

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

Circulation Plan: delivering the City Mobility Plan

Executive/routine Wards Council Commitments	Executive All
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1. Recommendations

- 1.1 Committee is asked to note the progress on the Circulation Plan since October, including:
 - 1.1.1 Mapping for walking/place, cycling, public transport, general motorised traffic and high-level conflict mapping (Appendices 1 and 2);
 - 1.1.2 Production of a draft summary network map (Appendix 3);
 - 1.1.3 Initial engagement with key stakeholders (Appendix 5); and
 - 1.1.4 Continuing work on draft Principles (Appendix 6).
- 1.2 Committee is asked to agree to:
 - 1.2.1 Continue development of the summary network map, integrated mapping exercise, decision-making framework and principles;
 - 1.2.2 Proceed with a consultation on the emerging Circulation Plan, alongside Public Transport, Active Travel and other action plans; and
 - 1.2.3 That the joint consultation should return to Committee for approval of the proposed consultation package.

Paul Lawrence

Executive Director of Place

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Circulation Plan: delivering the City Mobility Plan

2. Executive Summary

- 2.1 This report sets out progress on developing a Circulation Plan and its Street-space Allocation Framework for Edinburgh. It presents network maps for walking/place, cycling, public transport, general motorised traffic, conflict mapping highlighting competition for street space, and a draft summary network map.
- 2.2 The summary network map is a step towards enabling integrated planning and design when investing in the city's streets and will sit alongside decision-making principles.
- 2.3 It is proposed to continue work on mapping for the individual forms of transport, for streets' 'place' functions and for the green/blue network (with its crucial climate and biodiversity role). This will be done in parallel with consultation on the summary network map, decision-making principles and relevant action plans.

3. Background

- 3.1 On [6 October 2022](#), Committee considered a report that set out proposals to bring forward City Mobility Plan policy Movement 25: to “develop and deliver a strategic approach to allocating street space between modes of travel to define the degree of priority to be given to different modes on different streets”.
- 3.2 The approach proposed for Edinburgh is inspired by the Amsterdam '[Plusnet](#)' and will seek to provide a framework for the whole city, to then inform specific plans for local centres, corridors and the city centre. It also builds on the consideration of the movement and place functions of streets which is at the heart of the Edinburgh Street Design Guidance and captures learning from other cities' network planning practices.
- 3.3 Paragraphs 4.2 and 4.3 of the October report outlined the intended aims and outcomes of the Street-space Allocation Framework.

4. Main report

Network Mapping Exercise – Progress Update

- 4.1 On 6 October 2022, Committee noted that producing integrated mapping with an accompanying decision framework would be a four-step process:
 - 4.1.1 Step 1 - Production of maps for each mode;
 - 4.1.2 Step 2 - Identification of conflicts between the individual mode maps;
 - 4.1.3 Step 3 - Use of strategic decision framework to help resolve conflicts and revise the maps; and
 - 4.1.4 Step 4 - Production of integrated mapping (i.e. multimodal network map).
- 4.2 Draft maps for walking and place, cycling, bus, tram and general traffic are included in Appendix 1. For each function, streets have been categorised as primary, secondary or local. The primary network has the most strategic function. Definitions of primary, secondary and local function for each form of transport and for streets' place function are also included in Appendix 1. The maps do not currently show the 'local' level which constitutes all remaining streets.
- 4.3 Appendix 2 includes mapping of the high-level conflicts between the various primary networks. This highlights an obvious but critical point; that the city's main streets are places where the competition for space is most intense. It also highlights the value of the current exercise in seeking to adopt a consistent, rational and planned approach to prioritisation. The approach takes account of issues at a single junction or on a particular street. It sets these in the context of the role of the junction or street in how people get around the city by various means.
- 4.4 In proceeding with steps 3 and 4 of the approach outlined above, a draft summary network map has been produced and presented in Appendix 3. The map has been produced taking account of:
 - 4.4.1 The role of streets in the various movement networks; that is how important they are for getting around the city on foot, by wheeling, by cycle, by bus, by tram, by car, lorry and van. Also, critically, the street's 'place' function (e.g. is it a destination, such as a shopping street);
 - 4.4.2 The principles set out in Appendices 1 and 2 of the 6 October report; and
 - 4.4.3 Street widths.
- 4.5 Appendix 4 includes a flow-chart that provides a more detailed summary of the process for producing the map.
- 4.6 The draft summary network map categorises streets according to how street space would be allocated, focussing on prioritisation for place, walking, wheeling, cycling and public transport. However, as previously reported, the following underlying principles would apply in relation to commercial and car/general traffic:
 - 4.6.1 Ensuring a clear and coherent network of routes;

- 4.6.2 Ensuring adequate access to businesses for servicing;
- 4.6.3 Avoiding delays that will have a significant knock-on effect to public transport or air quality;
- 4.6.4 Ensuring that residents have adequate access to useable car parking; and
- 4.6.5 Ensuring that businesses and residents have adequate access to useable loading.

Network mapping exercise – initial outputs

- 4.7 An initial output from the network mapping exercise is a draft summary network map which categorises the streets. Appendix 4 includes a table with short definitions and example intervention options for the various categories.
- 4.8 Summary definitions of these street type categories and examples, are as follows:
 - 4.8.1 Place, walking/wheeling priority:
 - Streets like Gorgie Road, Morningside Road, Great Junction Street, Portobello High Street.
 - An emphasis on improving the street environment for pedestrians and creating better conditions for walking.
 - Also seeking to provide a safe environment for cycling, though recognising that segregation will often not be possible (see paragraphs 4.9 and 4.10 re lower speed limits).
 - Maintaining consistency with the aspiration to reduce overall bus journey times. This may mean putting measures such as bus lanes, bus priority at traffic lights, bus 'gates' and/or measures to reduce general traffic. *(Note - a bus gate is typically a section of road that only buses, and other priority traffic, are allowed to use. Bus gates can also be employed at traffic lights to allow buses to get priority access from a bus lane into a narrower section of road without a specific lane.)*
 - 4.8.2 Public transport priority and cycle network:
 - Streets like Calder Road, Comiston Road, Liberton Brae, Niddrie Mains Road.
 - The aim will be to give priority to both cycling and public transport, desirably with segregated track(s) for cycling and bus lanes to allow buses to avoid queuing traffic, or where relevant, segregated running for trams to minimise delays.
 - There will be an emphasis on ensuring that overall bus journey times can be maintained or improved in the context of traffic reduction targets. This means that in some locations people cycling will have to share bus lanes.

- Some streets identified have very limited width, meaning that giving a desirable level of priority alternatives to solutions like bus lanes or cycle tracks is not possible. Providing priority would mean that alternative options, including measures to reduce the level of general traffic on the roads concerned, would be considered.

4.8.3 Major traffic constraints – seek bus priority and safe active travel:

- Queensferry Road from Telford Road to Barnton is included in this category.
- The aim will be to reduce delays to buses and improve safety for walking and cycling, but the present volume of traffic is such that re-allocation of road space is likely to have unacceptable impacts on delays to all road users.

4.8.4 Cycle network:

- Streets like Pennywell Road, Meadowplace Road, part of Comiston Road, Gilmerton Road.
- The aim will be to provide a safe environment for people cycling, generally by providing segregated cycle lanes/ tracks.
- In line with the decision-making principles set out in Appendix 6, the design of cycling measures will need to be consistent with maintaining or improving bus journey times. This may involve some gaps in cycling segregation, or lengths of shared bus/cycle.

4.8.5 Cycle network – space constraints:

- Streets like Ravelston Dykes, Oxgangs Road, Kilgraston Road.
- As in wider streets, the aim would be to provide a safe environment for cycling, but constraints might mean a cycle track in one direction only (e.g. uphill), or cycle lanes with softer segregation, or measures to improve safety at junctions.

4.8.6 Difficult junctions:

- Junctions like Barnton, Maybury, Cameron Toll, Jocks Lodge. Streets like Ravelston Dykes, Oxgangs Road, Kilgraston Road.
- These junctions have been identified as the places where providing priority for active travel and public transport is likely to be most challenging due to the interaction with the volume of other motorised traffic. A number have also been identified in the ongoing 'major junctions review', but that review is focussing on addressing safety issues and concerns and has not yet sought to identify which of the junctions are most challenging in terms of impacts on delays.

Consideration of lower speed limits on place priority streets

- 4.9 Due to the way Edinburgh has developed over time many streets that have place, walking/wheeling priority (e.g. shopping streets/ high streets) also tend to play a major role in the movement of general motorised traffic. In most cases this is very difficult to change, thereby posing a major challenge to any attempt to improve the street environment and in making it safe for all users.
- 4.10 Some European countries have adopted speed limits lower than 20 mph in certain streets in order to deliver safer and more pleasant conditions for everyone.
- 4.11 Such an approach could be considered in sections of street where place is identified as a priority and, in particular, in constrained environments where all modes are sharing the same space.
- 4.12 Such limits would require amendments to regulations and signage, but it is proposed that there is further discussion on this approach (note: limits lower than 20mph would require changes in national legislation).

Revised draft principles

- 4.13 Some minor revisions have been made to the draft principles which were presented in October 2022. These take account of Committee's discussion, particularly relating to the impact of walking/wheeling and/or cycling priority on bus journey times. Some introductory/explanatory text has also been added. This:
- Sets the principles in the context of key policies, particularly the City Mobility Plan and Sustainable Transport Hierarchy; and
 - Refers to work to add principles relating to the green/blue network and other key street uses.
- 4.14 In addition, especially with a view to embedding the Council's approach to women's safety in public places, an overarching principle on safe route options has been added. The revised principles are set out in Appendix 6.

5. Next Steps

- 5.1 Over the coming months, and in parallel with consultation on draft action plans, the summary network map and draft decision-making principles, further work will be undertaken on the Circulation Plan to:
- Develop desired levels of service/quality to be achieved for different street uses/forms of transport depending on the category of streets (primary, secondary, or local);
 - Develop and adapt the individual network maps and the summary multimodal network map in the context of further conflict mapping and use of draft decision-making principles; and

- Develop mapping for the green/blue network, cognisant that streets have a role in helping address the climate change and biodiversity crises.
- 5.2 On 2 February 2023, and prior to the start of consultation on the Circulation Plan, it is planned to report to Committee on draft Active Travel and Public Transport Action Plans. In parallel, and to maximise integration between the plans, it is proposed to present a draft framework for joint investment, including an indication of early priorities.
- 5.3 The Circulation Plan will form a strategic framework for all relevant investment programmes, including the major junctions review, the delivery of Low Traffic Neighbourhoods, the road and footways renewals programme and the citywide roll-out of School Streets.

6. Financial impact

- 6.1 Grant funding of £150,000 has been received from Sustrans to contribute to the cost of developing the Framework.
- 6.2 In addition, funding of up to £30,000 has been set aside in the 20-minute neighbourhood programme budget to support the development of this work.

7. Stakeholder/Community Impact

- 7.1 Internal stakeholder engagement has taken place within the Council.
- 7.2 Emerging findings from initial stakeholder workshops indicated:
- 7.2.1 Support for a strategic and rational approach towards long-term transport planning and decision-making methods around street space reallocation;
 - 7.2.2 Acknowledgement that trade-offs and compromise will be required between stakeholders at every stage of decision-making;
 - 7.2.3 A strong preference for a circulation plan that addresses current and future competition between modes, especially in relation to current localised general traffic volumes and improving overall public transport journey times;
 - 7.2.4 Strong preference that all users' needs are considered, with particular attention paid to those with the most vulnerable characteristics: disabilities/accessibility, gender, socio-economic background, ethnicity;
 - 7.2.5 A preference to identify where delivery priorities areas are in terms of joint future projects and investment;
 - 7.2.6 A preference that place, parking and freight (servicing/loading) are considered in more detail in the future development of the plan; and
 - 7.2.7 A strong preference for continued engagement relating to the development of the circulation plan.

- 7.3 A stakeholder workshop will be arranged between the Council and Historic Environment Scotland (HES) before next Committee, to better understand implications of Circulation Plan in relation to Holyrood Park.
- 7.4. It is proposed to integrate wider engagement on the Circulation Plan, Active Travel and Public Transport Action Plans, and other relevant action plans. It is recommended that the package of proposals for consultation be presented to Committee for approval on 2 February 2023.

8. Background reading/external references

- 8.1 City Mobility Plan (Item 7.1), Transport and Environment Committee - [February 2021](#)
- 8.2 2030 City Target Monitoring Approach (Item 7.8), Policy and Sustainability Committee - [April 2021](#)
- 8.3 20 Minute Neighbourhood Strategy (Item 7.1), Policy and Sustainability Committee, [June 2021](#)
- 8.4 2030 Climate Strategy and Implementation Plan (Item 7.4), Policy and Sustainability Committee, [November 2021](#)
- 8.5 City Plan 2030 (Item 6.1), Planning Committee, [September 2021](#)
- 8.6 [‘Plusnet’: Amsterdam’s Plus Networks and Main Networks Infrastructure Map](#) (City of Amsterdam, 2022)
- 8.7 [Cycling by Design](#) (Transport Scotland, September 2021)
- 8.8 [Edinburgh Street Design Guidance](#) (the City of Edinburgh Council, January 2020)
- 8.9 [Future Edinburgh](#) (the City of Edinburgh Council, 2022)
- 8.10 [Multimodal Optimisation of Roadspace in Europe \(MORE\)](#) (University College London, 2017-22)
- 8.11 [Spaced Out: Developing a Streetspace Allocation Framework for Glasgow](#) (Glasgow City Council, 2022)

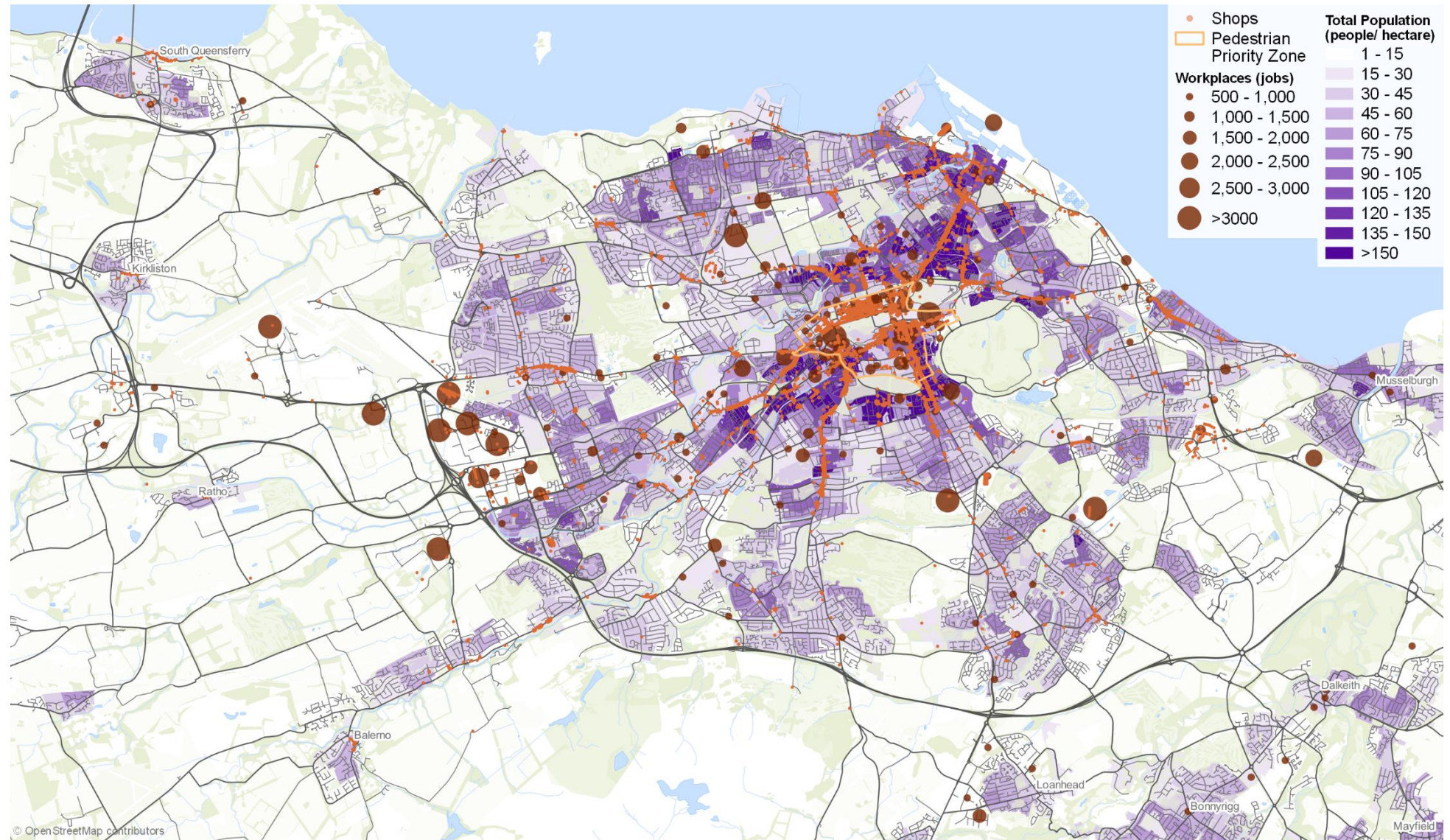
9. Appendices

- 9.1 Appendix 1: Network mapping – draft individual modal network maps.
- 9.2 Appendix 2: Network mapping – draft primary conflicts map.
- 9.3 Appendix 3: Network mapping – draft decision-making framework.
- 9.4 Appendix 4: Network mapping – initial outputs: draft multimodal network map and street type definitions.
- 9.5 Appendix 5: Key stakeholder initial engagement - summary report

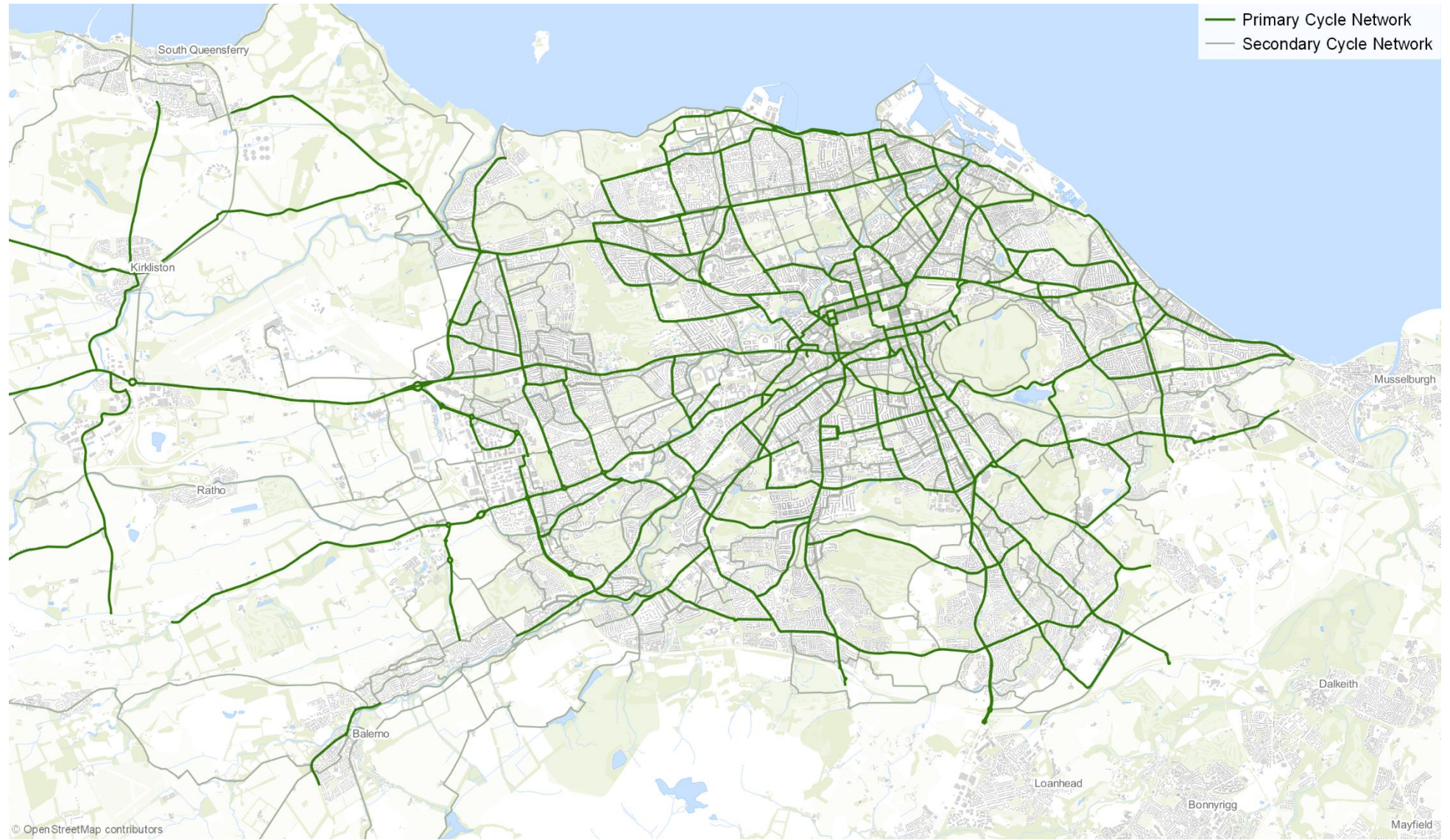
9.6 Appendix 6: Revised draft decision framework principles

Appendix 1: Network mapping – draft individual modal network maps

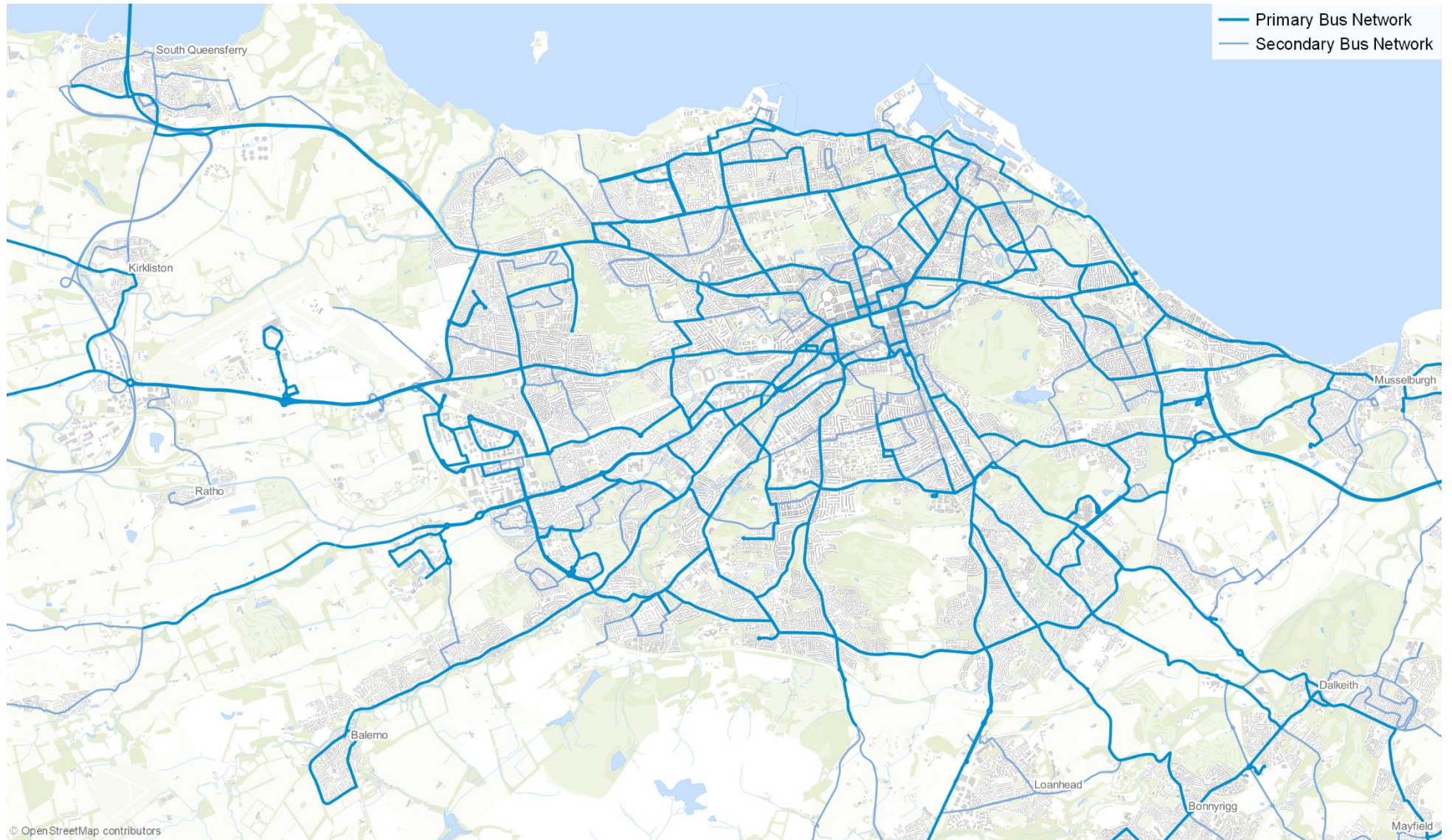
Place, walking, wheeling network



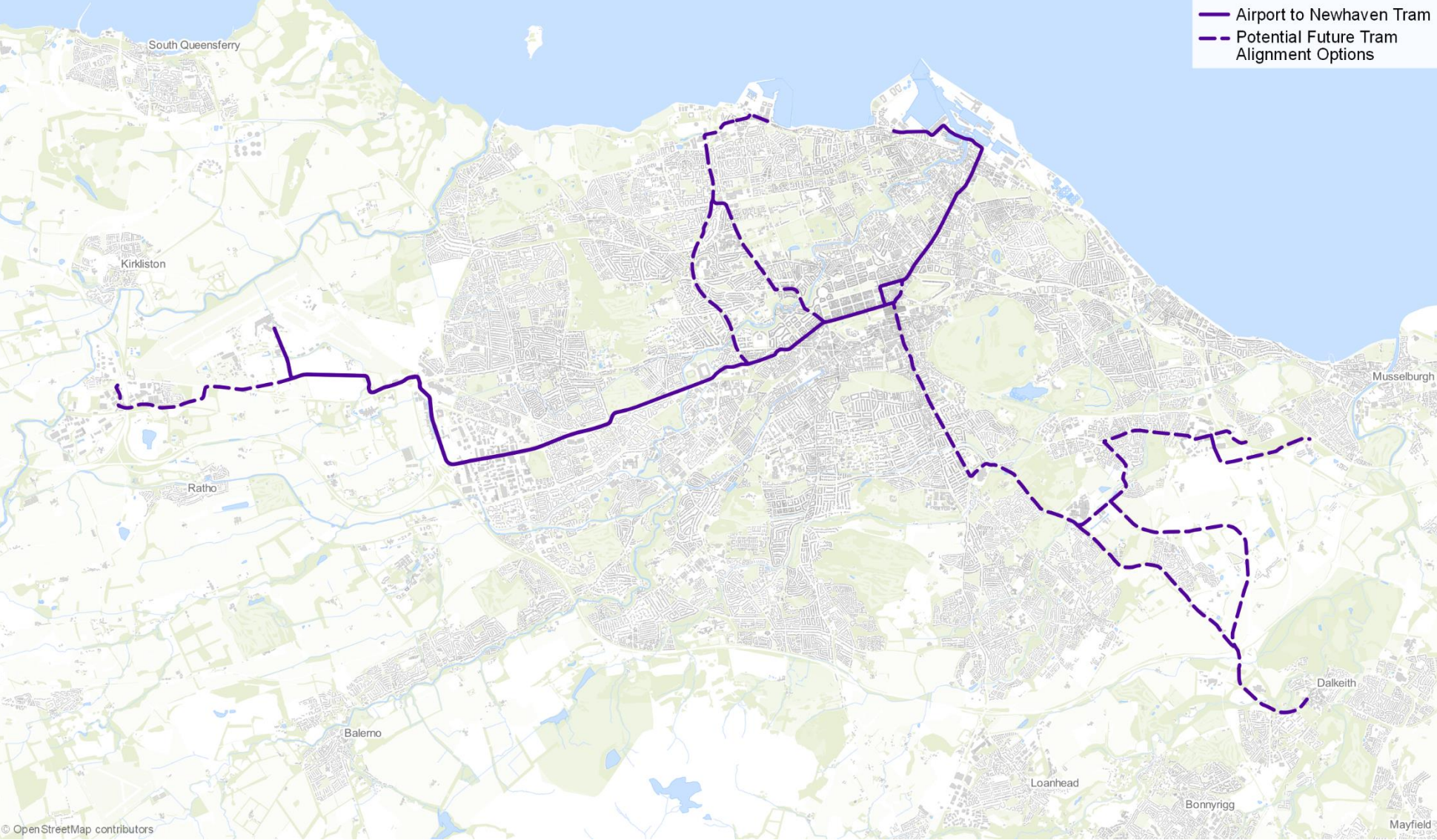
Cycling network



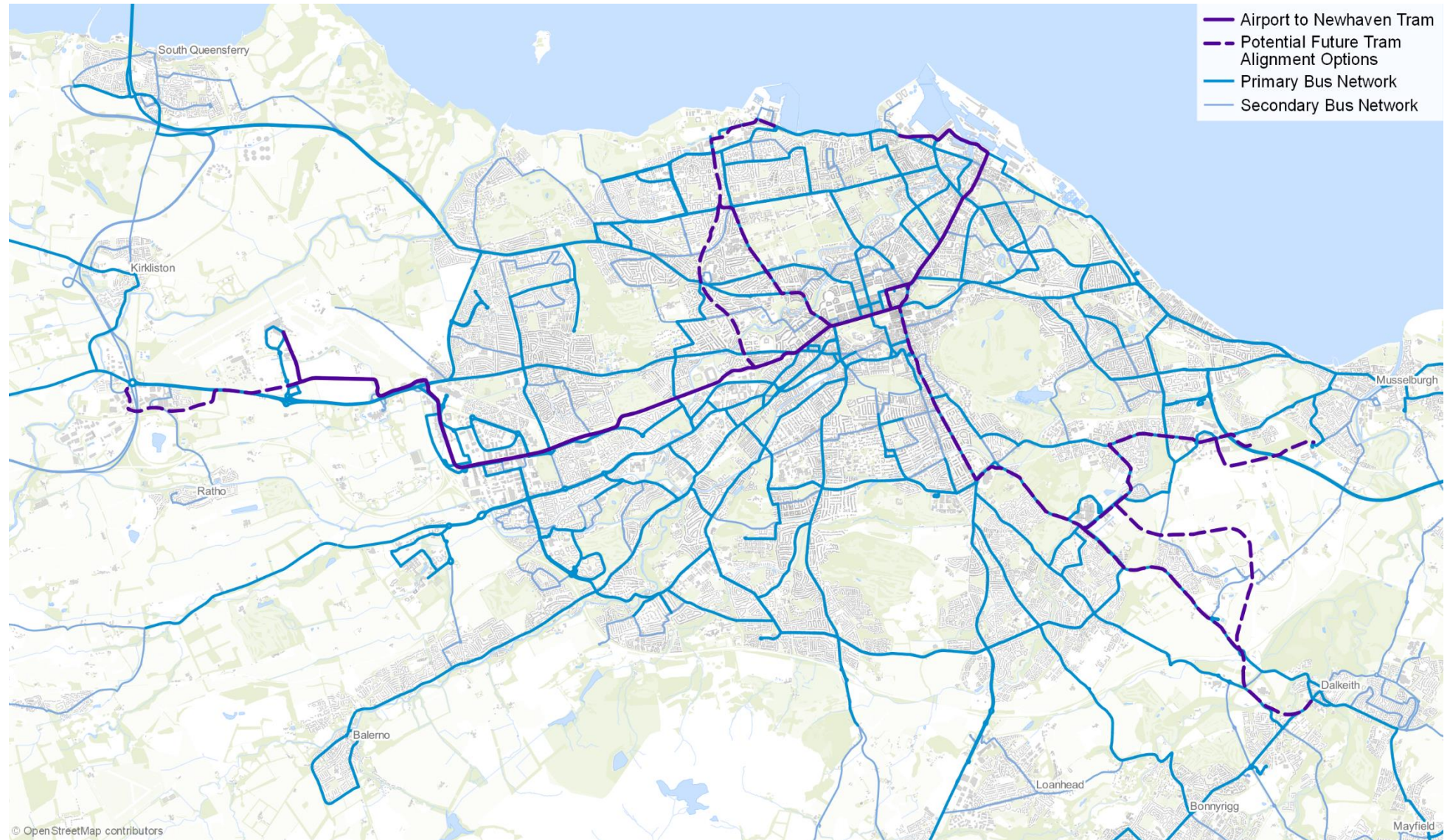
Bus network



Tram network



Public transport network

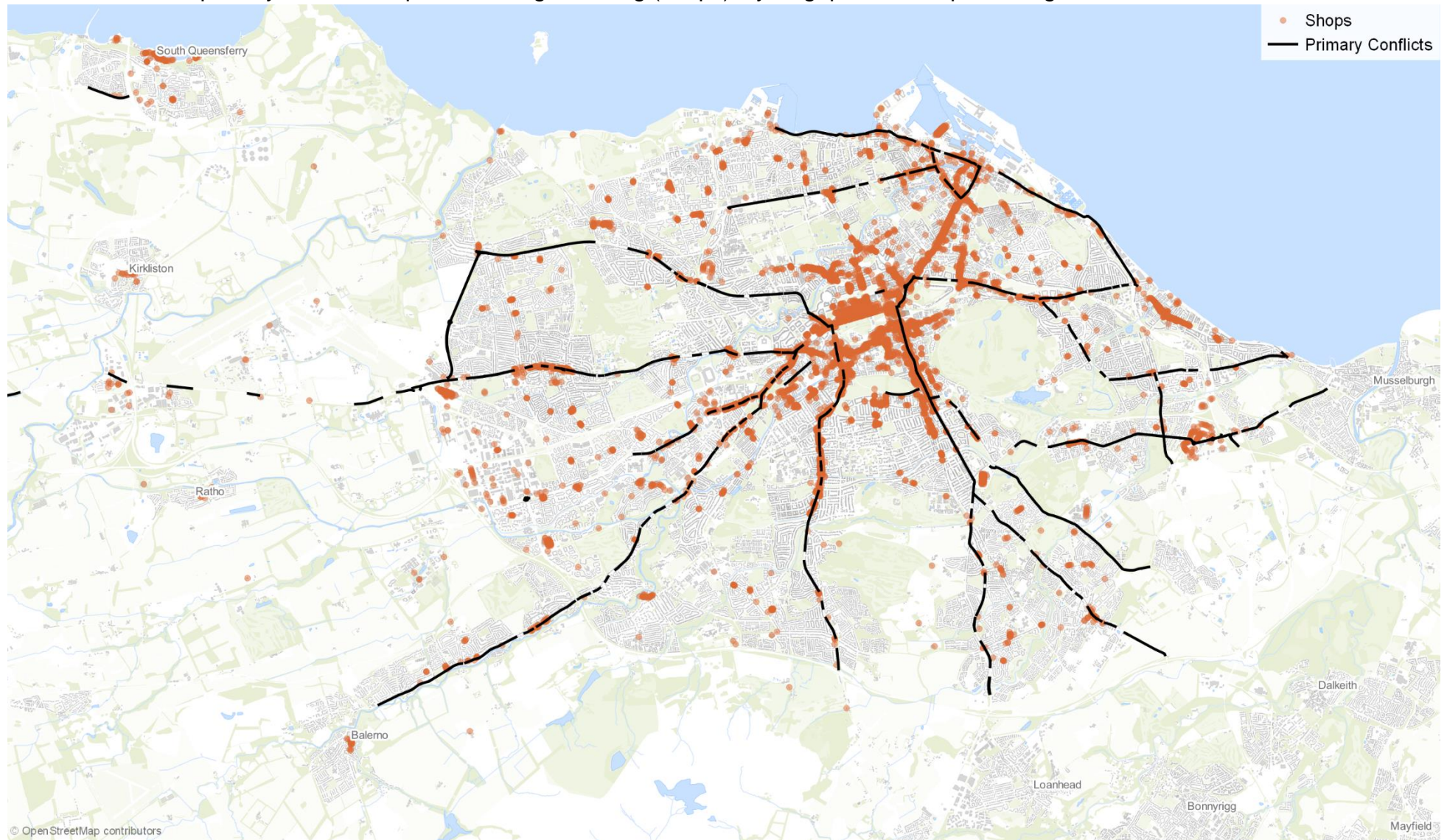


General motorised traffic network

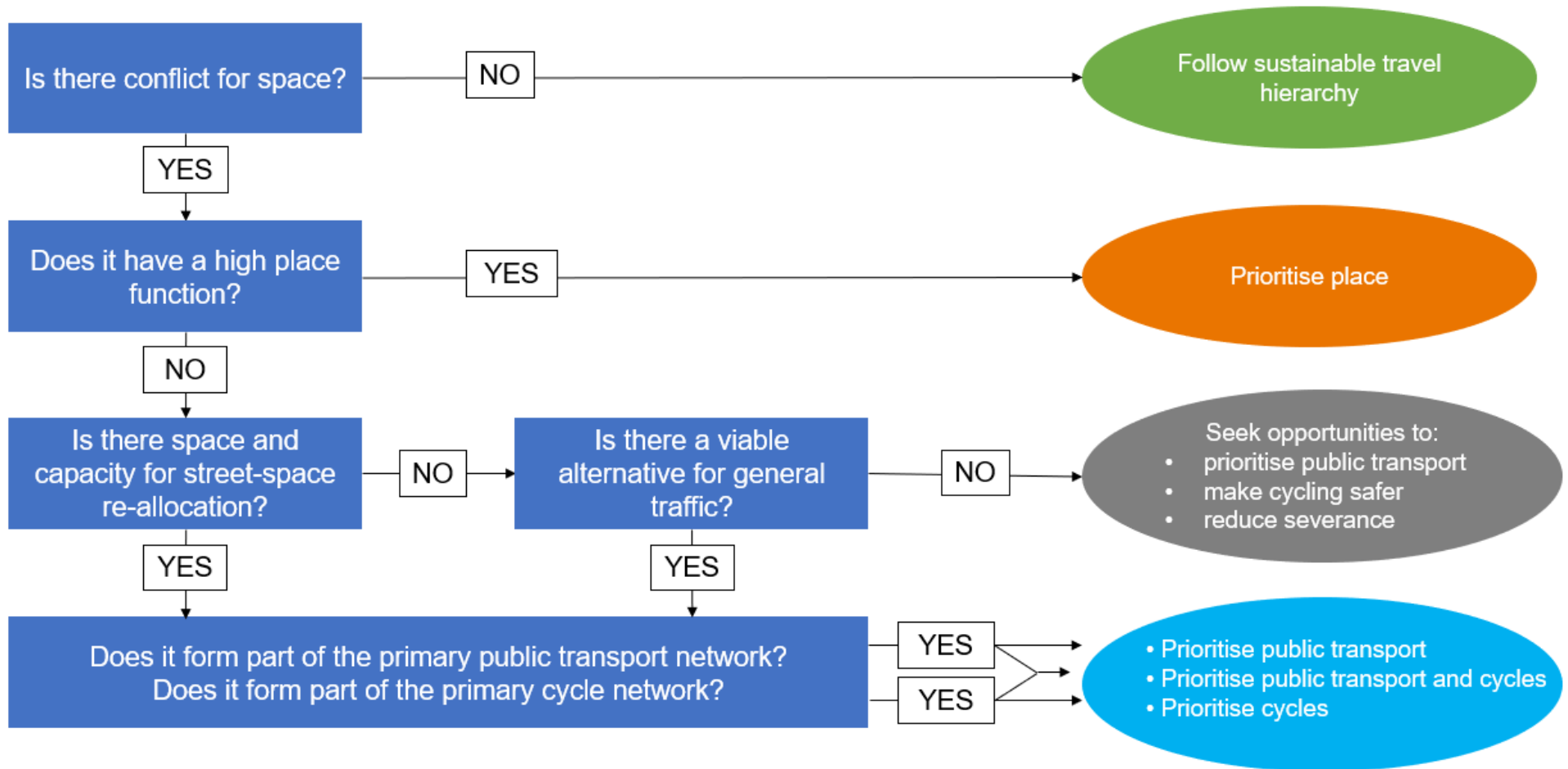


Appendix 2: Network mapping – Primary Conflicts

Conflicts between primaty networks – place/walking/wheeling (shops), cycling, public transport and general motorised traffic

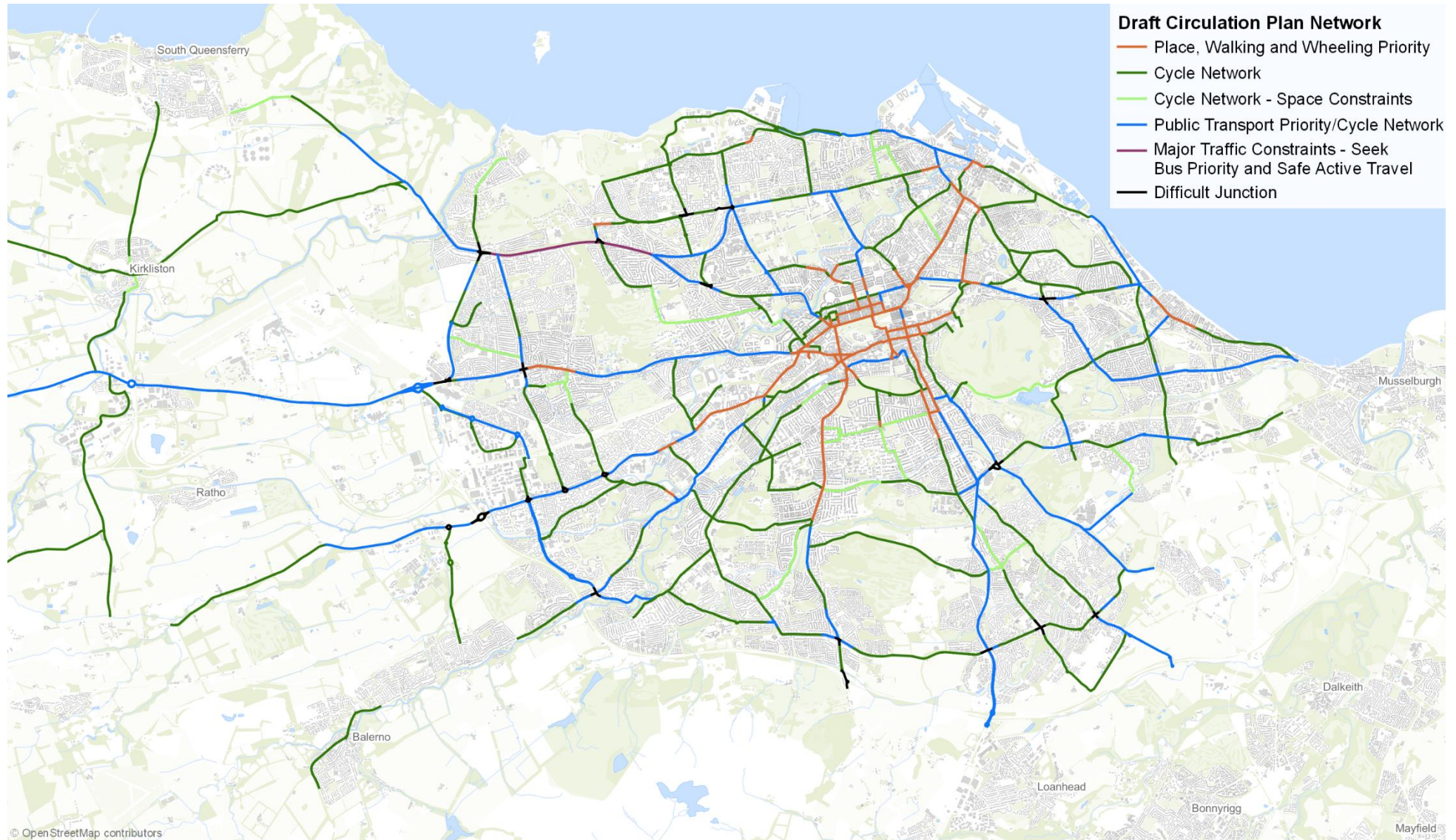


Appendix 3: Network mapping – draft decision-making framework

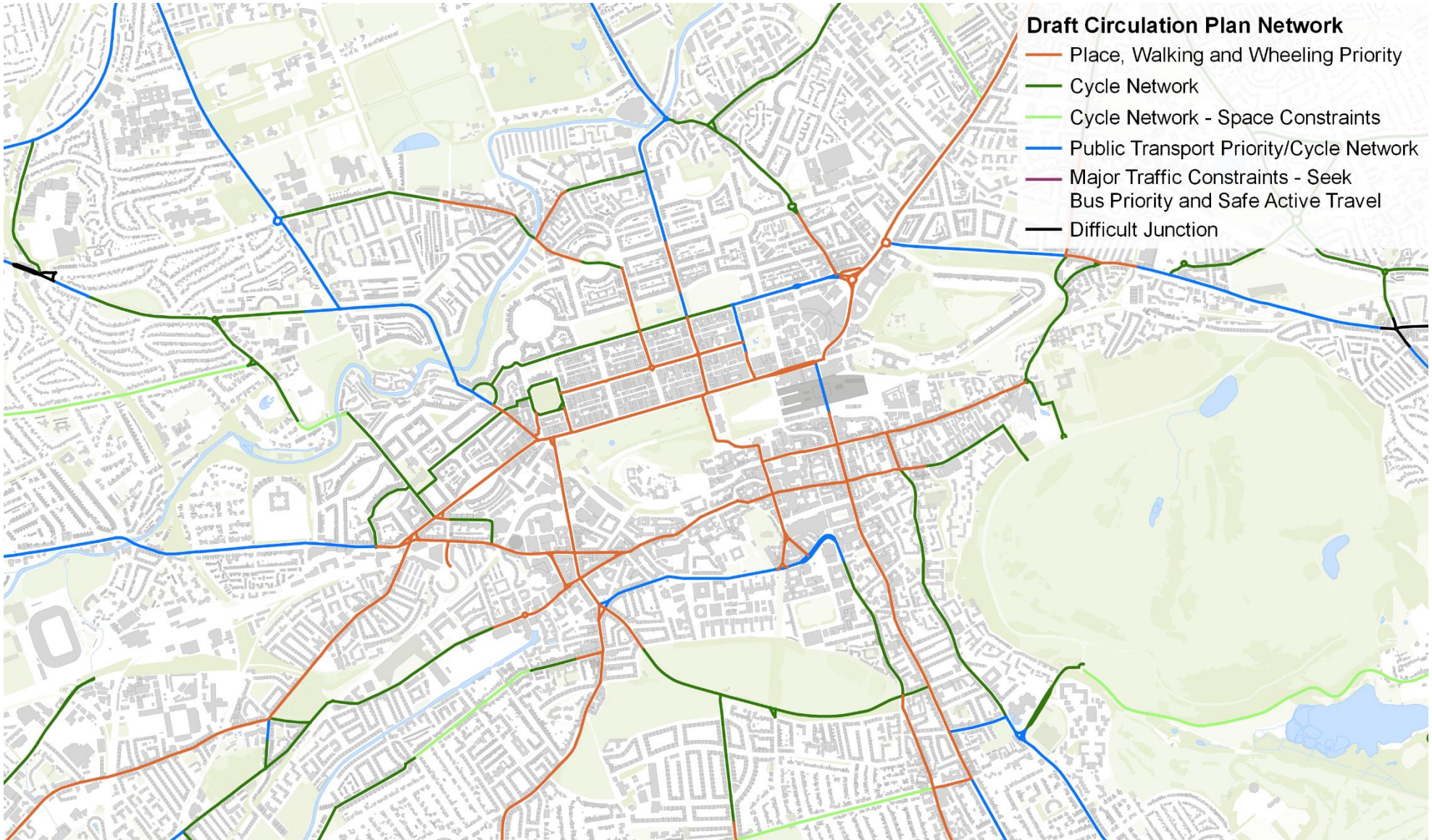


Appendix 4: Network mapping – initial outputs

Draft summary multimodal network map – Citywide









Draft summary multimodal network map - City Centre



Draft Circulation Plan Network

- Place, Walking and Wheeling Priority
- Cycle Network
- Cycle Network - Space Constraints
- Public Transport Priority/Cycle Network
- Major Traffic Constraints - Seek Bus Priority and Safe Active Travel
- Difficult Junction

Draft street type definitions

Street type	Street example	Definition	Example intervention options
Place, walking/wheeling priority 	Broughton Street Haymarket Terrace St John's Road George IV Bridge	Pedestrian volumes are high, and a sense of place is prioritised. Emphasis on improving the street environment for walking and wheeling, while seeking to provide a safe environment for cycling. Public transport capacity will not be reduced.	<ul style="list-style-type: none"> Wider footways and pedestrian priority at side roads ('continuous footways') Reduced parking Frequent safe crossing facilities on key desire lines Pedestrian priority at junctions (increased green time) Slower moving vehicles
Public transport priority and cycle network 	A1 London Road A8 Corstorphine Road A71 Calder Road A7 Dalkeith Road	Emphasis on maintaining or improving public transport journey times. Also aim for safe and joined-up cycling provision, preferably segregated. Shared bus/cycle lanes will be an option where this is necessary to achieve public transport aims.	<ul style="list-style-type: none"> Bus lanes and segregated cycling Bus (+ cycle) lanes PT and cycle priority over other motor vehicles at junctions Bus 'gates' Strategic positioning of bus stops to reduce delay (e.g., green wave through traffic signals)
Major traffic constraints – seek public transport priority and safe active travel 	A90 Queensferry Road	Recognition that current overall traffic volumes make re-allocating space difficult because of delay impacts. In this context, manage traffic provision to reduce/minimise delays to buses. Provide/ improve crossing options for active travel. Aim to provide convenient and safe parallel provision for walking and cycling.	<ul style="list-style-type: none"> Signal design to reduce or minimise delays to buses Improved pedestrian/cycle crossings Upgrade parallel active travel provision Active travel safety measures on the route
Cycle network 	Melville Drive Salamander Street Granton Road Dundee Street	Aim to provide a safe environment for cycling, preferably through segregation, and to deliver walking and wheeling improvements on the same routes. The need to be consistent with aims for bus journey times may result in some gaps in cycle segregation or shared bus/cycle lanes.	<ul style="list-style-type: none"> Segregated cycling At junctions, cycle priority over general traffic and/or cycle safety measures Tightening radii, raised or continuous footways at side roads Cycle and/or bus lanes in constrained locations
Cycle network – space constraints 	Ravelston Dykes Pilrig Street Grange Road Esslemont Road	The aim will be to provide a safe environment for cycling, but there is no/ very limited space for segregation. Cycle priority will be provided at junctions and targeted safe cycling measures will be delivered where space allows.	<ul style="list-style-type: none"> Segregated cycling in one direction only (e.g., uphill) Cycle lanes (with waiting restrictions) At junctions, cycle priority over general traffic and/or cycle safety measures
Difficult junction 	Barnton, Quality Street Maybury, Drumbrae Crewe Toll King's Road	<p>Places where providing priority for active travel and public transport is most challenging due to overall motorised traffic volumes.</p> <p>The focus for action will need to vary depending on the roles of connecting streets., but there will be consistent aims to improve active travel connectivity and prioritise public transport over other motorised traffic</p>	<ul style="list-style-type: none"> Barnton / Quality Street – pedestrian and cycling improvements to reduce severance across the A90. Drumbrae – possible signalisation to improve active travel safety and connectivity. Supporting bus priority interventions to protect bus journey times King's Road – pedestrian and cycling improvements to improve connectivity into Portobello

Appendix 5: Key stakeholder initial engagement - summary report

Since the Committee meeting on 6 October 2022, the following key stakeholders from external organisations have been approached by the Council for initial engagement on the developing Circulation Plan.

Online workshop sessions were facilitated by transport consultants and Council officers. The sessions involved structured questions which are listed at the end of this Appendix. The feedback from these sessions is helping to inform the next stages of project development.

Stakeholder		Engagement
<i>Name</i>	<i>Type</i>	<i>Summary</i>
Edinburgh Access Panel	Accessibility and disabilities	<ul style="list-style-type: none">- Support need for a circulation plan and general approach/method.- Referenced need for an updated IIA.- Must consider user needs, such as those with blue badges (private car, taxis), visual impairments, cognitive issues.- Design detailing should consider disabled users (e.g. floating bus stops, continuous footways) and the circulation plan approach/method should continue to be developed.- Desire for better interchanges - referenced 'to not through' and consideration must be given for disabled users when designing public transport interchanges (e.g. Princes Street)- Welcome further engagement.

<p>Edinburgh Bus User Group (EBUG)</p>	<p>Public transport</p>	<ul style="list-style-type: none"> - Support need for circulation plan and support general approach/method, towards one that prioritises efficiency. - Acknowledgment that the task of strategic network planning and addressing conflicts around street space is complex and requires a rational approach. - Strong desire for public transport (bus and tram) to have priority over general traffic. - Highlighted need for good public transport interchanges to encourage modal shift and ensure accessibility for those with poor mobility/disabilities. Highlighted desire for integrated ticketed across public transport. - Identified historic conflicts for street space, between bus and other modes, including other sustainable modes (cycling). - Concern around Council resourcing allocated to deliver on the scale of potential changes in future projects. - Welcome further engagement.
<p>Edinburgh Chamber of Commerce</p>	<p>Businesses</p>	<ul style="list-style-type: none"> - Support need for a circulation plan and support general approach/method. - Agree that plan helps to tie together Council strategies towards delivery and businesses need to have benefits communicated. - Desire that lessons learned from other projects (e.g. Spaces for People) especially around consultation and communications.

		<ul style="list-style-type: none"> - Need to capture needs of commuters, to help modal shift. - Discussed role of circulation plan for strategic approach to servicing/loading/deliveries including role of cargo bikes for last mile deliveries (LMD), learning lessons from trams for future projects (e.g. George Street) and wider city rollout. - Broadly support multimodal mapping but noted that ‘devil is in the detail’ highlighting importance of engaging businesses. - Consideration should be given to users with accessibility requirements and for customers to collect/pick up goods. - Welcome further engagement.
Edinburgh Tram	Public transport	<ul style="list-style-type: none"> - Supports circulation plan and support approach/method, including multimodal mapping and safe-guarding routes potential future tram. - Concern around ongoing and future general traffic impact on tram journey times and competition between sustainable modes (Leith Walk, Princes Street). - Suggested that tram should be considered in terms of its potential to catalyse improvements to place, as in other cities, if combined with other interventions such as pedestrianisation and infrastructure (cycling, blue-green etc.) - Importance of tram and bus strategies to support one another, such as future orbital bus. - Importance to have tram interchanges with bus and mobility hubs and park and rides at the outskirts of city.

		<ul style="list-style-type: none">- Welcomes further engagement.
Living Streets	Active travel	<ul style="list-style-type: none">- Support need for a circulation plan and support general approach/method.- Concern around why Edinburgh has not yet de-trafficked the city, asking what lessons have been learned and how general traffic levels will reduce with current road layouts.- Understanding that the Plan cannot transform the city over night and suggestion that approach should set out projects for priority. Understanding that mapping can be used by Council officers/stakeholders for long term planning.- Desire for place to be given more attention in the maps and acknowledgement that place function and walking/wheeling networks are important in residential areas, not just shopping streets/city centre.- Importance to improve walking connections to public transport network and that public transport is prioritised throughout the city.- Acknowledge need to consider parking and severance in any underlying assumptions in the Circulation Plan approach/method.- Desire for approach to preventing through traffic in high place function areas at a strategic scale, but delivered locally.- Welcome further engagement.

<p>Lothian Buses</p>	<p>Public transport</p>	<ul style="list-style-type: none"> - Support need for a circulation plan and support general approach/method. Agrees on orbital bus approach. - Need to consider impacts between tram and buses on strategic corridors (e.g. Leith Walk, Princes Street). - Cited concerns around inappropriate bus stop locations on North/South Bridge and suggested potential consolidation/hub. - Need to consider 'to not through' principle in designing potential future interchanges such as suggestion for potential future locations at west and east ends of Princes Street. - Need for circulation plan to inform strategic priorities for public transport and active transport, to deliver for bus for customer needs - Understanding that thinking between modes needs to be joined up and applied on a corridor basis. - Broadly support categorisations from the integrated multimodal map, acknowledging that it is a working high-level strategy to inform future detailed design work. - Consideration for users needed, including wheelchair users in designing (e.g. cycle segregation) and distance to destination (e.g. George Street). - Welcome further engagement.
<p>South East of Scotland</p>	<p>Government</p>	<ul style="list-style-type: none"> - Support need for a circulation plan and support general approach/method.

Transport Partnership (SESTran)

- Agree that circulation plan is generally consistent with regional transport strategy, though acknowledging further development on details required.
- Active travel networks should consider cross local authority boundaries, as range of e-bikes means long journeys feasible and require integrated networks.
- Desire further integration of plan with developing strategies for park and rides and regionally. Raised need to consider future tram even further into the future (southwest).
- Concern around merging place/movement functions in the multimodal mapping and how public transport priority works on a 'place priority' corridor, acknowledging that different streets require different solutions.
- Place not fully reflected in peripheral areas and desire to better show severance in walking/wheeling networks.
- Freight strategies regionally and locally (LMD) should be captured in the developing circulation plan.
- Discussion around functionality of extra (general traffic) lanes and detraction from place/modal shift. Need to ensure that any additional road lanes (e.g. flairs) have added benefit, for place, public transport and active travel on primary sustainable modal networks when redesigning a street.
- Welcome further engagement.

Spokes

Active travel

- Broadly support need for a circulation plan and support general approach/method.

		<ul style="list-style-type: none"> - Asked if Edinburgh’s plan would look like Ghent’s city centre in terms of potential future traffic restrictions using modal filters. - Agree that where compromises need to be made, cycling networks remain continuous (even if not at desired level/parallel routes identified), acknowledging that all sections may not have space for full segregation. - Raised need to consider future tram even further into the future (southwest) and cycle safety. - Would like to see more detail on measures to significantly reduce through traffic in the city centre - primarily using modal filters such as bus gates. - Broadly support categorisations of integrated multimodal map. - User needs of people cycling need to be considered as well as for walking/wheeling, and there is a need for compromise in certain situations. - Welcome further engagement.
<p>Women's Safety <i>in Public Places</i> <i>Community Improvement Partnership</i> (WSPP CIP)</p>	<p>Safety, equalities</p>	<ul style="list-style-type: none"> - Support need for a circulation plan and support general approach/method. - Suggestion that when considering public transport locations there is a need to consider lighting, CCTV etc. as well as localised demographics. Bus stops tend to be better provisioned at city centre locations. - Lighting is a key consideration in terms of safety and should be considered when designing streets for users’ needs.

		<ul style="list-style-type: none"> - Cited issue of inappropriate use of footways by cycles/micro-mobility (scooters) reduces safety, highlighting need for appropriate modal infrastructure. - Street type function may change depending on the time of day, such as the night-time economy (e.g. Grassmarket), schools with safety implications for vulnerable groups. - Welcomes further engagement.
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Online workshop structure

At each of the online workshops, a briefing presentation was given on emerging findings. Following the presentation, a series of questions across the following themes were covered: approach, mapping, user needs and next steps.

<i>Theme</i>	<i>Questions</i>
Approach	<p>Do you agree with the aims and objectives of a circulation plan?</p> <p>Do you agree that following a strategic approach to modal priorities makes sense?</p>
Network mapping	<p>What do you think of the category types we have used?</p> <p>Do you have any comments on the proposed locations as shown in on the combined multimodal network map?</p> <p>Do you have any other comments regarding the combined map?</p>
User needs	<p>Are we capturing the needs of all users?</p>
Next steps	<p>Are we sufficiently future proofing all modes and movements?</p> <p>Any other thoughts or questions?</p>

Appendix 6: Revised (November 2022) draft decision framework principles

These principles are set out in the order of the Sustainable Transport Hierarchy, referring to each mode in turn. Aspirations to prioritise/ improve conditions for a mode are set out under the relevant section heading, referring to constraints relating to other modes of transport.

Work is underway to add principles relating to the green/blue network and also other key street uses such as waste containers. It is proposed that consultation in the new year includes these street uses.

Projects carried out in the World Heritage Site and conservation areas will seek to protect and where possible enhance, historic street settings.

Traffic reduction target

All of the principles, and the trade-offs involved, will be considered in the context of the Council's target to reduce car kilometres by 30% by 2030. This will be the benchmark for transport/ traffic modelling, in order not to 'bake in' current levels of traffic. However, impacts at current levels of traffic will also be considered.

Safe routes

- Provide route options that everyone can feel safe using at all times.

Place, walking and wheeling

In primary locations (high streets):

- Generally prioritising delivery of a high-quality street environment for pedestrians over all motorised vehicular flow, as per the sustainable transport hierarchy; and
- Generally avoiding any loss of pedestrian space to provide segregated cycling.

In secondary locations and local streets (residential, local streets):

- Generally prioritising delivery of a high-quality street environment for pedestrians over private motorised traffic flow; and
- Minimise any loss of pedestrian space to provide segregated cycling.

All locations

- Avoid causing increases in public transport journey times, considered along whole routes.

Cycle network

On primary network:

- Provide segregation from motorised traffic, except where the network uses low-flow, low speed streets; and
- Avoid causing increases in public transport journey times, considered along whole routes. Consider alternative cycle routing options as a last resort.

On secondary network:

- Provide segregation or unobstructed marked lanes, except where the network uses low-flow, low speed streets; and
- Avoid causing increases in public transport journey times, considered along whole routes. Consider alternative cycle routing options where it is impossible to avoid increases in public transport journey times.

On local network:

- Generally use low-flow, low speed streets.

Buses

Entire network:

- Put in place measures to improve on current overall route public transport journey times

Primary and secondary networks:

- Aim to provide/retain priority lanes wherever this will provide a positive impact on public transport journey times - balancing with objectives for place, walking/wheeling and cycling - with the greatest emphasis on the primary network.

Trams

- Treat the same as the primary bus network, though with a stronger assumption in favour of segregation to ensure journey-time reliability.

Loading/Servicing

- Ensure that businesses and residents have adequate access to useable loading. In streets with a strategic or secondary function for walking, cycling or public transport this may mean loading from logistics hubs or timed loading windows.

Parking

- Ensure that residents have adequate access to useable car parking. Consider customer parking on a street-by-street basis. Streets with a primary or secondary function for walking, cycling or public transport are likely to have restricted/controlled parking.
- Give particular consideration to parking for disabled people.

Commercial traffic

- Ensure adequate access to businesses for servicing van and lorries, with priority given to sustainable modes.

Car/ general traffic

- Ensure a clear and coherent network of routes; and
- Avoid delays that will have a significant knock-on effect to public transport or air quality.