility improvements, integrated/flexible services and ticketing, low emissions zone and improved walking and cycling measures. To achieve significant benefits to air quality and climatic factors, a co-ordinated approach to modal shift is required, for example, similar timing of demand management package implementation to public transport and walking and cycling packages. Effects would be greater over time as more measures are implemented. Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.	The cumulative effect of the CMP and other PPS on air quality is likely to remain positive, with the proposed City Plan MIR proposing higher density development closely linked to public transport and active travel service supporting modal shift and a reduction in traffic in the city. Any new development on greenfield sites may generate higher vehicle trips rates which may lead to negative effects on air quality particularly along key transport corridors. The air quality issues are mostly attributable to traffic congestion and AQMAs are in place with action plans to help reduce emissions in these areas. Effective implementation of the CMP in conjunction with other plans such as the Active Travel Plan and Core Path Plan may encourage further use of sustainable transport modes.
Land & soil	The draft CMP approach to effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by	There may be cumulative and synergistic negative effects on soil quality due to the scale of development considered for City Plan 2030, with the potential for some greenfield development. This would require careful mitigation and further

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change. Potential for some localised negative effects where new or expanded regional park and ride may require additional land take or the extension to the tram network.	environmental appraisal would be required as proposals are developed.
Water	The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced pollutants, following a reduction in private vehicles and encouraging modal shift	The cumulative effect of the ECCT and other PPS on water is likely to remain mixed, with the potential for significant impacts/opportunities depending on the location of higher density development tram extension and park and ride interchanges. Any new development/ infrastructure should aim to improve sustainable drainage and pollutant filtration. If sites are developable, appropriate design of development would be required in order to ensure that there is no associated increase in flood risk out with the site and to ensure there is no unacceptable flood risk for future uses of the site.
Landscape	A generally positive effect on landscape and townscape was identified with key benefits anticipated through the overall reduction of traffic and parking within the city facilitating public realm improvements. However, the location of any new freight consolidation centres, regional park and rides, logistics zones or hubs needs to be sympathetic to landscape considerations. The extension of the tram route and bus routes would also need to be designed sympathetically.	Uncertain (positive and negative impacts), potential for adverse impacts from combinations of transport and land use developments. However, there is potential for combined enhancements to landscape/streetscape through sensitive design and planning.
Biodiversity, flora and fauna	The draft CMP policies to concentrate infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Reductions in usage of private vehicles through improved public transport and active travel networks would also improve air	The cumulative effect of the CMP and other PPS on biodiversity is likely to remain mixed with the potential for significant impacts/opportunities depending on the location of higher density development and park and ride interchanges. Through appropriate layout and design of development, higher levels of biodiversity could be established within development

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	quality with a possible positive impact on biodiversity. Where site specific measures are proposed, there is the potential for adverse impacts to occur where proposed interventions result in habitat loss. However as more interventions are implemented the potential for habitat creation also increases in the long-term.	sites compared to existing uses, such as agricultural land or industrial sites. Strategic HRA screening would be required if there is potential for the CMP, combined with other PPS, to have a cumulative significant effect on a Natura 2000 site.
Material assets	Positive effects on material assets were identified through the overall improvement to the public transport network. Encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access would lead to reduced car use in more remote parts of the city. The introduction of walking and cycling measures would require improvements to cycle facilities and access to streets. It is likely that this would lead to an improvement to the existing transport network.	The cumulative effect of the CMP and other PPS on material assets could see more significant positive effects through modal shift to sustainable transport modes, and the integration of sustainable transport options into new developments.
Population and human health	The improvements to public transport would also promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. Active travel network improvements promote a healthy lifestyle and quality of life which would be improved through a more integrated network, better facilities and safety improvements such as secure bike storage. Human health would also be positively impacted by reductions in air pollutants and noise resulting from an overall reduction in traffic.	The cumulative effect of the CMP and other PPS on population and human health is likely to remain positive, with the PPS supporting a significant reduction in traffic within the city and supporting the provision of additional facilities for sustainable travel such as mobility hubs, core paths, cycleways etc.
Cultural heritage and historic environment	Mixed effects were identified on Cultural Heritage. Dense developments could potentially affect townscape if taller buildings are part of the development. Heritage assets could also be affected by the construction of new freight consolidation centres, logistics zones or hubs and expansion of both bus and tram routes.	The cumulative effect of the CMP and other PPS on cultural heritage is likely to remain mixed with similar benefits identified within the CMP. The benefits are associated with the significant reduction in traffic anticipated within the city. However, there could be adverse visual impacts on the setting of heritage assets from higher

SEA Topic	Cumulative impact of CMP	Cumulative impact with other PPS
	There may be opportunities for improved accessibility to heritage assets through improvements to the public transport network and active travel routes and the visual setting of some heritage assets may be improved as there would be fewer private vehicles on the streets.	density developments, depending on the location and design.

7.   Mitigation and Enhancement

Schedule 3 of the 2005 Act requires consideration to be given to "the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme".

7.1   Embedded Mitigation

Following each stage of assessment, any negative impacts or positive opportunities that were identified were discussed with the project team to determine effective mitigation and enhancement recommendations and to embed these in the development of the plan. The key recommendations have included refinements to the objectives, alternative policies and policy wording, based on the environmental criteria that consider and respond to both direct impacts and indirect, secondary and cumulative impacts.

Following the adoption of the recommendations, where appropriate, a second SEA review was undertaken to determine the residual impact of the objective/policy and to determine whether there was a need for any further mitigation.

7.2   Future Mitigation

Where mitigation could not be embedded at this stage due to the strategic nature of the policy, but the policy may still have a significant environmental effect, future mitigation measures were described. This predominantly comprised recommendations for further studies and/or future project-specific environmental appraisals.

8. Post Consultation Amendments to the CMP

8.1 Introduction

The draft CMP and Environmental Report were issued to the SEA Consultation authorities (SEPA, Nature Scot (formally SNH and HES)) for public consultation in January 2020 for a period of 8 weeks. This was extended in response to Covid-19, with the consultation period ending on 7 May 2020. Responses from this period of consultation were considered and resulted in slight amendments to the objectives, policies and themes of the draft CMP.

This section summarises the key changes following consultation and the impact, if any, on the final scores outlined in Section 5.2.

8.2 Summary of key changes and SEA review

Vision & Objectives

The Vision has been slightly amended following consultation. The most notable changes are the introduction of a carbon neutral transport system and achieving a compact capital city. The revised vision now reads:

'Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents'

The number of objectives has increased from seven to nine in total following consultation and these are still presented under the high-level themes of People, Movement and Place. The key change to the objectives is the themes with which they fall under e.g. previously there was one objective within the Movement theme and now there are five. The two new objectives are both within the People theme and are:

- Objective 1: Encourage behaviour change to support the use of sustainable travel modes
- Objective 2: Ensure that transport options in the city are inclusive and affordable

As the changes to the objectives are not considered substantial, only a compatibility assessment of the revised vision and the two new objectives against the SEA objectives has been presented here. Table 8.1 presents the compatibility scores for the revised vision and new objectives. The compatibility assessment for all objectives is presented in Appendix E: Post Consultation Amendments.

Table 8.1: Compatibility Assessment for the Post Consultation Vision and Objectives

CMP Vision & Objectives	SEA Objectives							
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage
Vision	+	+	0	0	0	+	+	0
People: To improve health, wellbeing, equality and inclusion								
Objective 1	+	0	0	0	0	0	+	0
Objective 2	0	0	0	0	0	+	+	0

Overall, the vision is now considered compatible with objective 2 (land and soil) in addition to objective 1 (air and climatic factors), objective 6 (material assets) and objective 7 (population and human health). The new objectives are both compatible with objective 7 (population and human health). No changes to the draft CMP vision and objectives are considered to be incompatible with the SEA objectives.

Policies

A total of 49 policy measures (previously 51) across the three themes are now considered within the draft CMP following consultation.

The main amendments to the policies have been minor changes to wording, splitting of policies and some additional policies. A health check of all individual policies was carried out to ensure that any negative significant effects on the SEA objectives were identified. A total of eight policies were considered to require re-scoring using the SEA scoring system in Table 4.2. Appendix E: Post Consultation Amendments presents the re-scoring for these eight policy measures

Of the eight policies that required re-scoring none are expected to lead to potential negative effects on any of the SEA objectives. In most instances the outcomes of the policies brought positive impacts on objective 1 (air and climatic factors) and objective 7 (population and human health).

Themes

Post consultation, the number of themes (previously referred to as packages) has remained the same, continuing under the broad headings of People, Movement and Place. However, each theme is now split into a number of sub-sections which the policies sit within, these are:

- People:
    - Supporting behaviour change (2 policies)
    - Equal access to the city (1 policy)
- Movement:
    - Sustainable and integrated travel (18 policies)
    - Safe and efficient movement (12 policies)
    - Clean air and energy (3 policies)
    - Managing demand (6 policies)
- Place:
    - A transformed city centre (1 policy)
    - 20-minute neighbourhoods (2 policies)
    - Streets for people (4 policies)

These sub-sections were scored against the SEA objectives to identify if the cumulative effect of the policies within each sub-section would result in any significant negative effects (see Appendix E: Post Consultation Amendments). Table 8.2 outlines the overall cumulative score for each sub-section.

Table 8.2 Summary of High-level Cumulative Effects by Section

Themes	Cumulative Score
People	
Supporting behaviour change	This theme is not expected to have a significant effect on the SEA Objectives
Equal access to the city	This theme is not expected to have a significant effect on the SEA Objectives
Movement	
Sustainable and integrated travel	Significant positive effect
Safe and efficient movement	Minor positive effect
Clean air and energy	Significant positive effect
Managing demand	Significant positive effect
Place	

A transformed city centre	Minor positive effect
20-minute neighbourhoods	Minor positive effect
Streets for people	Minor positive effect

The review has concluded that no changes to the draft CMP have resulted in new negative effects on the SEA objectives that would require to be mitigated. In addition, no further recommendation measures are proposed to those outlined in Section 5 of the ER.

9. Next Steps

9.1 Monitoring

Section 19 of the 2005 Act requires the CEC, as the Responsible Authority, to monitor the significant environmental effects of the implementation of the Strategy.

Best practice in SEA Monitoring requires that a detailed monitoring framework reflects the implementation of the Plan actions, identifies where existing indicators (from the delivery of related PSS) can be used to track progress and, ideally, is embedded within the final Plan to ensure that monitoring is undertaken as part of CMP delivery.

It is proposed that the monitoring framework would align with the adopted ECCT and City Plan 2030 to ensure an integrated approach. Developing this integrated framework was agreed at a workshop with the consultation authorities in July 2019.

A monitoring framework and associated targets/indicators will be agreed with CEC and presented in the Post Adoption SEA statement.

9.2 SEA activities to date and next steps

Table 9.1: SEA activities and next steps

SEA Stage	SEA Requirements	CMP SEA Activities
SEA Activities to Date		
Screening	Determining whether the CMP is likely to present significant environmental effects and deciding whether a SEA is required.	It was determined in-house that the CMP would be likely to present significant environmental effects; therefore, a screening determination was not submitted.
Scoping	Considering the scope and level of detail of the Strategic Environmental Assessment, and the consultation period for the ER. Decided in consultation with Scottish Natural Heritage (now NatureScot), Historic Environment Scotland and the Scottish Environment Protection Agency.	A Scoping Workshop on the 24th January 2019 to agree scope and assessment methodology. The Scoping Report was issued to the Consultation Authorities on 27th February 2019. Responses were received on 3rd April 2019. A summary of the comments and team response is included in the Environmental Report.
Environmental Report	Publishing an ER which outlines the environmental analyses undertaken for the CMP and its environmental effects, and consulting on that report.	The Draft ER was made available for a period of 8 weeks on 31st January 2020.
Next Steps		
Adoption and SEA Statement	Provides information on how the SEA process informed and improved the finalised CMP; how consultation	Publication of a post-adoption SEA statement will follow adoption of the CMP. This will demonstrate how the SEA has influenced the

SEA Stage	SEA Requirements	CMP SEA Activities
	comments have been taken into account; and methods for monitoring the significant environmental effects of the implementation of the strategy.	final CMP, summarise consultation feedback and SEA responses and set out a monitoring framework
Monitoring	Monitoring significant environmental effects in such a manner so as to also enable the Responsible Authority to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.	To be undertaken by CEC following adoption. To be aligned with ECCT and City Plan 2030 SEA monitoring requirements.

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List of Abbreviations Used in The Report

Air Quality Management Area (AQMA)

City of Edinburgh Council (CEC)

City Mobility Plan (CMP)

Edinburgh City Centre Transformation (ECCT)

Environmental Report (ER)

Integrated Impact Assessment (IIA)

Integrated Pollution Prevention and Control (IPPC)

Local Transport Strategy 2014-2019 (LTS)

Low Emission Zones (LEZs)

Non-Technical Summary (NTS)

Plan, Programme or Strategy (PPS)

Site of Special Scientific Interest (SSSI)

Special Area of Conservation (SAC)

Special Protection Area (SPA)

Strategic Environmental Assessment (SEA)

Scottish Environmental Protection Agency (SEPA)

The Environmental Assessment (Scotland) Act 2005 (The Act)

Transport and Environment Committee (TEC)

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City Mobility Plan Strategic Environmental Assessment

Appendix A CMP SEA Baseline

22 January 2020

The City of Edinburgh Council
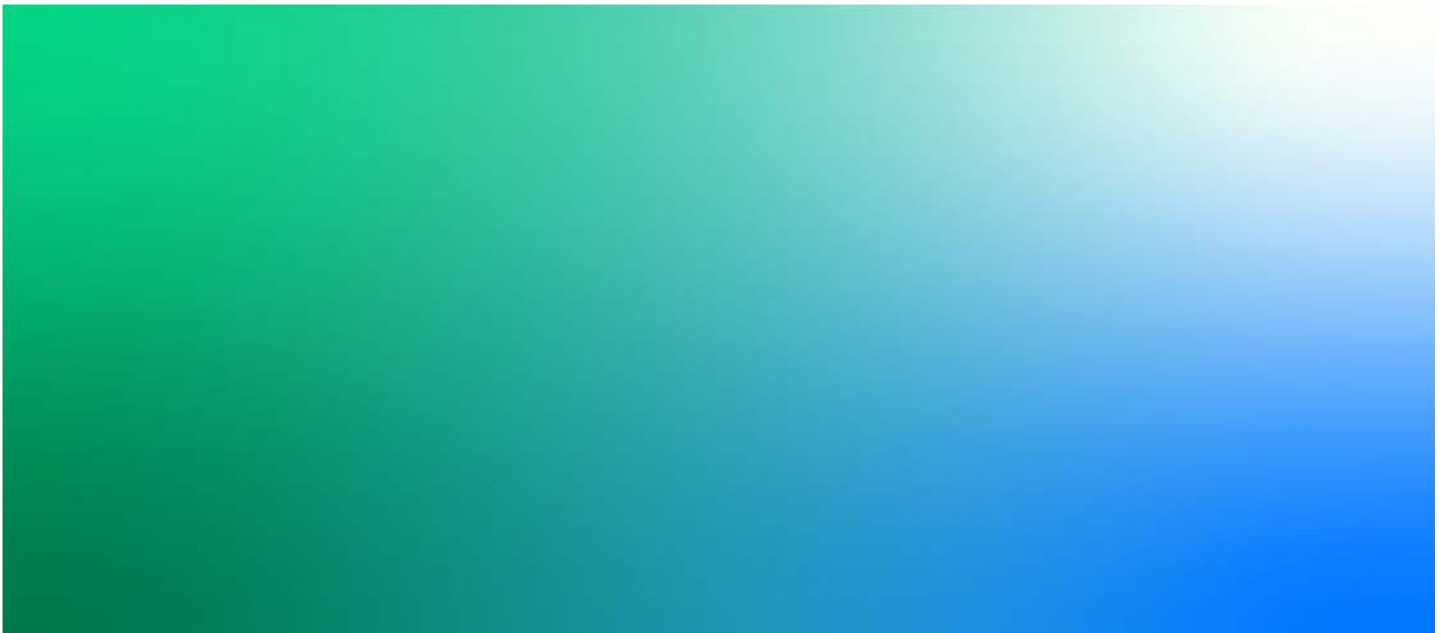
Appendix A. CMP SEA Baseline

Appendix A presents a review of the environmental aspects, context and baseline scenario within which the City Mobility Plan (CMP) SEA has been developed.

A.1　Environmental Characteristics

A.1.1　Air and Climactic Factors

Edinburgh has six Air Quality Management Areas (AQMAs). Five of these AQMAs are in locations where annual mean limits for NO2 are regularly exceeded, these include:

• City Centre

• Glasgow Road

• Great Junction Street

• Inverleith

• St John's Road

There is only one AQMA, at Salamander Street, where annual mean limits for PM10 are regularly exceeded.

The key actions within the current Air Quality Action Plan[1] and Local Transport Strategy[2] (LTS) are based on:

• Promoting cleaner transport, especially buses via voluntary means;

• Adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles;

• Improving traffic flow and easing congestion by use of intelligent traffic signalling; and

• Promoting modal shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, controlled parking and priority parking zones.

Edinburgh Council's Sustainable Energy Action Plan[3] sets out an approach to reduce the city's carbon emissions (21% of these emissions are from transport, 36% from households and 43% from industry and commerce) from the 2005 level by at least 42% by 2020 through improved energy usages and generation. The Plan proposes the development of five programmes to reach the proposed emission reduction target, one of which includes sustainable transport. Part of this programme is to support the current LTS by reducing the need to travel, encouraging more active travel within Edinburgh and decarbonising travel. Edinburgh is aiming to meet the current national reductions target (42% reduction by 2020 and 80% by 2050[4]) for carbon emissions by reducing CO2 emissions in the transport sector by 290kt CO2.

A.1.2　Land and Soil

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[1] The City of Edinburgh Council, 2008. Air Quality Action Plan. Available online at:
http://www.edinburgh.gov.uk/downloads/file/321/air_quality_action_plan

[2] The City of Edinburgh Council, 2014. Local Transport Strategy. Available online at:
http://www.edinburgh.gov.uk/downloads/file/3525/local_transport_strategy

[3] The City of Edinburgh Council, 2015. Sustainable Energy Action Plan. Available online at:
file:///C:/Users/SneddoM/Downloads/Sustainable_Energy_Action_Plan__Easy_Read.pdf

[4] The Scottish Government, 2019. Climate Change. Available online at: https://www.gov.scot/policies/climate-change/reducing-emissions/

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The majority of farmland in the area is classified as prime agricultural land (Soil Survey of Scotland – Land Capability for Agriculture, Macaulay Institute for Soil Research[5]) with the majority also within the Edinburgh Green Belt (see Figure 1). In addition, there is a limited amount of carbon-rich and peatland soil which can be found in the Pentland Hills which is a designated Special Landscape Area.

Figure 1: Prime Agricultural Land in Edinburgh in 2015 indicated by the land coloured in red
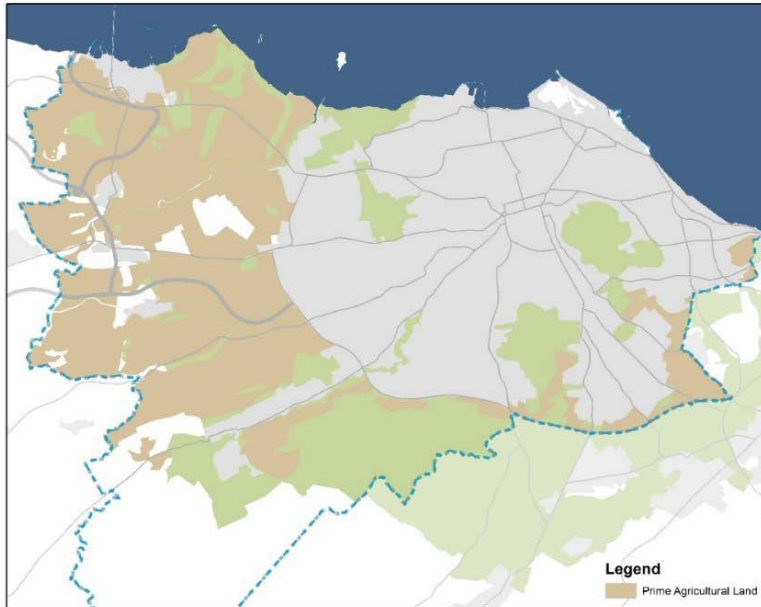
Edinburgh has a relatively low incidence of vacant and derelict land compared with other central belt authorities. High land values and pressures for development means that land tends to be re-used quickly. However, there are significant areas of vacant and derelict sites in clusters, including Newbridge and parts of the waterfront (see Figure 2), although the total amount in Edinburgh has dropped from 223ha in 2011 to 178ha in 2017.

Figure 2: Vacant and Derelict land, Scottish Vacant & Derelict land survey for the City of Edinburgh 2015

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[5] The James Hutton Institute, 2019. Scotland's Soil Data. Available online at: https://www.hutton.ac.uk/learning/natural-resource-datasets/soilshutton/soils-maps-scotland/download

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Vacant and derelict land in the City of Edinburgh 2015
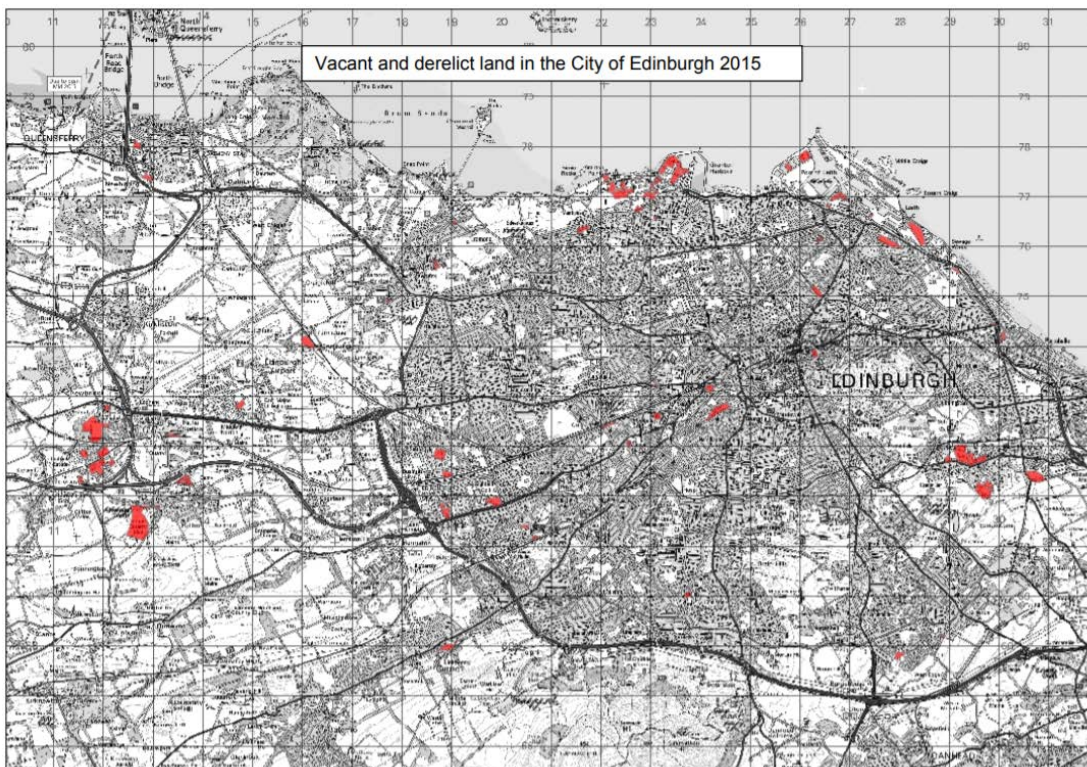
A.1.3   Water

Areas of importance for flood management: These have been identified within the study area associated with specific water bodies (as identified e.g. Water of Leith).

Rivers: Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city.

River, coastal and surface water flooding: The Water of Leith has been subject to intermittent flooding since people first settled in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The Murrayfield, Roseburn and Gogarburn (around the airport) areas have a history of flooding and flood prevention schemes have been implemented to minimise the risk. In addition, due to the extent of hard surfacing within the urban area, there is a significant risk of surface water flooding events. SEPA has published a Flood Risk Management Strategy (FRMS) for the Forth Estuary. The City of Edinburgh Council as lead authority for the Forth Estuary Catchment Area also produces a Local Flood Risk Management Plan (LFRMP)[6], which was adopted in June 2016. This identifies areas vulnerable to flooding and potential mitigation actions. The LFRMP provides further information on the funding and timetable for delivering the actions identified in the strategy between 2016 and 2022. The FRMS and LFRMP are planned to be updated every six years. In addition, the Council will prepare surface water management plans following the completion of an Integrated Catchment Study in 2021. Due to project timescales, this information is not expected to be available prior to the plan being adopted. However, if the information does become available it will be incorporated into this SEA.

Water supply: Edinburgh's water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some of which act as the main supply reservoirs and others act as holding or compensation reservoirs. This infrastructure was the subject of a recent major investment programme. Although the availability of water reserves could become a greater issue in the future, as a result of climatic changes, it is

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[6] The City of Edinburgh Council, 2016. Local Flood Risk Management Plan. Available online at:
http://www.edinburgh.gov.uk/info/20006/emergencies_safety_and_crime/1433/flood_risk_management_plan

the capacity of the treatment and distribution infrastructure which may impose a more immediate restriction on the amount and location of new development in the Edinburgh area.

Water quality: Overall the groundwater across the Edinburgh region is in good condition according to the SEPA database. The surface waters around the coast to the north of the city are in good condition, while the surface water quality to the east of the city is in poor condition[7] (SEPA, 2019).

Figure 3: Watercourses in Edinburgh
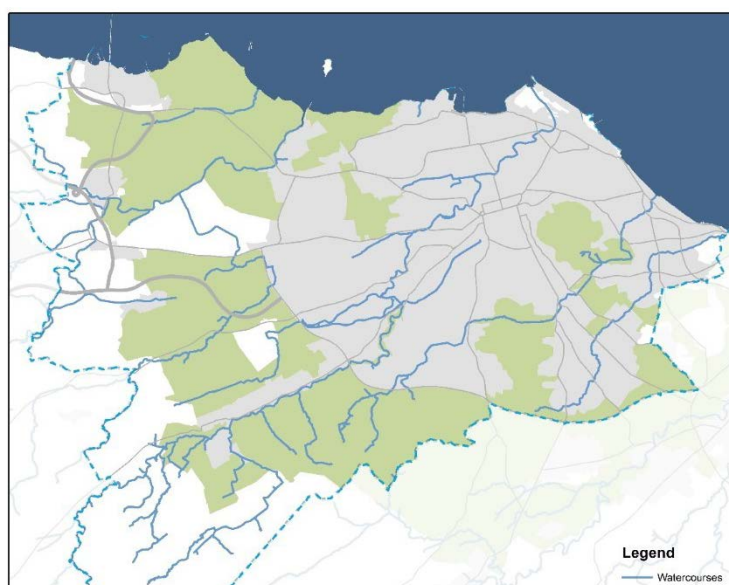
A.1.4   Landscape

Edinburgh has numerous outstanding features within easy reach of the City Centre: Holyrood Park including Arthur's seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These fall within the Green Belt and are also designated as Special Landscape Areas. The Green Belt around Edinburgh was first established in 1957 and it has been an important tool in shaping the City's growth and containment and supports regeneration. The current Local Development Plan (LDP) released a significant amount of land from the Green Belt, primarily to meet housing land requirements in the first SDP, and to implement national planning policy on West Edinburgh and uses such as Riccarton Campus.

Within the City Centre itself, Edinburgh has open spaces of world class value. These include topographic and natural features that define the city, such as Arthur's Seat, the Water of Leith and Braid Burn river valleys and the coastline. In addition, there are large areas of open space which are important to the character of the city such as the Meadows (see Figure 4). These are linked up with footpaths, green corridors and watercourses (see Figure 3) to form a strong green infrastructure within the urban area (see Figure 4).

Figure 4: Green Network extract, Open Space Strategy 2016

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[7] SEPA, 2015. Flood Risk Management Strategy for the Forth Estuary. Available online at: https://www.sepa.org.uk/data-visualisation/water-classification-hub
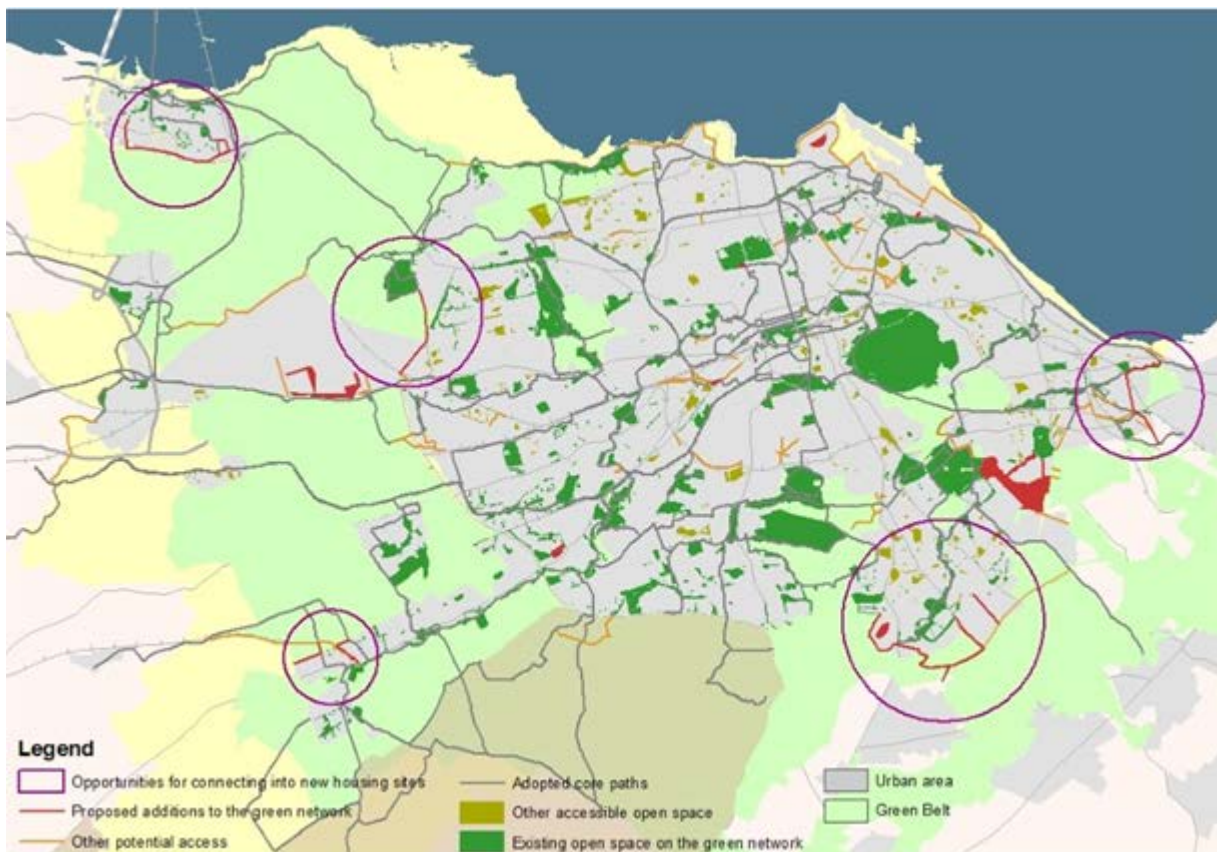
A.1.5   Biodiversity, Flora and Fauna

Edinburgh has a diverse range of valued areas, habitats and species including the following:

Three Special Protection Areas (SPA) and one proposed Special Protection Area (pSPA). The Imperial Dock Lock SPA classified in 2004, part of the Firth of Forth SPA and Forth Islands SPAs. The Firth of Forth is also a Ramsar site which is an international designation for Wetlands of International Importance. At present, the CMP contains strategic policies rather than any site-specific policies, objectives or proposed interventions. As such, a screening under the Scottish Habitats Regulations, Conservation (Natural Habitats, &c.) Regulations 1994, (the first stage of a Habitats Regulations Appraisal - HRA) will not be undertaken. However, as the CMP develops, if any aspects of it have a spatial context (for example, public transport corridors) that could influence a European Site, the need for an HRA will need to be revisited and discussed with Scottish Natural Heritage.

There are also seven nationally designated Sites of Special Scientific Interest (SSSIs) with Edinburgh, covering a total area of 1,239 hectares and non-statutory designated sites. The non-statutory sites comprise 109 Local Nature Conservation Sites (including Local Biodiversity Sites and Local Geodiversity sites). Table 1 shows the various natural heritage designations in Edinburgh.

Edinburgh has a Biodiversity Action Plan (EBAP 2016-18), which takes a landscape scale approach to improve the connectivity of natural places; enhance biodiversity which underpins ecosystem services; and build in environmental resilience and value natural capital. Sections within the EBAP include blue and green networks (all natural and semi-natural landscape elements that can form a network) and the built environment. The EBAP will be subject to rolling replacement early next year.

Table 1: Natural Heritage Designations

Designation	Number of Sites
SPA: Designated under the Wild Birds Directive for wild birds and their habitats	3 and 1 proposed (Firth of Forth SPA, Imperial Dock Lock (Leith) SPA, Forth Islands SPA, Outer Firth of Forth and St Andrews Bay Complex (pSPA))
Ramsar sites: designated under the Conversion of Wetlands of International Importance	1 (Within same boundary as Firth of Forth SPA)
SSSI	7 (Agassiz Rock, Arthurs Seat Volcano, Balerno Common, Duddingston Loch, Firth of Forth, Inchmickery, Wester Craiglockhart Hill)
Local Nature Reserves	8 (Burdiehouse Burn Valley Park, Cammo Estate, Corstorphine Hill, Easter Craiglockhart Hill, Hermitage of Briad & Blackford Hill, Meadows Yard, Ravelston Woods
Local Nature Conservation Sites	109 Local Biodiversity sites (LBS) 71 Local Geodiversity sites (LGS) 30

A Habitats Regulations Appraisal (HRA) would be required where there is likely to be significant effects on any of the sites discussed above, as required under the Habitats Directive (1992). The need for a HRA at this stage has been scoped out due to the high level information that is available at the time of writing.

A.1.6   Material Assets

Public Transport Infrastructure: Generally, Edinburgh is well served by public transport, with an extensive bus and rail network and a developing tram and park and ride network. However, with a growing population, there is increasing pressure on public transport services. Many people travel to work by car, causing traffic congestion and significant pressure on parking spaces. There are several emerging transport schemes which will help improve existing public transport infrastructure, including the new tram service and additional park and ride sites. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the Airport to the city centre. The Council are currently consulting on extending the tram network to Leith and Newhaven. The current LDP safeguards that route, as well as wider long-term extension opportunities.

Rights of Way: Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising abandoned railway alignments or following the banks of the city's water courses. The area is traversed by a series of core paths that form the Core Path Network across the city.

A.1.7   Population and Human Health

The total resident population of Edinburgh is 507,170 (see Figure 5) and covers an area of 26,373 hectares (National Records of Scotland, 2018). The age structure of Edinburgh's population differs significantly from the national average, with fewer children and older people and more young adults.   The population of the City of Edinburgh is projected to increase by 15% (or 75,965 people) between 2016 and 2041[8].

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[8] '2016-based principal population projections for 2016-2041, by sex, council area and single year of age', National Records of Scotland (2018)

Figure 5: Edinburgh's population (2001-2017)
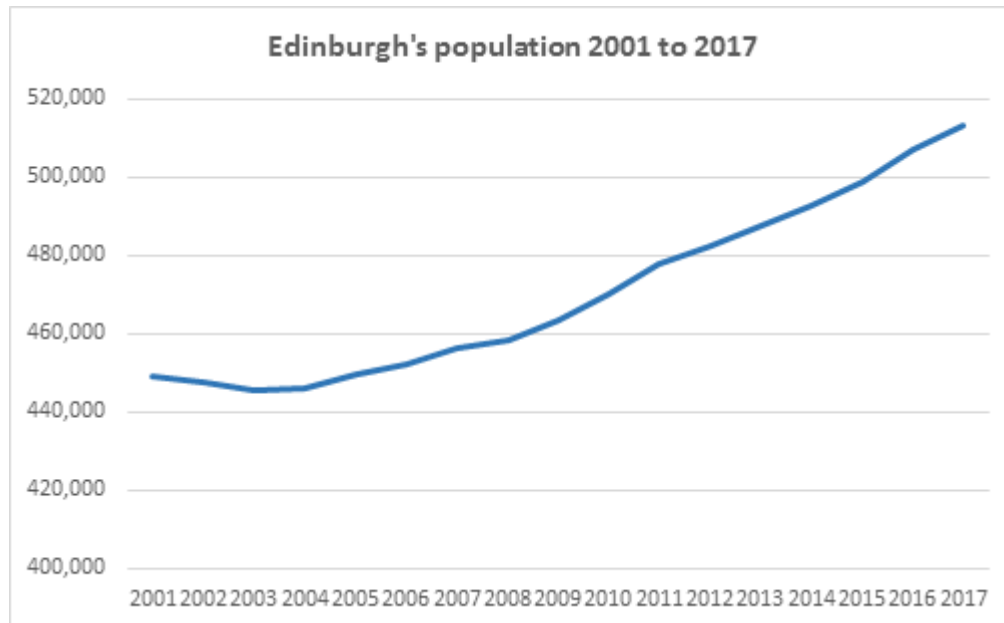
In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high, with females living 81.1 years on average and males living to 77.1 years on average. However, there are significant inequalities in general health and mortality rates between different neighbourhoods within the city.

Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006, an Edinburgh Noise Action Plan was published in 2008. The Council identified 3 Noise Management Areas and 10 Quiet Areas in 2014 as part of round 1 of the noise mapping process. Following round 2, 18 Noise Management Areas and 10 Quiet areas were identified in the city (see Table 2). Work by the Edinburgh Agglomeration Working Group is now commencing on the fieldwork for round 3. The working group will continue to co-ordinate the action planning process and work with the Environmental Noise Steering Group and the Scottish Government in its delivery of the requirements of the Environmental Noise Regulations.

Table 2: Candidate Noise Management Areas and Quiet Areas

Noise Management Areas	Quiet Areas
A70 at Moat Street, Fountainbridge/Craiglockhart	Inverleith Park
A71 at Gorgie Road near Robertson Avenue, Fountainbridge/Craiglockhart	Royal Botanic Gardens
A70 at Slateford Road, Fountainbridge/Craiglockhart	Lochend Park
A702 at Morningside Road, near Steel's Place, Meadows/Morningside	Arthur's Seat Volcano, Holyrood Park and Duddingston Loch
A8 at Roseburn Gardens, Roseburn Street, Corstorphine/Murrayfield	Jewel Park
A70 at Orwell Place, West Park Place, Sighthill/Gorgie	Craiglockhart Dell
A702 at Gilmore Place, Home Street, Lochrin Terrace, West Tollcross, City Centre	Easter Craiglockhart Hill
A702 Lauriston Place at Glen Street, City Centre	Hermitage of Braid/Blackford Hill

East Fountainbridge, West Port at Lady Lawson Street, City Centre	Galachlaw
At West Nicholson Street, Southside/Newington	Burdiehouse Burn Valley Park
Deanhaugh Street, Raeburn Place, Inverleith	
Broughton Road at Dunedin Street, Leith Walk	
Easter Road at London Road, City Centre	
Brunswick Road, Easter Road, Leith Walk	
A902 at Ferry Road, Forth	
Lindsay Road at Portland Street, Leith	
Ferry Road at Madeira Street, Leith Walk	
Great Junction Street at Bangor Road, Leith	

An emerging public health priority in Edinburgh as well as many cities in the UK and across the world, is poor air quality. This is primarily caused by road transport emissions of gases such as nitrogen oxides (NOx) and particulate matter ($PM_{2.5}$ and PM_{10}). These can have significant impacts on health, child development and environmental quality. In Scotland recent work by Health Protection Scotland estimates that in 2016 there were 1,724 attributable deaths (not actual deaths, but modelled estimates that would be attributable to long-term exposure) associated with man-made PM2.5. In Edinburgh, this is equivalent to 153 attributable deaths in the same year. The council's Air Quality Action Plan (AQAP) and Active Travel Action Plan both aim to increase health benefits in Edinburgh, through implementing controlled parking zones to improve air quality and by encouraging modal shift to more active travel.

The Council area includes several establishments controlled under Major Hazards legislation[9]. There is a requirement to ensure that new development is not located in an area where it will put occupants at undue risk from these hazards.

A.1.8   Cultural Heritage

Conservation Areas: There are 50 conservation areas in Edinburgh, an increase of 10 since 2011 (see Figure 6), of widely varying character, ranging from the mediaeval Old Town, the Georgian New Town, Victorian suburbs and former villages which have been absorbed as the city has grown.

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[9] The Control of Major Accident Hazards (COMAH) Regulations 2015

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Figure 6: Conservation area in Edinburgh
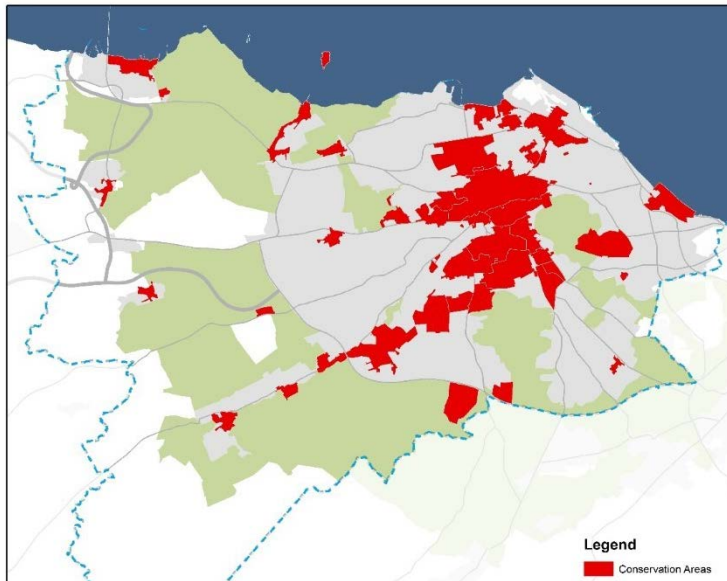
Historic gardens and designed landscapes: Historic Environment Scotland maintain the Inventory of Gardens and Designated Landscapes, which was initiated in 1987. The purpose is to record assets of national, regional and local importance. They are valuable in terms of contribution to scenery, history, artistic design, wildlife, horticulture or tourism. A total of 17 sites, a reduction of three since 2011, are listed within the Council's area.

Listed Buildings: Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,830 listed items, comprising approximately 34,000 individual properties (as at June 2018).

Scheduled Ancient Monuments: Scotland has a rich heritage of ancient monuments. They are important both in their own right and as a resource for research, education, leisure and tourism. There are currently 56 scheduled ancient monuments within the City of Edinburgh Council boundary.

World Heritage site: The key historic designation in Edinburgh is the New and Old Town World Heritage Site, which was inscribed by UNESCO (United Educational Scientific and Cultural Organisation) in 1995. One of only six in Scotland, it covers approximately 4.5sq kms of the city's historic core. Another key World Heritage site in the Edinburgh area is the Forth Bridge (a railway bridge) which was inscribed in 2015. Its three diamond-shaped towers form a cantilever bridge which was completed in 1890 and carries a dual-track railway line 46 metres above the Firth of Forth.

In addition to the designated sites above there are a variety of non-designated heritage assets and sites of known or suspected archaeological significance that can be found across the wider Edinburgh area.

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City Mobility Plan Strategic Environmental Assessment

Appendix B Relationship with relevant Plans, Programmes and Strategies
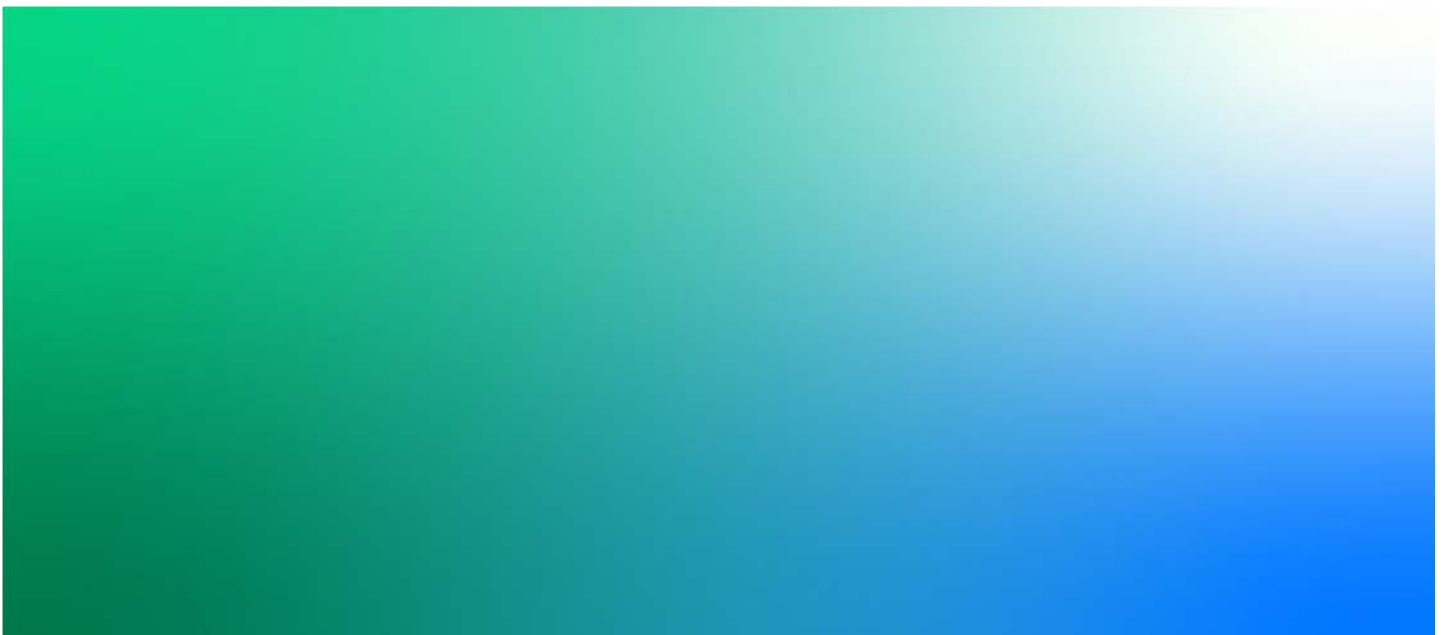
Appendix B. Relationship with relevant Plans Programmes and Strategies (PPS)

Table 1: Relevant PPS and environmental objectives

Name of PPS or Legislation	Environmental Objectives
Biodiversity, Flora & Fauna	
Habitats Regulations (translated into specific legal obligations by the Conservation (Natural Habitats, &c.) Regulations 1994, amended 2012)	The Habitats Regulations transpose the provisions of the EU Habitats and Birds Directives (European Council Directive 92/43/EEC Habitats Directive) into Scottish Law and require that plans and projects are subject to an appropriate assessment of their implications for European sites.
Nature Conservation (Scotland) Act 2004	This Act is in place to conserve biodiversity and protect the nations precious natural heritage. Implementation is linked to the national biodiversity strategy.
Convention on Biological Diversity – UK Post 2010 Biodiversity Framework/Scottish Biodiversity Strategy	This strategy sets out targets to conserve species and habitats that are considered vulnerable or threatened on a local or national basis and in turn contribute to the conservation of our global biodiversity; promote awareness of local natural resources; promote community engagement in and ownership of the practical conservation of natural resources and promote the sustainable and wise use of resources.
2020 Challenge for Scotland's Biodiversity (2013)	The focus of the strategy is on protecting and restoring healthy ecosystems, connecting people with nature and ensuring biodiversity contributes to sustainable economic growth.
Scotland's Biodiversity: It's in Your Hands (2004)	This strategy outlines several actions with the overall aim of conserving biodiversity for the health, enjoyment and wellbeing of the people of Scotland in the present and in the future.
Wildlife & Countryside Act 1981 (as amended).	This Act implements the Convention of the Conservation of European Wildlife and Natural Habitats (the 'Bern Convention') and the European Union Directives on the Conservation of Wild Birds and Natural Habitats. The Act is concerned with the protection of wildlife and their habitat (countryside, national parks and designated protected areas). Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.
Pollinator Strategy for Scotland 2017 - 2027	The Pollinator Strategy aims to make Scotland a more pollinator friendly place, addressing recent significant declines in these important species.
Population & Human Health	
Land Reform (Scotland) Act 2003	This Act establishes statutory public rights of access to land for recreational and other purposes.

Getting the best from our lands: A Land use strategy for Scotland 2016-2021	This is a national land-use strategy which has been prepared under the Act. This identifies three objectives: • Land based businesses working with nature to contribute more to prosperity; • Responsible stewardship of natural resources delivering more benefits; and • Urban and rural communities better connected to the land.
Let's Get Scotland Walking – The National Walking Strategy (2014)	The National Walking Strategy outlines a vision of Scotland where everyone benefits from walking. Its 3 strategic aims are: • Create a culture of walking; • Better quality walking environments throughout Scotland; and • Enable easy, convenient and safe independent mobility for all. It contains recommendations from a working group including removing physical, practical and knowledge barriers.
Cycling Action Plan for Scotland 2017 – 2020 (2013)	This is the third iteration of the Cycling Action Plan for Scotland. Sets out a new set of actions to help achieve the vision of "10% of everyday journeys to be made by bike by 2020". The actions are under 5 sections: • Leadership and Partnership; • Infrastructure, Integration and Road Safety; • Promotion and Behaviour Change; • Resourcing; and • Monitoring and Progress.
Active Travel Task Force Report (2018)	The Task Force was announced by the Minister for Transport in November 2016, its remit was to identify and make recommendations to the Minister on ways to improve delivery of inclusive walking and cycling projects. The report sets out recommendations following extensive evidence gathering and consultation under the following headings: • Infrastructure; • Policies, processes and resources; • Community engagement; and • Behaviour change and culture.
A Long-Term Vision for Active Travel in Scotland 2030 (2014)	This sets out a long-term vision for delivering lasting change and increasing the number of people choosing to travel actively.
Soil Conservation	
Scottish Soil Framework (2009)	This framework promotes the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland, achieved through targeted activities including reducing soil

	erosion; greenhouse gas emissions from soil; and contamination.
Water	
Water Environment and Water Services (Scotland) Act 2003	The Act is in place to prevent deterioration in the status of the water environment, including rivers, lochs, estuaries, coastal waters and groundwater and protect, enhance and restore all surface water bodies to 'good' status.
The river basin management plan for the Scotland river basin district: 2015-2027	The area management plan supplements the RBMP for the Scottish river basin district in the delivery of Water Framework Directive requirements.
Flood Risk Management (Scotland) Act 2009	This Act aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity through improved assessment and the sustainable and coordinated management of flood risk. This Act imposes a new duty on local authorities to exercise their flood risk related functions with a view to reducing overall flood risk and establishes the requirement to prepare plans to manage flood risk which will provide a framework for co-ordinating actions across catchments to deal with all forms of flooding and its impacts.
Flood Risk Management Strategy: Forth Estuary Local Plan District	This strategy identifies flooding sources, its impacts and outlines actions to address this flood risk in the Forth estuary area.
Marine (Scotland) Act 2010	The Marine (Scotland) Act aims to achieve good environmental status of the EU's marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend. The Marine (Scotland) Act transposes the Directive into Scots law and makes provision for a new statutory marine planning system to sustainably manage demands on the marine environment.
Air	
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2011)	Air quality targets have been set at the European and UK levels. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets objectives for Particulate Matter (PM), oxides of nitrogen (NOx), sulphur dioxide (SO_2) and ozone (O_3) amongst others.
City of Edinburgh Council Air Quality Action Plan (2008)	This Action Plan demonstrates how emissions of nitrogen oxides will be reduced in air quality management areas to achieve NO_2 concentration objectives. The Plan is due to be reviewed in 2019.

Environmental Noise (Scotland) Regulations 2006	This regulation implements the EU Environmental Noise Directive. Introducing strategic noise mapping and noise action planning for large urban areas. Introduces Noise management areas and Quiet areas.
Edinburgh Agglomeration Noise Action Plan (2014)	This Action Plan identifies Noise Management Areas and sets out action plans to reduce noise levels where necessary and to preserve noise quality where it is good.
Cleaner Air for Scotland 2015	This strategy provides the mechanism for necessary improvement in air quality in Scotland. It places a greater focus on delivering air quality improvement through evidence-based actions and measures and is complimented by existing local air quality management regimes.
Environment Act 1995 – Local Air Quality Management (LAQM)	This Act imposes a duty on local authorities to review and assess air quality and work toward meeting the objectives contained in the UK air quality strategy for England, Scotland, Wales and Northern Ireland (2007).
Climate	
Climate Change Scotland Act 2009	This Act introduces a new duty on the Council (and all pubic bodies) to exercise their function in a way that is best calculated to contribute towards the greenhouse gas emissions by at least 80% by 2050.
Climate Change Plan 2018-2032	The outcomes of the plan for Scotland are to bring about a healthier society, an enhanced and protected natural environment and a diversified, resilient and sustainable economy.
Edinburgh Adapts Plan 2016-2020	The plan sets out a vision to take action to prepare for the challenges that Edinburgh will face in the future in the context of climate change. The associated Action Programme sets out specific actions under 5 sections including the Built Environment and Infrastructure.
Material Assets	
Zero Waste Plan (2010)	This plan sets out Scotland's ambition to become a zero-waste nation, where we increase resource efficiency by minimising Scotland's demand on virgin materials through increasing and maximising the reuse, recycling and recovery of resources instead of treating them as waste. In addition to preventing the use of resources through re-design and designing for end of life purposes.
Cultural Heritage	
Our Place in Time (2014)	This is Scotland's strategy for preserving the historic environment. The key outcome for the strategy is to ensure that the cultural, social, environmental and economic value of Scotland's heritage makes a strong contribution to the well-being of the nation and its people. The Strategy has three high level aims, which includes i) investigating and recording the historic environment, ii) caring and protecting it and iii) sharing

	and celebrating the historic environment's richness and significance.
Historic Environment Policy for Scotland 2019	The HEPS is designed to support and enable good decision-making around changes to the historic environment. HEPS helps to deliver the vision and aims of *Our Place in Time*.
Landscape	
European Landscape Convention (2000)	This convention was published to promote the protection, management and planning of all landscapes, including natural, urban and peri-urban areas, as well as special, every day and also degraded landscapes.
Other Relevant PPS	
National Transport Strategy (NTS) (2016)	The NTS sets the long-term vision for our transport policies. It was first published in 2006 after the Scottish Government consulted the public, interested individuals and a wide range of organisations on their views for the future of transport in Scotland.
SEStran Regional Transport Strategy 2015-2025	This sets out a regional transport strategy for the Edinburgh city region with 4 key objectives: • Economy: to ensure transport encourage growth in a sustainable manner; • Accessibility: to improve accessibility for those with limited transport choice; and • Environment: to ensure development is achieved in an environmentally sustainable manner; and • Safety and Health: to promote a healthier and more active population.
National Planning Framework 3 (2014)	The National Planning Framework 3 aims to guide Scotland's development over the next 20 to 30 years and sets out strategic development priorities to support the Government's goal of sustainable economic growth. The framework will play a key role in co-ordinating policies with a spatial dimension and will help move Scotland towards a low carbon economy.
Scottish Planning Policy (SPP) (2014)	The SPP sets out the Scottish Government's planning policy on nationally important land-use planning matters. This places planning within the wider context of the Scottish Governments overarching aim to increase sustainable economic growth.
SES plan Strategic Development Plan (SDP) 2 (2016)	The SDP sets out a strategy to guide the development of the Edinburgh city region over the next 20 years.
Choices for Edinburgh City Plan 2030	This is the main issues report for the Edinburgh City Plan 2030, Edinburgh's next local development plan. This document outlines and seeks views on the main choices for the Plan.

Open Space 2021	A strategy to protect, look after and expand the Edinburgh's network of green spaces for the next five years.
Edinburgh Core Path Plan	The Core Paths Plan identifies a system of routes that provides the community and visitors with non-motorised access throughout the local authority area.
Central Scotland Green Network	Identified as National Development in NPF3 this aims to deliver a high-quality green network that will meet environmental, social and economic goals designed to improve people's lives, promote economic success, allow nature to flourish and help Scotland respond to the challenge of climate change.
Sustainable Edinburgh 2020	A framework for the sustainable development of Edinburgh until 2020. The vision is: "Edinburgh in 2020 will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting."
Edinburgh 2030 Sustainability Strategy (forthcoming)	A framework for the sustainable development of Edinburgh until 2030 and to support achieving a carbon neutral Edinburgh by 2030.
Edinburgh's Sustainable Energy Action Plan 2015 - 2020 (2016)	Sets out an approach to reduce carbon emissions through better use and generation of energy, including through increased use of electric vehicles. The vision is that Edinburgh will transform its energy use by reducing demand, more efficient transmission and use, and encouraging local generation.
City of Edinburgh Council Carbon Management Plan 2015/16 to 2020/21	This plan sets out a programme for the reduction of carbon emissions within the City of Edinburgh Council's own activities.
Edinburgh Economy Strategy 2018	Sets out priorities and actions to be taken by the Council and partners over the next five years from 2018 to deliver the strategy's aim to enable good growth for the Edinburgh economy.
City Vision 2050	Sets out the emerging new 2050 vision for Edinburgh with four emerging themes: An Inspired City, a Thriving City, A Connected City and a Fair City.

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City Mobility Plan Strategic Environmental Assessment

Appendix C Consultation Responses

22 January 2020

The City of Edinburgh Council

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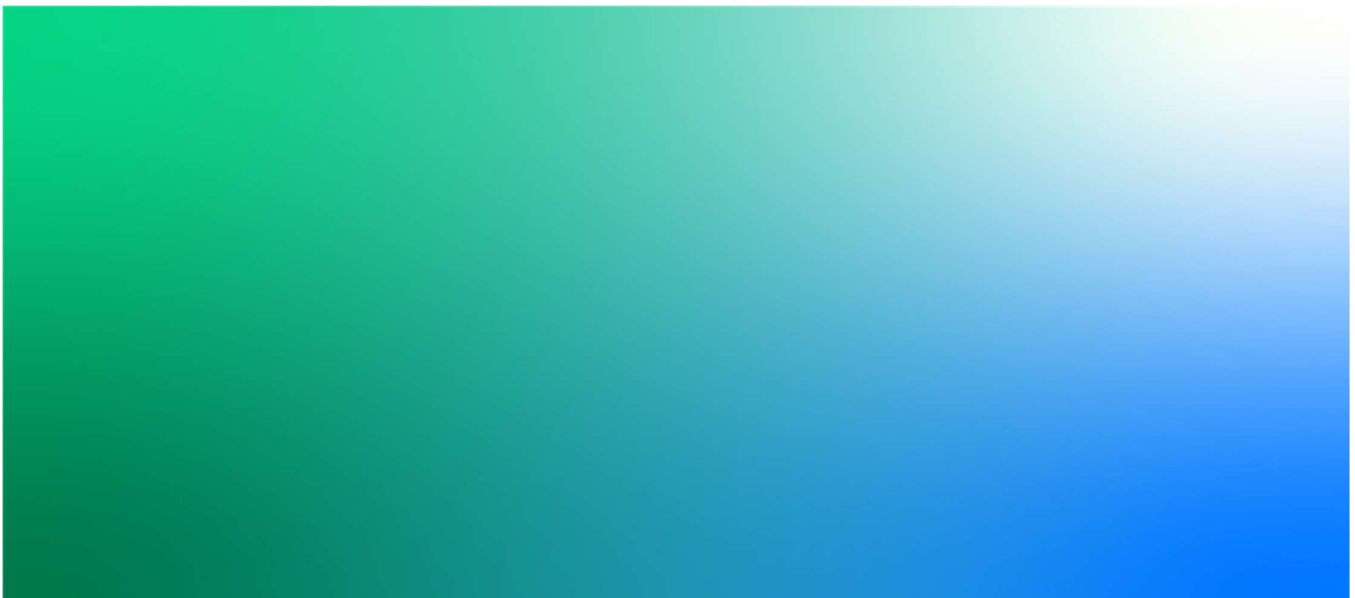
Appendix C. Consultation Responses

Section of Report	Comment	Response
Historic Environment Assessment		
Table 1	A new Historic Environment Policy for Scotland will be launched to the public on the 5th of April 2019 and formal adoption of the policy will be on the 1st of May, when it replaces the current Historic Environment Scotland Policy Statement (2016).	Policy review has been updated
Table 1	You should also take cognisance of Our Place in Time (2014), which is Scotland's strategy for the historic environment. It sets out a shared vision of how our historic environment can be understood, valued, cared for and enjoyed.	Policy review has been updated
Baseline	Consider rewording the World Heritage Site section, as the way is currently phrased implies that the Edinburgh Old and New Town WHS takes precedence over the Forth Bridge WHS.	Baseline text has been amended
Baseline	The Inventory of Gardens and Designed Landscapes is maintained solely by Historic Environment Scotland.	Baseline text has been amended
SEA Framework	Consider cumulative effects in relation to two other major projects, Edinburgh City Centre Transformation and a Low Emission Zone for Edinburgh, which are being developed in conjunction with the CMP.	Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and polices) focusing on possible proposals in the City Centre Transformation Strategy and City Plan 2030. The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment.
SEA Framework	It would have been helpful for you to set out your approach to assessing reasonable alternatives as this is a key part of the assessment process. Sections 3.21-3.24 of the Scottish Government's SEA Guidance	Our approach to alternatives has been set out with section 4.5 of the draft Environmental Report

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	(https://www.gov.scot/publications/strategic-environmental-assessment-guidance/) provide advice on the consideration of alternatives.	
Consultation	We consider that the consultation period commences on receipt of the relevant documents by the SEA Gateway.	Noted
Scottish Natural Heritage		
Key Facts	Discuss the assessment with colleagues leading on City Plan 2030.	Assessment has been undertaken and reviewed in discussion with other team leads in City of Edinburgh Council including City Plan 2030 team.
Relationships with other plans, programmes and strategies	Following amendments suggested: Habitats Regulation - Change in terminology from Natura to European as they will no longer be considered part of the Natura 2000 network after the UK leaves the EU. The Environmental Objectives for the Habitats Regulations state that they "require that plans and projects are subject to an appropriate assessment of their implications for Natura sites." As appropriate assessment is one stage of the assessment of implications, we suggest that this is amended to "require that plans and projects are subject to Habitats Regulations Appraisal of their implications for European sites." Pollinator Strategy for Scotland 2017-2027 – change location We suggest that the Pollinator Strategy is included under the Biodiversity, Flora and Fauna topic heading. The Pollinator Strategy aims to make Scotland a more pollinator friendly place, addressing recent significant declines in these important species. The nature of transport infrastructure and the proposal that the City Mobility Plan plays a role in *'Improving our streets, gardens, spaces and places'* makes this strategy highly relevant.	Policy review has been amended.

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Baseline	Remove SNH from 'Inventory of Gardens and Designed Landscapes'	Baseline text has been amended
Table 3	<u>Land and Soil</u> The implications for the CMP are described as being related to transport's impact on "soil quantity and quality." It may be useful, particularly for identifying mitigation in later stages of assessment, to briefly describe what these detrimental impacts may be, such as direct loss to construction, compaction and sealing and loss of biodiversity. <u>Landscape</u> As currently worded, the Environmental Problem for the CMP under the Landscape topic focuses on construction. In places, particularly in relation to important sites and their setting and context, operation and use of transport infrastructure may also present environmental problems. <u>Material assets</u> We note that the Environmental Problem for the CMP in relation to Material Assets gives an overview of mode types but doesn't include problems encountered by those walking for all or part of their journey. Some of the issues encountered by this user group can be seen in public engagement on the City Centre Transformation project. These included need for pavement widening, number and timing of signalised crossings and safety implications of having pedestrians and cyclists sharing space. <u>Human Health</u> The Integrated Impact Assessment (IIA) may capture this but we suggest that it may be useful to expand slightly on this Environmental Problem, noting the role that modal shift can play in decreasing social isolation and improving mental as well as physical health.	Text added to evolution of environmental baseline section of the report. Updated text to include operation. Problems encountered by walkers and cyclist have been addressed under Human Health. It is considered that this will be better covered within the IIA. A copy of the IIA will be issued alongside the Draft Environmental Report to allow for cross reference.
SEA Framework	As the City Mobility Plan is closely aligned with the Edinburgh City Centre Transformation project, the Low Emission Zone and also with the emerging City Plan 2030 we suggest that consideration of cumulative and synergistic	Cumulative effects have been considered throughout the proposed policy development (intra – plan) and the inter-plan (the impact of the plan alongside other plans and

	effects between these plans and strategies would form a useful part of the assessment. In recommending this we note the differing timescales of these plans and strategies and would welcome assessment *as far as is possible* at this time.	polices) focusing on possible proposals in the City Centre Transformation Strategy and City Plan 2030. The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment.
SEA Framework HRA	Section 7 also includes an overview of Habitats Regulations Appraisal (HRA), stating that *"Article 6(3) of the Habitats Directive states that a Habitats Regulations Appraisal (HRA) will be required where there is likely to be significant effect upon a Natura 2000 site."* We advise that the legislation requires appropriate assessment where likely significant effect has been established. This means that HRA is required in order to establish whether there is a likely significant effect or not. We suggest that, for clarity, the Environmental Report should state that *"Article 6(3) of the Habitats Directive states that any plan or project that is likely to have a significant effect on a European site shall be subject appropriate assessment of its implications for the site."*	Habitat Regulation Appraisal text has been updated in Section 2.4 in the draft Environmental Report
Scottish Environmental Protection Agency		
Relationship with other PPS	Some of the PPS included have themselves been subject to SEA. Where this is the case you may find it useful to prepare a summary of the key SEA findings that may be relevant to the [insert title of PPS undergoing current assessment]. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere.	Noted
SEA Framework	The scoping report does not appear to address any alternatives to the City Mobility Plan which are being considered. Any reasonable alternatives identified during the preparation of the plan should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. This should be documented in the Environmental Report.	Our approach to alternatives has been set out with section 4.5 of the draft Environmental Report.

Monitoring	It would be helpful if the Environmental Report included a description of the measures envisaged to monitor the significant environmental effects of the plan.	The draft Environmental Report will signpost the approach to monitoring with the full monitoring framework presented in the Post Adoption Statement.
Figure 2	<u>Environment. Improved built & natural environment. "Reduce transport's CO2 emissions."</u> We would suggest rewording this to "reduce transport emissions" rather than focussing on CO2, as transport is the predominant source of air pollutants in the UK which have a negative impact on the natural and built environment. 'Reducing air pollution' includes and gives equal weighting to reducing CO2. <u>Society. Improved health, wellbeing & safety. "Reduce local pollutant emissions" etc.</u> A main objective has to be to improving human health through promoting an increase in active mobility. Noise and impacts to air quality have similar sources, known health impacts and inequality issues. They could be addressed together: "reduce noise levels and air pollution associated with transport". On the other hand leaving them separate allows for investigating in-combination impacts with such local sources as biomass and space-heating. A third option is to increase the objectives: noise and air quality associated with transport; in-combination impacts of different sources of noise and impacts on air quality. <u>Economy. Responsible & sustainable economic growth.</u> You may want to consider adding 'improve connectivity between public transport hubs and active transport routes'. It may also be worth considering EV infrastructure (charge points) for cars, buses, taxis, etc.	SEA objectives have been amended.
Table 1	Adding in as many local PPS as possible ensures there is cross policy assessment within the local authority.	Policy review has been updated

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Table 1	Include Cleaner Air for Scotland 2015 ('CAFS') under Air.	Policy review has been updated
	Reference both domestic and EU requirements separately.	
	Add Scottish government's Climate Change Plan under Climate.	
Table 1	We think there should be a full list of CED policies that provides some level of connection.	Policy review has been updated
Baseline	<u>Air and Climatic Factors</u> The proposed information could be expanded, especially considering that CEC has a sustainability strategy which will cover energy usage and therefore linkage to energy reduction schemes or similar. There should also be full access to a full range of traffic data to help identify connectivity, particularly sustainable connectivity.	Baseline text has been amended
	<u>AQMA</u> Additionally, there is very little information contained here compared to other media (land, water, soil) and habitats. There is no mentioned of CEC air quality action plan, which includes specific measures the council is taking forward to improve AQ within the AQMAs. The council is updating the action plan in 2019 and this should be considered here as implementation of the action plan should reduce air pollution across the city and work towards meeting compliance with the AQ objectives within the existing AQMAs.	Baseline text has been amended.
	<u>Land and Soil.</u> It would be useful to have maps and specific locations for the vacant and derelict sites.	Baseline map provided
	<u>Water</u> It would be useful also to consider canals and watercourses (including the proposed realignment of the Gogar Burn) in terms of routes for actual and potential active travel both within the city boundary and connecting to neighbouring areas.	Baseline text has been amended

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	Public Transport Infrastructure. Traffic data. CEC has a rich data source collected as part of the LEZ development, this includes bus routes, key traffic corridors.	Baseline text has been updated
	Noise Management Areas We think these could usefully be mapped and characterised.	Baseline text has been amended
P21	"An emerging public health priority" CEC's Air Quality Action Plan and LAQM work should be mentioned. Implementation of measures contained within the plan has contributed to an improvement in AQ across the city, although areas of poor air quality remain. The plan is due to be reviewed in 2019. More info can be found in CEC's annual progress report 2018 or by contacting environmental health.	Policy review has been updated
Table 3	"Transport is a significant contributor to….." This is one reason why there needs to be links to other PPS responsible for carbon reduction programmes. Transport Scotland has set out the plan to decarbonise the fleet by 2050. CEC should link in to how they will contribute towards these PPS objectives within the remit of the CMP.	Baseline text updated
Table 3	"6 AQMAs in place… " This is not accurate. Five AQMAs for NO2, one AQMA for annual PM10. See previous comment on the matter. This should be clarified: NO2 is more of an issue in Edinburgh than particulates and the hourly objective is exceeded in some AQMAs (City Centre and St John's Rd) as well as the annual.	Text has been amended
Table 4	The LEZ is only one tool to reduce emissions, other PPS should drive towards further reduction measures and should aim to demonstrate the contributions made to ensure that reductions continue and that objectives are delivered. Reducing the need and desire to use private vehicle is essential to reducing overall emissions, while at the same time taking steps towards decarbonisation of the fleet is essential.	The Low Emission Zone has been assessed as a specific intervention within the proposed plan and the cumulative effects of implementing the LEZ in combination with the other policies is considered as part of the intra plan cumulative assessment. The SEA assessment recognises that to ensure a reduction in admissions a co-ordinated approach across all policies is required.
Table 4	"Implementation of more Air Quality Management Areas" Should this be 'designation' rather than 'implementation'?	Text has been amended

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Table 5	<u>Air quality and climatic factors</u> "Affect the NOx and…." Actions within the plan should not increase the emissions of NOx or PM, and early mitigation measures should be identified. The number of AQMAs should not be increased. "Assist in meeting AQMA targets". We would suggest: 1. Assist in meeting air quality objectives within AQMAs 2. Support measures outlined the council's Air Quality Action Plan It is important the council's AQ action plan is considered in the SEA process as it is the main mechanism for achieving compliance with AQ objectives. The CMP must not render actions outlined in the plan unworkable. "Affect GHG emissions" and "support reductions in GHG emissions" We are not sure if these should be separated. The aim is to reduce GHG emissions. Another criterion could be to look at the use of sustainable energy source.	SEA objectives have been amended.
Table 5	<u>Material assets</u> "Support or lead to enhanced maintenance activity" is duplicated. Perhaps this should be: support sustainable travel infrastructure. support decarbonisation of the transport infrastructure	SEA objectives have been amended
Table 5	<u>Population and human health</u>	SEA objectives have been amended

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We think "minimise noise and vibration related to the transport network" should be "Minimise air pollution, noise and vibration related to the transport system" We think "protect sensitive receptors from excessive noise and vibration" should be "protect sensitive receptors from excessive noise, vibration and poor air quality". We think "improve safe and sustainable access to new and/ or existing employment sites" should be expanded to include new and/or existing residential areas. "Result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas". We believe this should be expanded to include: "Result in significant air pollution above concentrations currently experienced, in particular within designated AQMAs."	

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City Mobility Plan Strategic Environmental Assessment

Appendix D High-level SEA Assessment

22 January 2020

The City of Edinburgh Council

SEA Objectives

Number	SEA Topics	SEA Objectives	Assessment Criteria - will the policy/action….
1	Air Quality and Climatic factors	To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change	Contribute to reducing emissions and particulates of key pollutants to air from road transport? Contribute towards a reduction NOx and PM levels, in particular within AQMA areas Assist in meeting air quality objectives within AQMA's Support measures outlined in the council's air quality action plan support reductions in GHG emissions support access to active and sustainable transport options Encourage the provision of low/zero carbon technologies? Promote and facilitate modal shift to active and sustainable transport options
2	Land and soil	Protect valuable land resources and minimise detrimental effects of land use change	impact upon important geodiversity features encroach on Greenbelt/valuable greenfield areas protect prime agricultural land and carbon-rich peat soils
3	Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way	Maintain and enhance the resilience of existing and planned transport infrastructure protect water quality within the CMP region Contribute to reducing emissions and particulates of key pollutants to water from road transport? Support network resilience to anticipated extreme weather events and climate change? Promote the avoidance of flood risk?
4	Landscape	Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	avoid impact on landscape/townscape character and/ or visual amenity of sensitive receptors help to maintain or enhance landscape/townscape character improve sustainable access to open space and the countryside
5	Biodiversity, flora and fauna	Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks	support delivery of wider CEC environmental objectives/ obligations avoid adverse effects on integrity of European Protected Sites and/ or Species (e.g. Natura sites) avoid or minimise impact on any other designated or priority sites or species
6	Material assets	Improve and enhance the existing transport network	support or lead to reduced congestion support or lead to enhanced maintenance activity
7	Population and human health	Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes improve links between CEC Core Path Networks improve social inclusion and accessibility to healthcare services improve safe and sustainable access to new and/ or existing education facilities improve safe and sustainable access to new and/ or existing employment sites and/or existing residential areas result in any adverse impacts to sensitive receptors and/or residential areas result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas Result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's
8	Cultural heritage & historic environment	"Protect and, where appropriate, enhance the historic environment Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all."	impact on designated and non-designated historic sites, places and spaces improve accessibility to all townscape including historic sites, places and spaces and Improve access to and understanding of the historic environment? Respect / respond to the historic urban spatial structure / plan of the city?

SEA Scoring System to Establish Likely Significant Effects

Score	Description	Symbol
Significant Positive Effect	The proposed option/policy contributes significantly to the achievement of the SEA objective.	++
Minor Positive Effect	The proposed option/policy contributes to the achievement of the SEA objective but not significantly.	+
Negligible Effect	The proposed option/policy is related to but does not have any significant effect on the achievement of the SEA objective	0
Minor Negative Effect	The proposed option/policy detracts from the achievement of the SEA objective but not significantly.	-
Significant Negative Effect	The proposed option/policy detracts significantly from the achievement of the objective. Mitigation is therefore required.	--
Uncertain Effect	The proposed option/policy has an uncertain relationship to the SEA objective 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 relationship	There is no clear relationship between the proposed option/policy and the achievement of the SEA objective or the relationship is negligible.	~

SEA of Package 1: Enhancing Public Transport

Initial measures: Public Transport
- Extend the existing tram line, and develop additional tram lines (Regional)
- Increase capacity at existing park and ride sites
- Development of new Park and Ride interchanges (Regional)
- Integration of bus and tram operations (Regional)
- Integrated timetabling across public transport services (Regional)
- Smart integrated payments across public transport services (Regional)
- Develop more flexible far options for public transport trips e.g. off-peak, one-hour tickets, free child travel, group travel (Regional)
- New bus priority corridors (Regional)
- Orbital bus routes serving key locations and areas with low public transport access (Regional)
- Improve public transport access to, and between, town centres
- Improve public transport to rural west Edinburgh
- Explore alternative opportunities to serve areas poorly served by public transport e.g. mobility as a service, on demand transport (Regional)
- Broaden the public transport offering to also encompass non-timetabled shared mobility services e.g. bike hire, car clubs/pooling, taxi sharing

Final measures: Enhancing Public Transport
1. Ensure collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. We will review how we can improve strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system the city needs.
2. Carry out a strategic review of the bus network to improve accessibility, integration and public transport efficiency and to reduce/remove congestion in the city centre. By changing the traditional radial nature of bus routes fewer buses will need to pass through the city centre.
3. Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian.
4. Support rail capacity increases and high-speed rail as one of the most popular modes of travel into and out of Edinburgh. Work with operators and with Network Rail towards capacity increases to allow for greater passenger numbers on the Scottish rail network. Deliver the emerging Waverly station masterplan.
5. Ensure that investment in an up to date, safe, environmentally-friendly and fully accessible public transport fleet serves the city.
6. Strengthen partnerships with the taxi trade and car sharing partners to accelerate the introduction of no carbon and no emissions vehicles, integrate taxi ranks with public transport hubs and manage the introduction of new technology to improve safety, standards and accessibility.
7. Review the existing bus garages in the context of park and ride and transport hubs to optimise options for the movement and storage of vehicles when not in service.
8. Introduce Selective Vehicle Detection and/or other bus priority measures to allow traffic signals to enhance bus movement and further support.
We will continue to:
9. Ensure Smart contactless payment is enhanced and made more flexible and seek its introduction across all public transport and operators. We will also encourage the introduction of flexible fares, including child and group concessions, off-peak and point to point options.
10. Review the use of dedicated bus lanes to improve bus journey times and timetable reliability by reducing delays from other traffic.
11. Support the City Car Club and City Bike hire initiative to ensure a choice of modes of moving for different needs and journeys including integration with the public transport system in location and charging. We are introducing e-bikes to enhance the bike hire option and will continue to assess technological improvements to the service.
12. Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.
13. Continue to invest in strategically placed transport hubs on the edge of the city where pubic transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
14. Continue to provide modern shelters with better accessibility and safety while also reducing street clutter and an upgraded bus tracker system to provide better information to passengers.

Public Transport Summary	
Assessment summary	The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation).
	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location.
	Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport.
	Package could refer to improving storage for bicycles on trams, trains and buses.
	Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times.
	Consider referring to the quality of public transport, to make it a more attractive option.
	Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels.
	Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'.
	Expand on 'accessibility' to specifically refer to disabled access and vulnerable users.
	Consider specifically referring to improving connections to the areas of deprivation (naming them) shown on the recently circulated 'Development and Public Transport Access' map.
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Detailed Assessment required: Tram extension.
Clarifications/uncertainties	No clarification or uncertainties identified.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in air pollution from private vehicles. However, where the public transport network is not improved, there may still be use of private cars, which may lead to a neutral or minor negative impacts. Overall, the package has scored a minor positive.		+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect land and soil resources.		0	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect water resources.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	0	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in the use of private vehicles. This is likely to improve the visual amenity and townscape of the city. However, extension of tram and bus routes could also be seen as adversely affecting the landscape. Therefore, the package is scored a minor positive overall.	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a minor positive overall.	No revised recommendations
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of public transport measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be reduced pollutant emissions from road transport, which can adversely affect priority sites or species.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. **Material assets**: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city. Therefore, the package has scored a significant positive overall.		++	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently expereinced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Improving the public transport network will promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. It is likely that the quality of life will improve for the citizens of Edinburgh. A reduction in traffic will improve air quality and reduce noise impacts on human health. Therefore, the package has scored a significant positive overall.	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or low incomes. Public transport routes should also link up with Core Path network, cycle routes and recreational areas.	++	The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations

8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of the public transport measures such as developing new park and ride interchanges and increasing capacity at park and rides is not likely to significantly affect the cultural heritage and historic environment. These measures would be focused outside the city centre and any indirect impacts on the historic environment are unlikely to occur.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	0	The final measures are not expected to alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.	No revised recommendations

SEA of Package 1: Enhancing Public Transport

Initial measures: Public Transport
- Extend the existing tram line, and develop additional tram lines (Regional)
- Increase capacity at existing park and ride sites
- Development of new Park and Ride interchanges (Regional)
- Integration of bus and tram operations (Regional)
- Integrated timetabling across public transport services (Regional)
- Smart integrated payments across public transport services (Regional)
- Develop more flexible far options for public transport trips e.g. off-peak, one-hour tickets, free child travel, group travel (Regional)
- New bus priority corridors (Regional)
- Orbital bus routes serving key locations and areas with low public transport access (Regional)
- Improve public transport access to, and between, town centres
- Improve public transport to rural west Edinburgh
- Explore alternative opportunities to serve areas poorly served by public transport e.g. mobility as a service, on demand transport (Regional)
- Broaden the public transport offering to also encompass non-timetabled shared mobility services e.g. bike hire, car clubs/pooling, taxi sharing

Final measures: Enhancing Public Transport
1. Ensure collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. We will review how we can improve strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system the city needs.
2. Carry out a strategic review of the bus network to improve accessibility, integration and public transport efficiency and to reduce/remove congestion in the city centre. By changing the traditional radial nature of bus routes fewer buses will need to pass through the city centre.
3. Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian.
4. Support rail capacity increases and high-speed rail as one of the most popular modes of travel into and out of Edinburgh. Work with operators and with Network Rail towards capacity increases to allow for greater passenger numbers on the Scottish rail network. Deliver the emerging Waverly station masterplan.
5. Ensure that investment in an up to date, safe, environmentally-friendly and fully accessible public transport fleet serves the city.
6. Strengthen partnerships with the taxi trade and car sharing partners to accelerate the introduction of no carbon and no emissions vehicles, integrate taxi ranks with public transport hubs and manage the introduction of new technology to improve safety, standards and accessibility.
7. Review the existing bus garages in the context of park and ride and transport hubs to optimise options for the movement and storage of vehicles when not in service.
8. Introduce Selective Vehicle Detection and/or other bus priority measures to allow traffic signals to enhance bus movement and further support.
We will continue to:
9. Ensure Smart contactless payment is enhanced and made more flexible and seek its introduction across all public transport and operators. We will also encourage the introduction of flexible fares, including child and group concessions, off-peak and point to point options.
10. Review the use of dedicated bus lanes to improve bus journey times and timetable reliability by reducing delays from other traffic.
11. Support the City Car Club and City Bike hire initiative to ensure a choice of modes of moving for different needs and journeys including integration with the public transport system in location and charging. We are introducing e-bikes to enhance the bike hire option and will continue to assess technological improvements to the service.
12. Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.
13. Continue to invest in strategically placed transport hubs on the edge of the city where pubic transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
14. Continue to provide modern shelters with better accessibility and safety while also reducing street clutter and an upgraded bus tracker system to provide better information to passengers.

Public Transport Summary	
Assessment summary	The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or disadvantaged communities (refer to Indices of Multiple Deprivation).
	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment, depending on its size and location.
	Explore opportunities to incorporate renewable energy into any new public transport infrastructure or use renewable fuels in public transport.
	Package could refer to improving storage for bicycles on trams, trains and buses.
	Package could refer to emerging technologies relevant to the vehicles (alternative fuels), ticketing and live departure times.
	Consider referring to the quality of public transport, to make it a more attractive option.
	Consider referring to any aspirations for private/public ownership proportions, and also potential references to relevant subsidies or grants for public transport, for example, for alternative fuels.
	Remove reference to environmentally-friendly and consider 'low carbon' or 'low emission'.
	Expand on 'accessibility' to specifically refer to disabled access and vulnerable users.
	Consider specifically referring to improving connections to the areas of deprivation (naming them) shown on the recently circulated 'Development and Public Transport Access' map.
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Detailed Assessment required: Tram extension.
Clarifications/uncertainties	No clarification or uncertainties identified.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in air pollution from private vehicles. However, where the public transport network is not improved, there may still be use of private cars, which may lead to a neutral or minor negative impacts. Overall, the package has scored a minor positive.		+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect land and soil resources.		0	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of the public transport measures such as smart integrated payments, flexible fare options and integrated timetabling is not likely to significantly affect water resources.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	0	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to a reduction in the use of private vehicles. This is likely to improve the visual amenity and townscape of the city. However, extension of tram and bus routes could also be seen as adversely affecting the landscape. Therefore, the package is scored a minor positive overall.	Any new infrastructure associated with this package may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a minor positive overall.	No revised recommendations
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of public transport measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be reduced pollutant emissions from road transport, which can adversely affect priority sites or species.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. **Material assets**: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	Improving the public transport network and encouraging greater use of the network through more flexible services, improved accessibility and integrated fares and ticketing is likely to lead to less congestion on the roads due to a fewer number of cars. New bus routes servicing areas with current low public transport access will lead to reduced car use in more remote parts of the city. Therefore, the package has scored a significant positive overall.		++	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently expereinced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Improving the public transport network will promote sustainable mass-transit opportunities for people to access work, education, social activities, healthcare and other services. It is likely that the quality of life will improve for the citizens of Edinburgh. A reduction in traffic will improve air quality and reduce noise impacts on human health. Therefore, the package has scored a significant positive overall.	There may be an opportunity to improve social inclusion through orbital bus routes. This should be included as a consideration in planning these routes - for example, planning to improve public transport uptake by people with impaired mobility or low incomes. Public transport routes should also link up with Core Path network, cycle routes and recreational areas.	++	The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations

8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of the public transport measures such as developing new park and ride interchanges and increasing capacity at park and rides is not likely to significantly affect the cultural heritage and historic environment. These measures would be focused outside the city centre and any indirect impacts on the historic environment are unlikely to occur.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. extension or addition of tram lines. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	0	The final measures are not expected to alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.	No revised recommendations

SEA of Package 2: People Friendly Streets

Initial measures: Walking and Cycling
- Strategic cycle routes across the city, and into neighbouring authorities (Regional)
- Cycle facilities along main arterial routes
- Secure bike storage/lockers
- Strategic walking network connecting the city/town/local centres with other key destinations
- Pedestrian only areas on city centre
- Pedestrian priority in city/town/local centres
- Accessible streets e.g. dropped kerbs, wheelchair accessible footways, and accessible road crossings
- Manage signal timings to reduce waiting times for pedestrians, especially in high footfall areas
- Increase the number of safe/accessible road crossings across the city
- Increase footway widths, especially in high footfall areas
- Speed limit reductions and enforcement
- Prioritise safety improvements to the most vulnerable groups of road users identified through incident analysis

Initial measures: Optimising Our Streets
- Explore regional consolidation centres to rationalise delivery vehicles (Regional)
- Explore the use of Park and Ride sites for freight consolidation, and the use of trams to bring freight into the city (Regional)
- Explore micro distribution centres supporting last mile delivery hubs (Regional)
- Explore last mile deliveries involving electric vans/cargo bikes, or other ultra-low emission vehicles (Regional)
- Low Emission Zone targeting the most polluting vehicles across a broad area of the city
- Explore shared mobility alternatives to car ownership e.g. Mobility as a Service, car sharing, and car clubs (Regional)
- Strategic roll-out of electric vehicles charging infrastructure for a range of user groups
- Area-based loading and unloading restrictions e.g. off-peak times, vehicle size/type
- Area-based travel plans to address localised mobility issues
- Understand travel movements in the city e.g. traffic/behaviour surveys
- Mobility education and awareness campaigns e.g. road safety, air quality, health, travel choices/marketing communications tailored to specific user groups to influence travel behaviours (Regional)
- Explore the development of a city operations centre to oversee traffic movements on key routes across the city

Final measures: People Friendly Streets
15. Implement and review the Low Emission Zone scheme and supporting measures to reduce emissions from transport.
16. Develop and expand strategic walking and cycling networks and facilities to serve and connect key destinations across the city.
17. Create direct, segregated cycling routes along main arterial roads whilst also using quiet road and traffic free routes.
18. Review the capacity and use of existing and new active travel routes and implement changes to mitigate conflict between those walking, wheeling and cycling on shared footways and other shared spaces.
19. Support continued growth of EV and the switch to cleaner vehicles through a comprehensive network of charging infrastructure and the monitoring of developments in other vehicle technologies including hydrogen
    cells which might be important to powering Edinburgh's transport in the future.
20. Deliver a combination of rapid, fast and slow on-street charging points by 2023 at strategic locations around the city including in the city centre, in high-density residential areas outside the centre and at Park and Ride sites to influence car commuter travel patterns.
21. Explore speed limit reductions on all non 20mph roads in the city. We will review all 40mph speed limits within Edinburgh, with a view to potentially reducing limits to 30mph. We will also review the potential to further expand the 20mph network across the city.
We will continue to:
22. Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.
23. Ensure accessibility for those walking, wheeling and cycling by designing, adapting and maintaining paths and routes to accommodate all needs and abilities.
24. Where possible, adapt existing paths and routes to ensure access for all by taking into account a range of factors that can impede users with reduced mobility including route widths, gradients, clutter, barriers and surfacing.
25. Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and the Transport Asset Management Plan.
26. Manage vehicle access and traffic in the city centre and town centres and residential areas, creating more space for people rather than vehicles and opportunities for greener and more liveable places for people in the city, where vehicles are less dominant.
    This could be achieved through managing access for certain types of vehicle, or all forms of traffic, passing through areas all day or at specific times of day.
27. Apply and enforce parking, waiting and loading restrictions whilst allowing effective access for businesses and people with mobility difficulties.
28. Seek to rationalise, coordinate and integrate freight and goods vehicles and deliveries in the city, including edge of town goods consolidation centres, micro distribution centres in the city, click and collect hubs in communities to support walking and cycling deliveries
    deliveries and access restrictions and emissions standards to control vehicle types.
29. Explore mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.
30. Ensure robust monitoring and evaluation of travel behaviour and traffic through regular and consistent data gathering and innovation and explore the development of a city operations centre to oversee street operations across the city.
31. Develop a city operations centre to proactively and predictively manage our streets and public spaces to minimise disruption and ensure public safety. Such a centre would harness smart technology to more effectively coordinate information
    information and resources across organisations with responsibilities for street operations across the city.
32. Prioritise traffic light control to benefit public transport, pedestrians and cyclists.
33. Research and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.
34. Tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions. From 2021, the Transport (Scotland) Bill will grant Scottish council's additional powers to enforce footway parking,
    double parking and parking at dropped crossings.
35. Continue to develop marketing communication and travel information approaches to promote specific messages and influence a switch to more sustainable modes of travel.

People Friendly Streets Summary	
Assessment summary	The introduction of various people friendly streets measures is expected to have a minor positive effect on water and material assets. Significant positive effects are expected on air quality, landscape and population and human health. The package is not expected to affect the land and soil, biodiversity and cultural heritage SEA objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Link package to any city-wide green infrastructure plans.
	Specifically refer to how walking and cycling network will link with public transport hubs/ routes.
	Consider making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, reduced noise and air pollution, shading, climate change adaptation etc.
	Consider referring to the bike hire scheme, as discussed in the Enhanced Public Transport package.

	Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments, where it is considered to be more relevant.
	Detailed Assessment required: Develop a Low Emission Zone to target the most polluting vehicles in the city and accelerate the uptake of cleaner vehicles.
Clarifications/uncertainties	Identification of pedestrian only and pedestrian priority areas in the city. Are these all new plans or are some areas already in place? How well do they link employment and housing, link up with green infrastructure, provide or link up with key transport routes etc.

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommmendations/Detailed Assessment required
1. **Air quality and climatic factors**: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and	+	The introduction of various walking and cycling measures is likely to encourage more active travel and a reduction in reliance of private cars. This is likely to improve local air quality and support GHG reductions. Depending on the extent of the measures, it is possible that private cars may still be used or be diverted to other parts of the city, which may lead to minor negative impacts. Therefore, the package is scored a minor positive overall.		++	Due to the combination of two initial packages (Optimising our Streets and Walking and Cycling) into one package (People Friendly Streets). The effect on air quality is expected to change to be significantly positive overall.	No revised recommendations
2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of walking and cycling measures such as secure bike storage, signal timings and speed restrictions are unlikely to significantly affect land and soil resources.		0	It is acknowledeged that there is the potential for a positive effect on land and soil as the development of mobility hubs is concentrated in certain areas. However, the final measures are not expected to significantly alter the score for the package for land and soil. Therefore, the package has scored a negligible effect overall.	Recommendation to remove policy 29 from People Friendly Streets, as it is a duplication of policy 44 in Planning New Developments where it is considered to be more relevant.
3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	+	The introduction of various walking and cycling measures is likely to reduce the amount of GHGs in the atmosphere and key pollutants from road run-off which can affect water quality. Therefore, the package is scored a minor positive overall.	Any new walking and cycling infrastructure should aim to improve sustainable drainage and pollutant filtration	+	The final measures are not expected to alter the score for the package for water. Therefore, the package has scored a minor positive effect overall.	No revised recommendations
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	++	The introduction of walking and cycling measures is likely to reduce the number of private cars across the city, which is likely to improve visual amenity, townscape and also facilitate public realm improvements. Therefore, the package scores a significant positive overall.		++	The final measures are not expected to alter the score for the package for landscape. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of walking and cycling measures is not likely to significantly affect biodiversity, flora and fauna. However, there may be minor (i.e. not significant enough to score) positive impacts on biodiversity as there would be fewer carbon emissions associated with walking and cyclng, which can adversely affect priority sites or species.		0	The final measures are not expected to alter the score for the package for biodiversity. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. **Material assets**: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	+	The introduction of walking and cycling measures would require improvements to cycle facilties and access to streets. It is likely that this would lead to an improvement to the existing transport network. However, having pedestrian-only areas in the network could displace traffic congestion to other parts of the city. Therefore, the package is scored a minor positive overall.		+	The final measures are not expected to alter the score for the package for material assets. Therefore, the package has scored a minor positive effect overall.	No revised recommendations

7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently expereinced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	The introduction of walking and cycling measures contributes to health improvements, as active travel reduces adverse health effects such as obesity. Modal shift away from private cars reduces air and noise pollution which also has a positive impact on human health. Speed limit enforcement, secure bike storage and safety improvements to vulnerable groups of road users is likely to improve quality of life and human health. Therefore, the package scores a significant positive overall.	Specifically refer to how walking and cycling network will link with public transport hubs/ routes	++	The final measures are not expected to alter the score for the package for population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations
8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites , places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of walking and cycling measures is not likely to significantly affect cultural heritage. However, there may be minor (i.e. not significant enough to score) positive impacts on accessibility to some heritage assets depending on where strategic cycle routes are placed.		0	It is acknolwdeged that there is the potential for a positive effect on the setting of cultural heritage assets from a number of poilicies. However, the final measures are not expected to significantly alter the score for the package for cultural heritage. Therefore, the package has scored a negligible effect overall.	Clarification of the definition of mobility hubs and the potential location.

SEA of Package 3: Planning New Developments

Initial measures:
- Explore opportunities to support new mobility solutions through developer funding e.g. bike hire, car sharing, public transport hubs
- Manage car ownership/use through the planning process e.g. parking levels based on site accessibility, street design layouts
- Prioritise dense developments close to shops/services or on public transport and active travel corridors to reduce travel distances and car reliance
- Freight consolidation centres/logistics zones to manage the volume of large vehicles entering the city (REGIONAL)
- Hubs with services in major new residential developments to support shared mobility, public transport, deliveries, and flexible remote working

Final measures:
36. Ensure the creation of dense mixed-use developments to support public transport and reduce the need to travel.
37. Prioritise brownfield development, reducing urban sprawl which can create travel demand that is often met by private car use.
38. Strengthen public transport integration to more effectively serve the growing city region including strategic development areas, Park and Ride interchanges and areas poorly served by public transport.
39. Integrate services and amenities into new development to reduce travel distances and the need to travel.
40. Ensure site permeability and deliver high quality streets in new developments from the outset that prioritise walking, cycling and access to public transport.
41. Manage the level of parking in and around new developments based on current and planned levels of walking, cycling and public transport access and the capacity of surrounding streets, and include requirements for car club, electric vehicles and bike hire provision.
42. Explore alternative access improvements to areas poorly served by public transport including community transport, mobility as a service and supported bus services.

43. Improve existing, and create new and enhanced, stops and transport interchanges across the city to better enable connections between services and modes.
44. Explore the feasibility of mobility hubs in major new developments to accommodate public transport and other forms of shared mobility and to enable co-ordinated deliveries.'
45. Require travel plans for major new developments, workplaces, schools and other major trip generators, to include modal targets and effective monitoring. Travel plans monitor the travel behaviour of target groups (residents, schools, workplaces) and provide information on travel choices available while setting modal targets.
46. Provide access for loading/unloading and servicing without compromising street quality or conditions for pedestrians, cyclists and public transport users.

Planning New Developments Summary	
Assessment summary	The introduction of 'planning new developments' measures is expected to have a minor positive effect on air quality, water, landscape and biodiversity. Significant positive effects are expected on land and soil, material assets and population and human health. There are uncertain effects of the package on cultural heritage.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	There is a need to ensure sustainable transport infrastructure, including public transport hubs which should be in place when new developments are ready to be used (co-ordinated timing).
	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration.
	Link package to any city-wide green infrastructure plans, as well as public realm spaces/ projects, recreation and play areas.
	Cross-reference the most relevant spatial development plans, to ensure a co-ordinated approach to planning.
	The prioritisation of dense developments near to shops, services and transport connections should also consider the proximity of the Core Path Network and public and recreational spaces for leisure activities.
	The package should refer to how climate change adaptation will be planned for, particularly for any new infrastructure - for example, resilience to flooding, extreme temperature, storminess.
	This package could cross-reference land use planning in relation to helping implement the other packages – for example, land use planning for public transport and people friendly streets.
	This package could potentially refer to land use planning for new or emerging technologies, for example, electric vehicle charging infrastructure (optimising our streets package), mass transit, autonomous vehicles or prioritised parking/ lanes for electric/ hybrid vehicles.
	This package could refer to encouraging employers/businesses to introduce or extend flexible working patterns.
	This package could specifically refer to how transport planners and spatial planners will work together.
Clarifications/uncertainties	Do we know the feasibility or approximate location of any new mobility hubs?

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation zones and hubs with services near major new residential developments is likely to deter usage of private vehicles and overall car reliance. This should lead to a corresponding decrease in air pollution across the Edinburgh Council area. Therefore, the package has scored a minor positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing).	+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations.
2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	++	Effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure and environmental costs could prevent large areas of land becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on land use change. Therefore, the		++	The final measures are not expected to alter the score for the package for land and soil. Therefore, the package has scored a significant positive	No revised recommendations.
3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	+	Integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. Therefore, the package has scored a minor positive overall.	Any new infrastructure should aim to improve sustainable drainage and pollutant filtration	+	The final measures are not expected to alter the score for the package on water. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.

Objective	Appraisal questions	Score	Commentary	Mitigation	Score	Final commentary	Revised recommendations
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or/ visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	+	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation centres, logistics zones and hubs with services near major new residential development is likely to deter the usage of private vehicles, which is expected to improve visual amenity and enhance townscape. Therefore, the package has scored a positive overall. However, the location of any new freight consolidation centres, logistics zones or hubs needs to be sympathetic to landscape considerations.	Any new freight consolidation centres, logistics zones or hubs may be subject to Environmental Impact Assessment (including landscape and visual impacts) depending on their size and location	+	The final measures are not expected to alter the score for the package on landscape. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	+	Effective integrated land use and mobility planning can prevent cities from becoming dispersed and polarised. Concentrating infrastructure could prevent large areas of natural environment, including designated sites and protected species, from becoming affected by construction of transport infrastructure and car dominated developments. This should lead to reduced detrimental effects on biodiversity, flora and fauna. Therefore, the package has scored a positive overall. However, the location of any new freight consolidation centres or hubs needs to consider potential impacts on	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. construction of freight consolidation centres. These will include an assessment of potential impacts on biodiversity and any requirements of the Habitats Regulations and need for avoidance or mitigation measures.	+	The final measures are not expected to alter the score for the package on biodiversity. Therefore, the package has scored a minor positive effect overall.	No revised recommendations.
6. **Material assets**: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	++	The introduction of mobility solutions, management of car ownership, reduced travel distances, freight consolidation zones and hubs with services near major new residential development is likely to deter the usage of private vehicles, which is expected to reduce congestion as there will be fewer vehicles on the road. Therefore, the package has scored a significant positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing).	++	The final measures are not expected to alter the score for the package on material assets. Therefore, the package has scored a significant positive effect overall.	No revised recommendations.
7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently expereinced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	++	Integrated land use planning can reduce car-dominated developments and congestion which is expected to improve quality of life for citizens as well as reducing the migration of people and businesses as hubs with services will be concentrated near new major residential developments. A reduction in private vehicles on the roads will improve air quality and reduce noise impacts on human health. Therefore the package has scored a significant positive overall.	Ensure sustainable transport infrastructure, including public transport hubs, are in place when new developments are ready to be used (co-ordinated timing). Ensure access to Core Path Network and nature/ green infrastructure.	++	The final measures are not expected to alter the score for the package on population and human health. Therefore, the package has scored a significant positive effect overall.	No revised recommendations.
8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	?	The introduction of land use planning measures is not likely to significantly affect cultural heritage. However, dense developments could potentially affect townscape if taller buildings are part of the development. Heritage assets could also be affected by the construction of new freight consolidation centres, logistics zones or hubs.	Project-level Environmental Impact Assessments may be required for some new developments associated with this package e.g. construction of freight consolidation centres. These will include an assessment of potential impacts on cultural heritage and mitigation if required.	?	The final measures are not expected to alter the score for the package on cultural heritage. The impact of the package on cultural heriatge is uncertain.	No revised recommendations.

SEA of Package 4: Managing Demand

Initial measures:
- Increase parking charges at peak times of day to manage demand
- Outward extension of parking controls across the city
- Prevent and enforce parking in bus and cycle lanes
- Prevent and enforce pavement parking
- Introduce a Workplace Parking Levy to manage demand in key areas
- Traffic free zones, especially the city centre
- Close streets to traffic at certain times of year e.g. festival/events
- Explore the introduction of road user charging to manage demand

Final Measures:
47. Extending the coverage and operational period of parking controls in the city to manage parking availability for the benefit of residents by freeing up space from commuter parking. As well as extending the geographical extent of parking controls there may be areas where there is a need to extend the operational hours of controls, particularly where parking issues impact on use of space by local residents outwith the current periods of control. This measure will target areas of parking pressure in the city, whilst enabling better access for residents and people with mobility difficulties.

48. Reducing the level of on-street parking in areas well served by public transport whilst enabling parking for residents and people with mobility difficulties. This would be targeted at reducing car parking levels in areas with high levels of both kerbside parking and public transport services. The availability of alternative transport options to private car users would be critical to the success of this policy measure. This measure must also ensure that residents of such areas, and people with mobility difficulties have opportunities to park their car.

49. Following consultation, introducing a workplace parking levy on employers who provide more than a specific number of car parking spaces. The Council has made a commitment to this in principle and detailed criteria will be informed by survey work which is commencing shortly.

50. Continuing to manage how residents parking permits are issued based on demand, location and vehicle emissions.

51. If necessary, exploring the introduction of road user charging within the city based on a "user pays" system. This can be assessed in monitoring changes made and their effectiveness, so would be considered in the course of updates to Council on the level of success of the overall strategy and the impact of measures introduced over the early years of it. Road user charging is an effective way of reducing the number of cars in a city by encouraging drivers to switch to public transport, walking and cycling, and providing a funding to support the development of alternative mobility options.

Managing Demand Summary	
Assessment summary	The introduction of various 'managing demand' measures is expected to have minor positive effects on air quality and material assets. Significant positive effects are expected on landscape and population and human health. The package is not expected to affect the land and soil, water, biodiversity and cultural heritage objectives.
Cumulative Effect	Overall this package is expected to have a minor positive but not significant effect on the SEA objectives.
Recommendations/comments	Potential adverse effects could arise where parking controls and/or street closures result in the displacement of private vehicles to other parts of the city. A transport appraisal may be required to determine the impact of displacement effects - for example, the resulting effects on air quality.
	To avoid displacement of impacts that relate to various receptors across the SEA topics, a co-ordinated approach to modal shift is required, for example, similar timing of 'managing demand' package implementation to 'enhanced public transport' and 'people friendly streets' packages.
	Consider and plan for impacts of package on businesses that are dependent on private vehicle usage (for example, emergency services and shift workers) and 'vulnerable groups, for example, people with impaired mobility.
	There could be a policy that covers matching bus or train size to demand (for example, during low-demand times of day and peak hours).
Clarifications/uncertainties	Will traffic free zones be identified at a later stage?

SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations	Final Package Score	Revised Commentary	Revised Recommendations/Detailed Assessment required
1. **Air quality and climatic factors**: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	Will the CMP contribute to reducing emissions and particulates of key pollutants to air from road transport? Will the CMP contribute towards a reduction NOx and PM levels, in particular within AQMA areas? Will the CMP assist in meeting air quality objectives within AQMA's? Will the CMP support measures outlined in the councils air quality action plan? Will the CMP support reductions in GHG emissions? Will the CMP support access to active and sustainable transport options? Will the CMP encourage the provision of low/zero carbon technologies? Will the CMP promote and facilitate modal shift to active and sustainable transport options?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in more sustainable modes of transport, which is likely to improve local air quality and help reduce GHG emissions. Therefore, the package has scored a minor positive overall. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to a neutral or minor negative impact on local air quality.	Displacement - as more detail becomes available, a transport appraisal of the demand management package should be undertaken to determine potential traffic displacement impacts on local sensitive receptors, including local air quality, historic buildings and biodiversity. To avoid potential displacement impacts, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	+	The final measures are not expected to alter the score for the package for air quality. Therefore, the package has scored a minor positive overall.	No revised recommendations
2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change	Will the CMP impact upon important geodiversity features? Will the CMP encroach on Greenbelt/valuable greenfield areas? Will the CMP protect prime agricultural land and carbon-rich peat soils?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging are unlikely to have any impacts on geodiversity features, greenbelt, agricultural land or peat. The measures will be focused on urban areas and any indirect impacts on such features are unlikely to occur.		0	The final measures are not expected to alter the score for the package for the land and soil objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	Will the CMP maintain and enhance the resilience of existing and planned transport infrastructure? Will the CMP protect water quality within the CMP region? Will the CMP contribute to reducing emissions and particulates of key pollutants to water from road transport? Will the CMP support network resilience to anticipated extreme weather events and climate change? Will the CMP promote the avoidance of flood risk?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging is unlikely to have any impacts on water quality or flood risk. The measures will be focused on urban areas and any indirect impacts on water quality or flood risk are either unlikely to occur or, in the case of road drainage, unlikely to be significant.		0	The final measures are not expected to alter the score for the package for the water objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	Will the CMP avoid impact on landscape/townscape character and/or visual amenity of sensitive receptors? Will the CMP help to maintain or enhance landscape/townscape character? Will the CMP improve sustainable access to open space and the countryside?	++	The introduction of various parking measures, road user charges and particularly street closures is likely to significantly improve townscape character, by deterring private cars and thus reducing their impacts on townscape. It may also facilitate public realm improvements. Therefore, the package scores a significant positive overall.		++	The final measures are not expected to alter the score for the package for the landscape objective. Therefore, the package has scored a significant positive overall.	No revised recommendations
5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	Will the CMP support delivery of wider CEC environmental objectives/obligations? Will the CMP avoid adverse effects on integrity of European Protected Sites and/or species (Natura sites)? Will the CMP avoid or minimise impact on any other designated or priority sites or species?	0	The introduction of various parking measures, traffic free zones, street closures and road user charging are unlikely to have any impacts on biodiversity. The measures will be focused on urban areas and any indirect impacts on biodiversity, including urban biodiversity, are either unlikely to occur, or unlikely to be significant.		0	The final measures are not expected to alter the score for the package for the biodiversity objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations
6. **Material assets**: Improve and enhance the existing transport network	Will the CMP support or lead to reduced congestion? Will the CMP support or lead to enhanced maintenance activity?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in uptake of sustainable modes of transport. Therefore, the package scores a minor positive overall. This is likely to reduce congestion as there will be fewer vehicles on the road. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to congestion elsewhere.	Review of the Workplace Parking Levy needs to consider impacts on business with vehicle dependencies (e.g. emergency services and shift workers, night time economy workers). To avoid displacement impacts, a co-ordinated and jointly-timed approach to increasing the uptake of sustainable transport modes is required.	+	The final measures are not expected to alter the score for the package for the material assets objective. Therefore, the package has scored a minor positive effect overall.	No revised recommendations
7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	Will the CMP increase provision of walking and cycling facilities and reduce severance or other detriment to existing walking and cycling routes? Will the CMP improve links between CEC Core Path Networks? Will the CMP improve social inclusion and accessibility to healthcare services? Will the CMP improve safe and sustainable access to new and/or existing employment sites and/or existing residential areas? Will the CMP result in any adverse impacts to sensitive receptors and/or residential areas? Will the CMP result in significant noise increases above those currently experienced, in particular within designated Noise Management Areas? Will the CMP result in significant air pollution above concentrations currently experienced, in particular within designated AQMA's?	+	The introduction of various parking measures, traffic free zones, street closures and road user charging is likely to deter usage of private vehicles and should lead to a corresponding increase in more sustainable modes of transport, including walking and cycling. It should also help to reduce air quality and noise impacts on human health. However, in some circumstances, private cars may still be used but divert to other parts of the city, which may lead to a neutral or minor negative impact on local air quality or noise. There are also potential impacts on vulnerable users - see recommendations.	Parking controls/road closures should still allow access to essential services (health care etc). Maintaining private vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking. To avoid displacement impacts, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	++	The introduction of on-street parking for those with mobility issues and access to parking in controlled areas for those with reduced mobility could lead to greater feelings of inclusion and reduce the impacts on the most vulnerable users. These final measures are expected to have a significant positive effect on the population and human health objective.	Previous recommendations on initial package of measures have been taken on board in the revised final measures. No further recommendations are provided.
8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access	Will the CMP impact on designated and non-designated historic sites, places and spaces? Will the CMP improve accessibility to all townscapes including historic sites, places and spaces? Will the CMP improve access to and understanding of the historic environment? Will the CMP respect/respond to the historic urban spatial structure/plan of the city?	0	The introduction of demand management measures is not likely to significantly affect cultural heritage. However, there may be minor (i.e. not significant enough to score) positive impacts on accessibility to some heritage assets and the visual setting of some heritage assets, as there will be fewer cars on the streets.	To avoid displacement impacts on heritage assets, a co-ordinated and jointly timed approach to increase the uptake of sustainable transport modes is required.	0	The final measures are not expected to alter the score for the package for the cultural heritage objective. Therefore, the package has scored a negligible effect overall.	No revised recommendations

Jacobs

City Mobility Plan Strategic Environmental Assessment

Appendix E Post Consultation Amendments

28 January 2021

The City of Edinburgh Council

Compatibility Assessment for the Post Consultation Vision and Objectives

CMP Vision & Objectives	SEA Objectives								Change from ER
	Air and climatic factors	Land and Soil	Water	Landscape	Biodiversity	Material assets	Population and human health	Cultural heritage	
Vision: Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.	+	+	0	0	0	+	+	0	changed to + form land and soil - compact capital city
People - To improve health, wellbeing, equality and inclusion:									
Encourage behaviour change to support the use of sustainable travel modes.	+	0	0	0	0	0	+	0	New objective post consultation
Ensure that transport options in the city are inclusive and affordable.	0	0	0	0	0	+	+	0	New objective post consultation
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.	+	0	0	+	0	0	+	0	Previously a 'People' Objective
Improve sustainable travel choices for all travelling into, out of and across the city.	+	0	0	0	0	0	+	0	Previously a 'People' Objective
Reduce emissions from road transport.	+	0	0	0	+	0	+	0	Previously a 'Place' Objective
Improve the safety for all travelling within our city.	0	0	0	0	0	+	+	0	Previously a 'People' Objective
Maximise the efficiency of our streets to better move people and goods.	?	?	?	?	?	?	+	?	no change
Place - To protect and enhance our environment:									
Reduce the need to travel and distances travelled	+	0	0	0	0	0	+	0	no change
Reduce vehicular dominance and improve the quality of our streets	+	0	?	+	0	0	+	+	no change

Key	
Compatible	+
Not compatible	-
No or negligible relationship	0
Uncertainty over compatibility	?

SEA Scoring for new/significantly amended policies

Policy No.	Policy Measures	1. Air quality and climatic factors: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	2. Land and soil: Protect valuable land resources and minimise detrimental effects of land use change	3. Water: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	4. Landscape: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	5. Biodiversity, flora and fauna: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	6. Material assets: Improve and enhance the existing transport network	7. Population and human health: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	8. Cultural heritage & historic environment: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.
MOVEMENT 6	**Fleet Enhancement** Ensure that the public transport fleet operated by the Council's arm's length management organisations are modern, safe and fully accessible.	~	~	~	~	~	+	++	~
MOVEMENT 16	**Shared Mobility** Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.	+	?	?	?	?	+	+	0
MOVEMENT 9	**Regional Interchanges** Investigate opportunities to expand existing and create new 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. Interchanges will include electric vehicle charging.	+	?	?	?	?	+	++	0
MOVEMENT 12	**Strategic and Trunk Road Network** When proposals are made to expand capacity on the strategic and trunk road network, including the city bypass, the Council supports any additional capacity being reserved for public transport, high occupancy vehicles and active travel modes.	?	?	?	?	?	++	+	~
MOVEMENT 25	**Strategic Approach to Road Space Allocation** Develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets.	?	~	~	~	~	~	+	~
MOVEMENT 31	**Low/Zero Emission Buses** Support the transition to low/zero emission buses.	++	0	0	+	0	0	+	0
PLACE 1	**City Centre Transformation** Create a city centre focused on people with significantly reduced traffic through pedestrian priority zones, car-free streets, safe segregated cycle routes and rerouted and rationalised bus services.	++	0	0	+	0	0	++	+
PLACE 2	**20-Minute Neighbourhoods** Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.	+	~	~	~	~	~	+	~

SEA Scoring for Themes

Theme	Sub-sections	1. **Air quality and climatic factors**: To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change.	2. **Land and soil**: Protect valuable land resources and minimise detrimental effects of land use change	3. **Water**: Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way.	4. **Landscape**: Protect and, where appropriate enhance the landscape and visual amenity and distinctiveness of the areas.	5. **Biodiversity, flora and fauna**: Protect and enhance the natural environment including the condition and management objectives of designated sites, protected species and green infrastructure including green and blue networks.	6. **Material assets**: Improve and enhance the existing transport network	7. **Population and human health**: Improve accessibility, health and quality of life for Edinburgh's population and for all city users.	8. **Cultural heritage & historic environment**: Protect and, where appropriate, enhance the historic environment. Protect and, where appropriate, enhance use of, and access to, the cultural and historic environment for all.	Cumulative Effects (brief summary of score)
People	Supporting Behaviour Changes	People 1	0	~	~	~	~	0	~	No significant effects expected from the two policies within this section
	Equal Access to the City	People 3	~	~	~	~	0	People 3	~	No significant effect expected from the policy within this section
Movement	Sustainable & Integrated Travel	Movement 2 Movement 9 Movement 11	0	0	0	0	Movement 10 Movement 16 Movement 19	Movement 6 Movement 14 Movement 15	0	Most policies contribute minor or significant effects to one or more of the air and climatic factors, material assets or population and human health SEA objectives.
	Safe and Efficient Movement	Movement 26	0	0	0	0	0	Movement 20 Movement 21 Movement 24	0	Most policies only significantly affect the population and human health SEA objective. Overall this section is considered minor positive.
	Clean Air & Energy	Movement 31 Movement 32 Movement 33	0	0	0	0	Movement 32	Movement 31 Movement 32 Movement 33	0	The three policies significantly positively affect the air and climatic factors and population and human health SEA objectives.
	Managing Demand	Movement 35 Movement 39	0	0	Movement 36 Movement 37	0	0	Movement 35 Movement 36	0	The policies significantly positively affect the landscape and population and human health SEA objectives.
Place	A Transformed City Centre	Place 1	0	0		0	0	Place 1		Minor positive effect from the only policy within this section.
	20 Minute Neighbourhoods	Place 2 Place 3	Place 2	?	?	?	?	Place 2	0	Only minor positive effects are expected from the two policies within this section.
	Streets for People	0	0	0	Place 4 Place 5	0	0	Place 4 Place 5 Place 6	0	All the policies only significantly affect the population and human health SEA objective. Overall this section is considered minor positive.

City Mobility Plan

Integrated Impact Assessment

Summary Report

Interim report		Final report	✓

1. Title of plan, policy or strategy being assessed

City Mobility Plan

2. What will change as a result of this proposal?

Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel. The current strategy is the Local Transport Strategy 2014-2019.

Edinburgh continues to face significant mobility and transport challenges, but these are amplified by city and regional growth forecasts. The emergence of COVID-19 has added to the range of issues faced, bringing unprecedented challenges. The range of challenges and issues has been expressed through extensive stakeholder and public engagement activities over the past three years and demonstrate a clear desire for action.

To meet these challenges a City Mobility Plan (the Plan) has been developed to succeed the Local Transport Strategy. The Plan will improve travel choice and access to public and sustainable transport for all residents and visitors to Edinburgh, regardless of age, ability or background, leading to fewer trips made by car – this will improve air quality, public health and experience of streets and public spaces.

3. Briefly describe public involvement in this proposal to date and planned

Between March and May 2018 combined engagement was undertaken with stakeholders on the City Mobility Plan, Edinburgh City Centre Transformation and the Low Emission Zone project to identify mobility issues and opportunities in Edinburgh. Stakeholders consulted included Edinburgh Access Panel and EVOC.

Following analysis of the consultation undertaken in early 2018 a range of ideas to deal with the issues was created. These ideas were then set out in the prospectus 'Connecting our City, Transforming our Places' which formed the basis of wide-ranging public consultation in summer and autumn 2018. This phase of engagement, which was the largest public engagement exercise undertaken in Edinburgh in 2018, included public engagement events, focus groups, surveys and market research which targeted hard to reach citizens. In addition to the general public engagement, further meetings took place with Edinburgh Access Panel and a dedicated young persons event involving school pupils from around the city was held.

All of the consultation informed a draft Plan which was the subject of further public and stakeholder consultation in early 2020 in conjunction with the emerging City Plan 2030. The consultation, which focused on the Plan's vision and objectives and new policy measures involved public drop-in events, stakeholder meetings and workshops, and an online survey that collectively gathered the views of people from across the city and into the wider region.

4. Date of IIA

An IIA workshop for interest and stakeholder groups to look at emerging policy proposals was arranged for July 2019 but due to lack of interest this did not go ahead. A workshop was held, however, with Edinburgh Access Panel in September 2019.

A full IIA workshop involving City of Edinburgh Council staff was held on 29 October 2019. Officers from a wide range of services were invited but those who attended were predominantly transport and planning officers.

The Plan's finalisation has taken account of issues identified as part of the IIA process and new elements introduced since the Draft Plan consultation have been reviewed to ensure they do not impact negatively on equalities and inclusion.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Greg McDougall (facilitator and report	Transport Officer – Spatial Policy	29/10/2019	greg.mcdougall@edinburgh.gov.uk

writer)			
Andrew Smith	Senior Planning Officer	29/10/2019	andrew.smith@edinburgh.gov.uk
Andrea Mackie	Transport Officer - Development	29/10/2019	andrea.mackie@edinburgh.gov.uk
Laura Marshall	Planning Officer	29/10/2019	laura.marshall@edinburgh.gov.uk
Gavin Sherriff	Acting Senior Transport Team Leader - Parking	29/10/2019	gavin.sherriff@edinburgh.gov.uk
Suzanne Hunter	Transport Officer – Development	29/10/2019	suzanne.hunter@edinburgh.gov.uk
Cameron Baillie	Transport Officer - Planning	29/10/2019	cameron.baillie@edinburgh.gov.uk
Alan Dean	Transport Officer – Public Transport	29/10/2019	alan.dean@edinburgh.gov.uk

6.   Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid-year estimates	Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by a further 12% to 2043. This is partly due to an aging population – the number of people over 75 will nearly double by 2043.

Evidence	Available?	Comments: what does the evidence tell you?
		Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%). The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.
Data on service uptake/access	Census 2011	Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas. Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.
Data on equality outcomes	Bike Life (Sustrans 2017)	In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes. 2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as

Evidence	Available?	Comments: what does the evidence tell you?
		many men as women cycle once or twice a week for transport. In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.
Research/literature evidence	Yes	City Mobility Plan is informed by a number of other strategies, including: National Transport Strategy Strategic Transport Projects Review National Planning Framework Regional Transport Strategy Edinburgh City Vision 2050 Emerging 2030 Sustainability Strategy Emerging City Plan 2030 An Equalities and Rights Assessment was prepared for Local Transport Strategy 2014-2019. No negative impacts were identified.
Public experience/ information	Including Consultation between spring 2018 and spring 2020	• Affordability of public transport (especially if interchange required). • Concern about safety with pedestrians and cyclists sharing infrastructure. • Worry that reducing traffic in one area will displace traffic to adjacent/nearby areas. • Poor orbital public transport

Evidence	Available?	Comments: what does the evidence tell you?
		connectivity – reliance on city centre interchange (generating unnecessary trips into centre from outskirts).
		• Some concern about limiting number of buses in city centre.
		• Concern about implications of a reduction in on street parking for blue badge holders.
		• Reservations expressed about impacts on elderly of increasing distance between bus stops.
		• Access for freight and deliveries needs to be maintained.
		• Parking provision is essential for people with mobility difficulties and people with small children.
		• Scepticism around interchanges compelling people to change mode, particularly people with mobility difficulties.
		• Public transport ticket payment methods are outdated and inflexible but concern that over reliance on technology presents a social barrier.
		• Technological barriers to using Mobility as a Service options.
		• Costs of LEZ will have social implications and be felt more by less well off people.
		• Concern that cost of Workplace Parking Levy will be passed to

Evidence	Available?	Comments: what does the evidence tell you?
		employees.
Evidence of inclusive engagement of service users and involvement findings	Edinburgh City Centre Transformation IIA Stakeholder Workshop (April 2019) Edinburgh Access Panel (November 2018, April, September 2019) City Mobility Plan IIA Workshop (October 2019)	• Concerns about impacts of shared space on people with sensory disabilities • Need for better access to public transport information for sensory impaired (using new technology). • Support for better 'more convenient' public transport interchange (e.g. between bus and rail) – seamless ticketing will be important. • Road space re-allocation to pavements benefits disabled. • Advantages of clear waymarking (including of accessible routes) • Area around Waverley Station should be priority for lighting improvements.
Evidence of unmet need	Yes	As above.
Good practice guidelines	Yes	At the start of Plan's development a review of the previous Local Transport Strategy was undertaken by Napier University's Transport Research Institute and recommendations made on suggested structure of the Plan. Officers producing the Plan have been involved in an information sharing European project (Sustainable Urban Mobility Planning) aimed at sharing best practice on how to produce a

Evidence	Available?	Comments: what does the evidence tell you?
		mobility plan.
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan.
Risk from cumulative impacts		Cumulative impacts may come about as a result of Low Emission Zone, Edinburgh City Centre Transformation projects and emerging City Plan 2030 policies which are being developed in parallel with City Mobility Plan. Focus on equalities and inclusion will remain strong as policies and proposals are further developed.
Other (please specify)		
Additional evidence required	N/A	

7. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
Positive The impacts resulting from the City Mobility Plan will be predominantly positive, improving the range of transport choice available, the affordability of transport and accelerating a shift from private car use to more use of healthy, sustainable modes of transport. Positive impacts will include improved access to public transport for more people (in terms of both affordability and range/number of services available), car sharing and car club options for people who have no access to a car and access to expanded and improved footways and cycleways for those walking, wheeling and cycling. Affordable, accessible public transport will benefit young	All

people accessing education and will help to provide access to employment opportunities for people seeking work. Less use of private car and more use of public transport, walking, wheeling, cycling and car sharing will result in public health improvements – air quality will be improved, road safety will be improved and individual health will benefit from more active travel. In addition more sustainable travel will contribute to adaptation to climate change and extreme weather events. **Negative** Some of the Plan's policies, such as extension of parking controls, might have a disproportionately negative impact on older people, people with mobility difficulties, carers and others reliant on private transport to access or provide services and amenities. This could be mitigated by improvements to other modes of transport and increased choice of transport options. Policies also take account of ensuring parking is provided for people with mobility difficulties, local residents and servicing/loading for local businesses. There are proposed policies which may have a disproportionate impact on people vulnerable to poverty, for example Workplace Parking Levy (WPL), 'pay as you drive' charging and LEZ policies which may involve extra financial burden. Further engagement will be undertaken for these proposals at the appropriate time/as needed and equalities and inclusion impacts fully considered. Similarly, increased use of technology may impact on people with no access to smart phones or bank accounts. This will be mitigated as far as possible as detailed proposals are developed, for example through relevant actions plans/specific proposals.	 Older people, families, carers and people with mobility difficulties Those vulnerable to poverty

Environment and Sustainability	**Affected populations**
A separate SEA has been completed and should be referred to. The SEA did not identify any significant negative effects from the policy measures in the Plan.	

Economic **Positive**	**Affected populations**
The City Mobility Plan will benefit Edinburgh's economy – by improving movement of people and goods into and around the city, congestion will be reduced and public health will be improved.	Local business
Increased range of transport options and improved accessibility to transport will facilitate easier access to employment opportunities for all.	
There is the potential for positive impacts on retail as fewer shoppers travel by car – evidence suggests that shoppers who travel by public transport, on foot, wheel or by bike spend more than those who travel by private car.	
Some of the policy measures will support expanded and new economic growth – for example changes to how deliveries are made in Edinburgh through lower emission vehicles/electric cargo bikes/micro distribution hubs may provide new business opportunities.	
Negative Reductions in parking provision and loading and delivery restrictions might have an impact on businesses – this would likely be short term as business would adapt to any changes. Relevant policies make provision for local business needs in terms of servicing/loading. Introduction of a Workplace Parking Levy has the potential to impact on businesses and their employees.	Local business, employees
Implementation of changes to parking provision, loading and delivery restrictions and introduction of Workplace Parking Levy will be informed by a consultation process to ensure impacts can be minimised/mitigated where possible.	

8. **Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

    No

9. **Consider how you will communicate information about this policy/ service change to children and young people and those affected by hearing loss, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

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    The City of Edinburgh Council can offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

10. **Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?** If yes, a SEA should be completed, and the impacts identified in the IIA should be included in this.

    The City Mobility Plan concerns transport, planning and land use and a Strategic Environmental Assessment (SEA) is required. A SEA has been carried out.

11. **Additional Information and Evidence Required**

    If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

    No further evidence required.

12. **Recommendations (these should be drawn from 6 – 11 above)**

    - Ensure equalities are considered when implementing the policy measures in the Plan.

    - Continue to utilise existing networks, including Edinburgh Access Panel, EVOC and network of other stakeholders to ensure that implementation of policy measures, as part of specific action plans and projects, are fully inclusive.

- Consultation on detailed actions as required by the policy measures in the Plan will be undertaken at appropriate times throughout the Plan's 10 year period, as part of individual project development.

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Continue to utilise existing networks and up to date data (including citywide survey work) as part of the Plan's monitoring schedule to inform the review of the Plan and identify any issues which need to be mitigated as part of that review.	Ruth White – City Mobility Plan Project Manager	Every two years to 2030 (or as circumstances require)	Anticipated Spring 2023 however the next review likely to be sooner to review against COVID-19 impacts once a more settled position is reached and medium/longer terms impacts are easier to predict

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

Indicators and targets has been developed which will be used to monitor the success of the Plan every 2 years (or as circumstances require). It aligns with the approved Edinburgh City Centre Transformation Strategy, emerging City Plan 2030, emerging Sustainability Strategy, and Low Emission Zone project to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.

15.   Sign off by Head of Service

Name Michael Thain

Date

16.   Publication
Send completed IIA for publication on the relevant website for your organisation.