

Transport and Environment Committee

10.00am, Thursday, 12 October 2023

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

Executive/routine
Wards

Executive
All

1. Recommendations

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

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

2. Executive Summary

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

3. Background

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

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

4. Main report

Summary of Findings

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

Priority Measures

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

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

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

The Difficult Decisions

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

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

Cross-Plan Considerations

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

Further Reflections

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

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

5. Next Steps

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

6. Financial impact

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

7. Equality and Poverty Impact

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

8. Climate and Nature Emergency Implications

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

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

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

10. Background reading/external references

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

11. Appendices

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



Actions to Deliver Edinburgh's City Mobility Plan

Consultation Findings Report

Project Ref: 330610741 | Rev: | Date: September 2023

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C02	21.08.2023	Full Draft Issued for Review	Jenny Ritchie	Cesar Garcia Torres	Jordan Dunn
C03	04.09.2023	Full Draft Issued for Review	Jenny Ritchie	Cesar Garcia Torres	Jordan Dunn
C04	05.09.2023	Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C05	08.09.2023	Revised Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C06	12.09.2023	Final Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres
C07	22.09.2023	Final Full Report Issued for CMP Board	Jenny Ritchie	Cesar Garcia Torres	Cesar Garcia Torres

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Appendix G	Air Quality
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1 Executive Summary

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



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

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

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

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



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

1.2 Priority Measures

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

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

1.3 The Difficult Decisions

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

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

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

1.4 Cross-Plan Considerations

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

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

1.5 Further Reflections

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

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

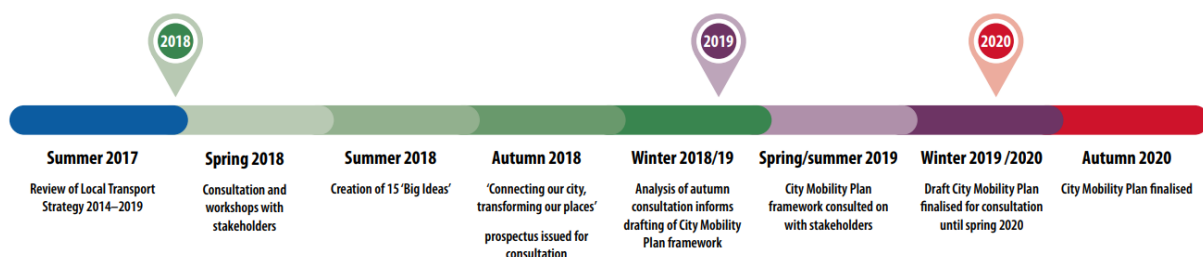
- The expansion of Car Club operations was identified as a realistic enabler to reducing car dependency in some areas of the city.
- The cost of on-street parking was mentioned in 66 open-text responses. Although there was a mixed sentiment towards different parking strategies, respondents raised concerns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

2 Background

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

2.2 Previous Consultations

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



- 2.2.3 The 2020 consultation and engagement programme on the draft CMP resulted in some 1,800 representations. The consultation demonstrated positive support levels across all the proposals. Some of the key messages are outlined below:
- 66% of respondents supported the vision for 2025, which included setting up a plan to reallocate road space on all arterial routes to public transport, cycling and walking.
 - 76% of respondents supported the delivery of segregated cycling routes on main roads.
 - Regulation and enforcement of cyclist behaviour, together with the need for wider pavements, were amongst the most frequently raised issues, with a combined total of 81 open-text responses.
 - 71% of respondents supported the introduction of shared transport options such as Car Club or bike hire.
 - One of the issues most frequently raised was the transition to cleaner, electric buses, with a total of 48 open-text responses.
 - 72% of respondents supported reducing levels of on-street parking as a demand management measure. 33 open-text responses referred to the importance of retaining parking for those with mobility issues.

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

- 2.3.1 The consultation 'Actions to Deliver Edinburgh's City Mobility Plan' was necessary to gather insights from key stakeholders and members on the public on:
- i. How the Council should prioritise the delivery of measures, many of which have already been approved in CMP, to inform a place-based programme of investment across the city.
 - ii. Capture feedback on the difficult decisions, challenges and trade-offs that will be required to deliver those actions within the constraints of limited street space.
 - iii. Facilitate understanding of the interrelationships between the actions across each plan, identify any conflicts and maximise opportunities for alignment.
 - iv. Identify any gaps across the plans that could have a critical impact on delivering the CMP objectives.
 - v. Understand if the suite of measures is ambitious enough to deliver CMP objectives.
 - vi. Identify any topics or issues that may be a particular concern amongst communities and stakeholders.
- 2.3.2 Similar to the process leading up to the approval of the CMP in February 2021, the outputs of this consultation will inform further development of the action plans prior to seeking approval from Transport and Environment Committee in early 2024.

3 Consultation and Engagement Activities

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

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

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

3.2 Stakeholder Engagement

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

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

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

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

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



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

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

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

3.3 Online Survey and Market Research

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

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

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

Improving local travel for walking and wheeling

Delivering a joined-up cycle network

Delivering improvements to our public transport networks

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Delivering liveable neighbourhoods

Improving our public transport and active travel corridors

Delivering vibrant shopping streets

Supporting the journey to net zero and cleaner air

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

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

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

3.4 Focus Groups

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

Table 1 Focus Groups

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

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

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

3.5 Public Drop-In Events

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

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

Figure 1 Public Drop-In Events

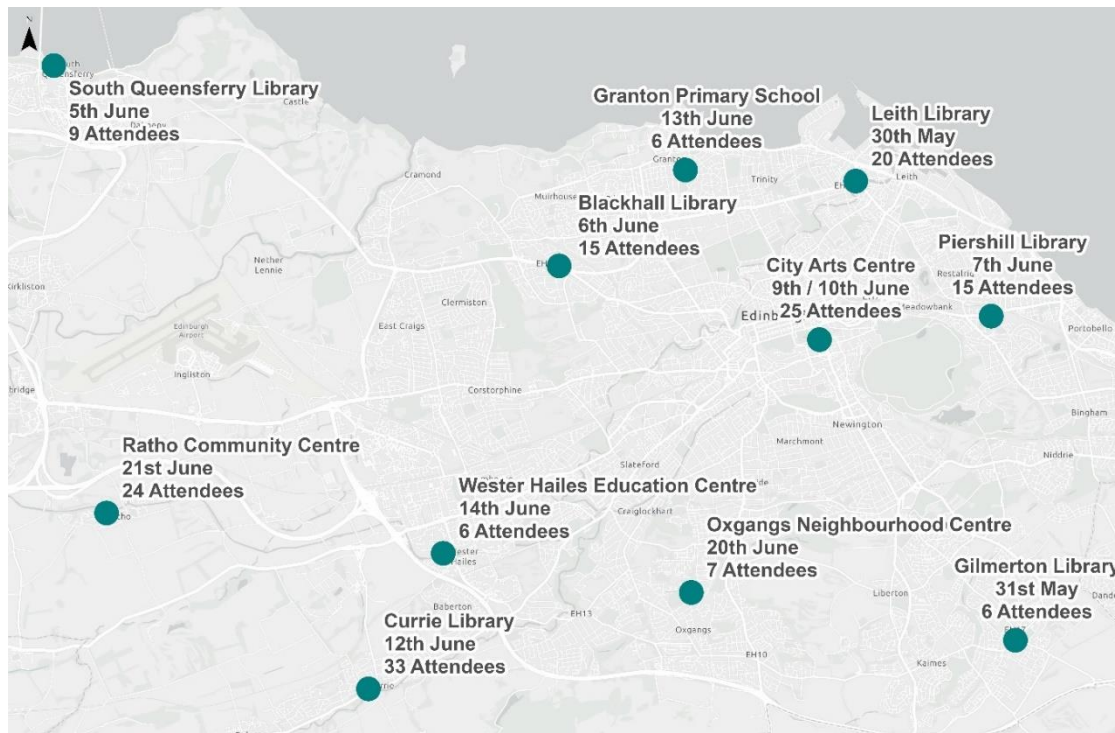


Figure 2 Leith Library



3.6 Consultation Information Pack

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

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

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

3.7 School Engagement

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

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

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

3.8 Communications and Promotion

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

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

4 Outputs of the Stakeholder Workshops

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

4.2 The Challenges of Limited Street Space

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

Main Road Corridors

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

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

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

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

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

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

Shopping Streets

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

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

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

Figure 3 Edinburgh shopping streets as presented at the stakeholder workshops



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

4.3 The Vision for the City Centre

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

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



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

4.4 Action Plan Priorities

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

Air Quality

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

Making Our Streets Accessible for Everyone

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

Figure 5 Posters for Making Our Streets Accessible for Everyone



Junctions and Crossings

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

Parking

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

Public Transport

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

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

5 Online Survey Findings

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

5.2 Geographies

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

West Edinburgh

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

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

Leith

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

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

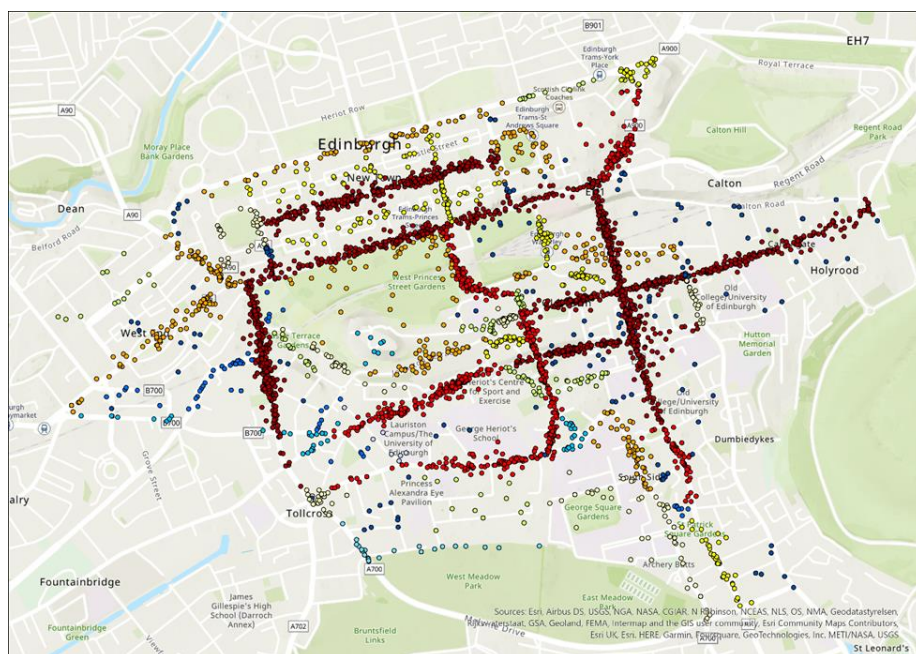
5.2.8 A selection of these comments can be found in Appendix A.

5.3 The City Centre

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

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

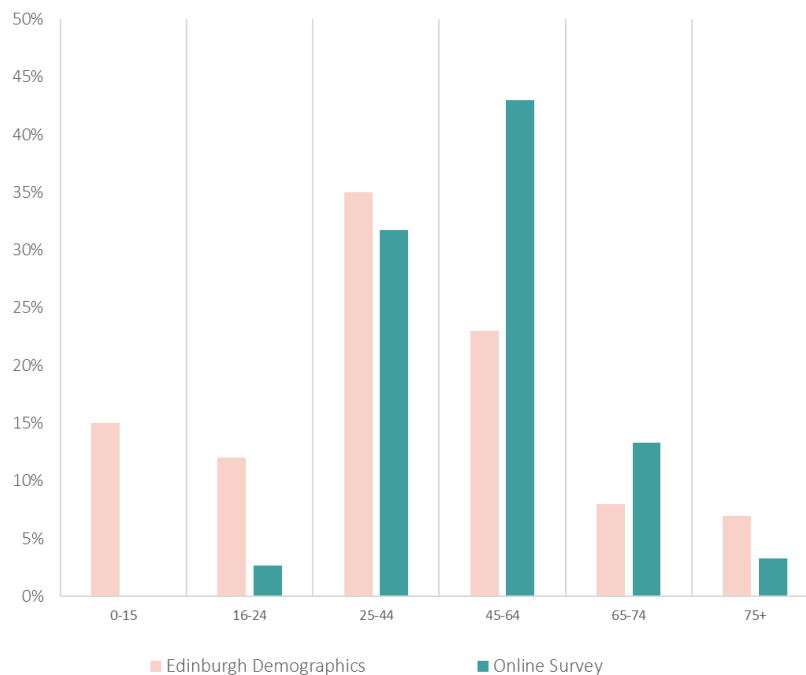
Figure 6 Heat Map of Priorities for Reducing Through Traffic in the City Centre



5.4 Demographics

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

Figure 7 Demographic Profile of the Online Survey



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

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

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

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

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

5.5 Driver Responses

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

5.6 Stakeholder Responses

Active Travel Stakeholders

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

Table 2 Extracts from the submission by Spokes

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

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

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

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

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

Table 3 Extracts from the Submission by Living Streets

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

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

Equality Groups

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

Table 4 Extracts from the submission from RNIB

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

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

Public and Shared Transport Operators

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

Table 5 Extracts from the submission from Lothian Buses

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

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

Table 6 Extracts from the submission from EBUG

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

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

Community Representatives

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

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

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

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

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

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

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

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

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

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

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

Neighbouring Local Authorities

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

Local Activist Groups

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

Public Health

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

Table 10 Extracts from the Submission from NHS Lothian

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

Education Providers

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

Table 11 Extracts from the Submission from the University of Edinburgh

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

Businesses

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

Heritage

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

Table 12 Extracts from the Submission from Edinburgh World Heritage

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

Table 13 Extracts from the Submission from the Cockburn Association

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

6 Market Research Findings

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

Figure 8 Demographic Profile of the Market Research



6.2 Summary of Outputs

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

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

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

6.3 Personal Travel Mode Analysis

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

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

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

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

6.4 Geographies

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

7 Focus Groups Findings

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

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

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

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

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

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

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

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

7.2 Those Experiencing Poverty

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

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

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

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

Delivering improvements to our public transport networks

Improving our public transport and active travel corridors

Delivering liveable neighbourhoods

7.2.4 The younger group also selected:

Improving local travel for walking and wheeling

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

Delivering vibrant shopping streets

Table 14 Summary of discussions with Those Experiencing Poverty

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

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

7.3 Rural Communities

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

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

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

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

Delivering improvements to our public transport networks

Improving out public transport and active travel corridors

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

Table 5 Summary of discussions with Rural Communities

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

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

7.4 Women

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

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

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

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

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Table 15 Summary of Discussions with Women

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

7.5 Parents of Young Children

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

Improving local travel for walking and wheeling

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Table 16 Summary of Discussions with Parents of Young Children

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

7.6 Young People

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

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a people-friendly city centre

Achieving city-wide road safety targets

Table 17 Summary of Discussions with Young People

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

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

7.7 Older People

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

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering liveable neighbourhoods

Table 18 Summary of Discussions with Older People

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

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

7.8 People with Disabilities

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

Improving local travel for walking and wheeling

Delivering improvements to our public transport networks

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

Table 19 Summary of Discussions with People with Disabilities

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

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

8 Conclusions

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

Table 20 Findings Summary

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

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

8.2 Improving Local Travel for Walking and Wheeling

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

8.3 Delivering a Joined-Up Cycle Network

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

8.4 Delivering Improvements to Our Public Transport Network

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

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

8.5 Delivering a People-Friendly City Centre

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

8.6 Achieving City-Wide Road Safety Targets

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

8.7 Improving Our Public Transport and Active Travel Corridors

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

8.8 Delivering Vibrant Shopping Streets

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

8.9 Delivering Liveable neighbourhoods

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

8.10 Supporting the journey to net zero and cleaner air

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

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

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

Appendix A Analysis of Findings

Appendix B Market Research Findings

Appendix C Focus Groups

Appendix D Stakeholder Workshops

Appendix E Written Submissions from Stakeholders

Appendix F Consultation Information Pack

Appendix G Air Quality

Appendix H Communications and Promotion

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

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

How have we scored the priority questions?

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

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

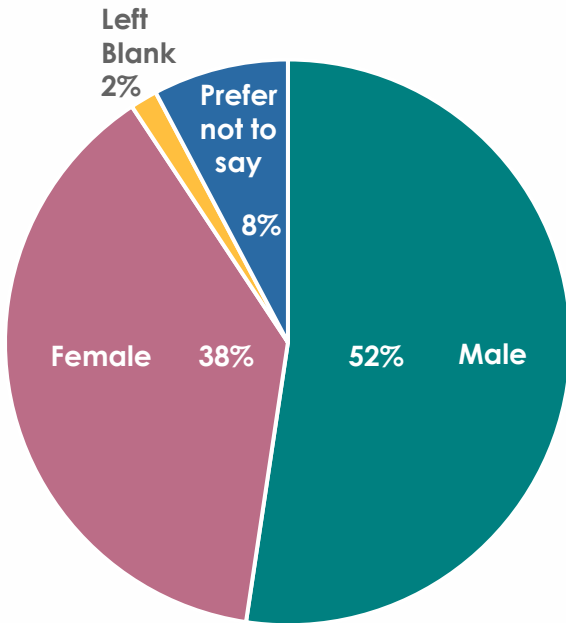
- Extremely Important = 100 points
- Very Important = 75 points
- Important = 50 points
- Not so Important = 25 points
- Not Important at all = 0 points

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

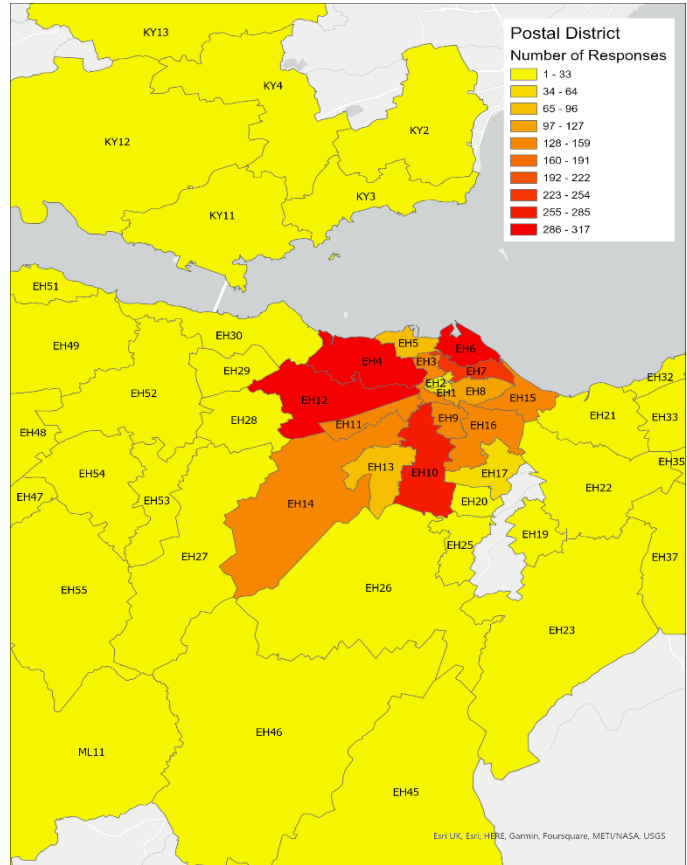
It should be noted that the majority of measures presented in the survey were approved in principle via CMP. As such, these questions sought to provide more delineation on the level of priority for different measures.

Online Survey Demographics

Sex breakdown



Postcode breakdown

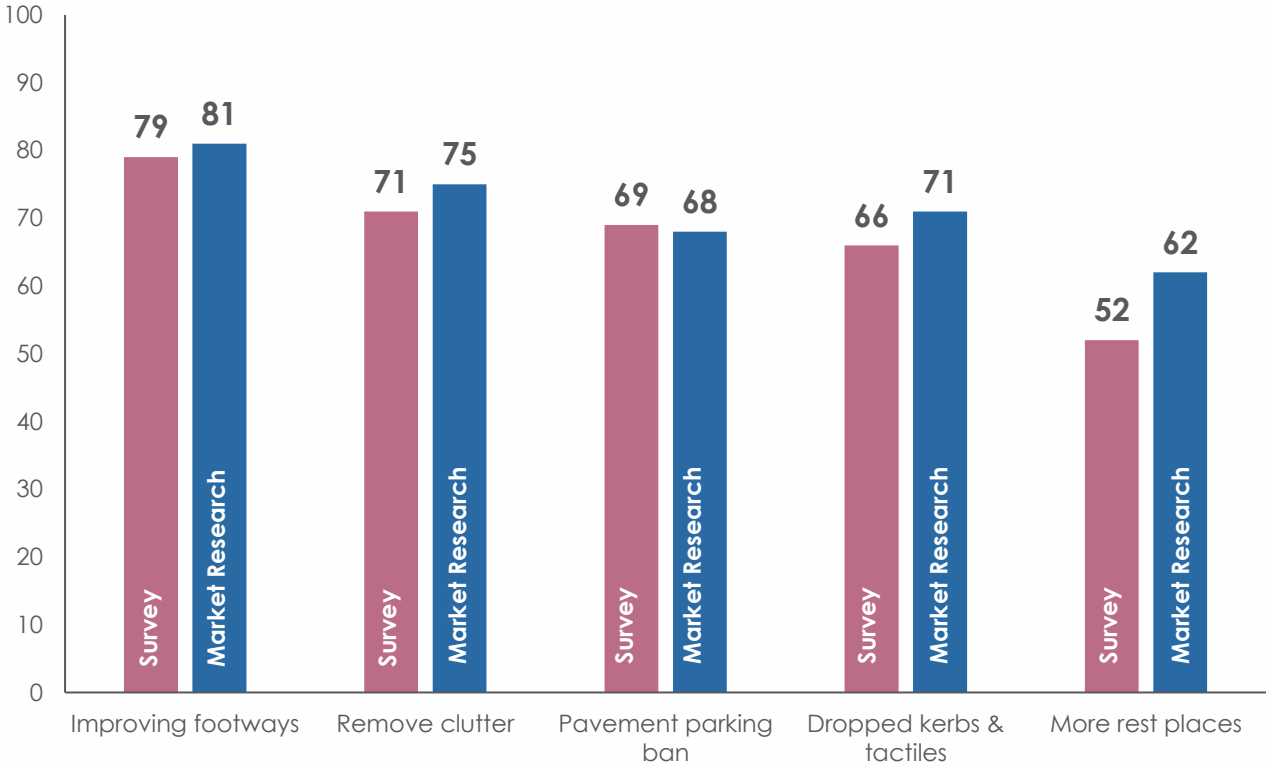


Age breakdown



Improving Local Travel for Walking and Wheeling

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



Market Research Insights

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

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

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

Topic Area

Online survey - what you said

Dropped Kerbs

31 comments



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

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

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

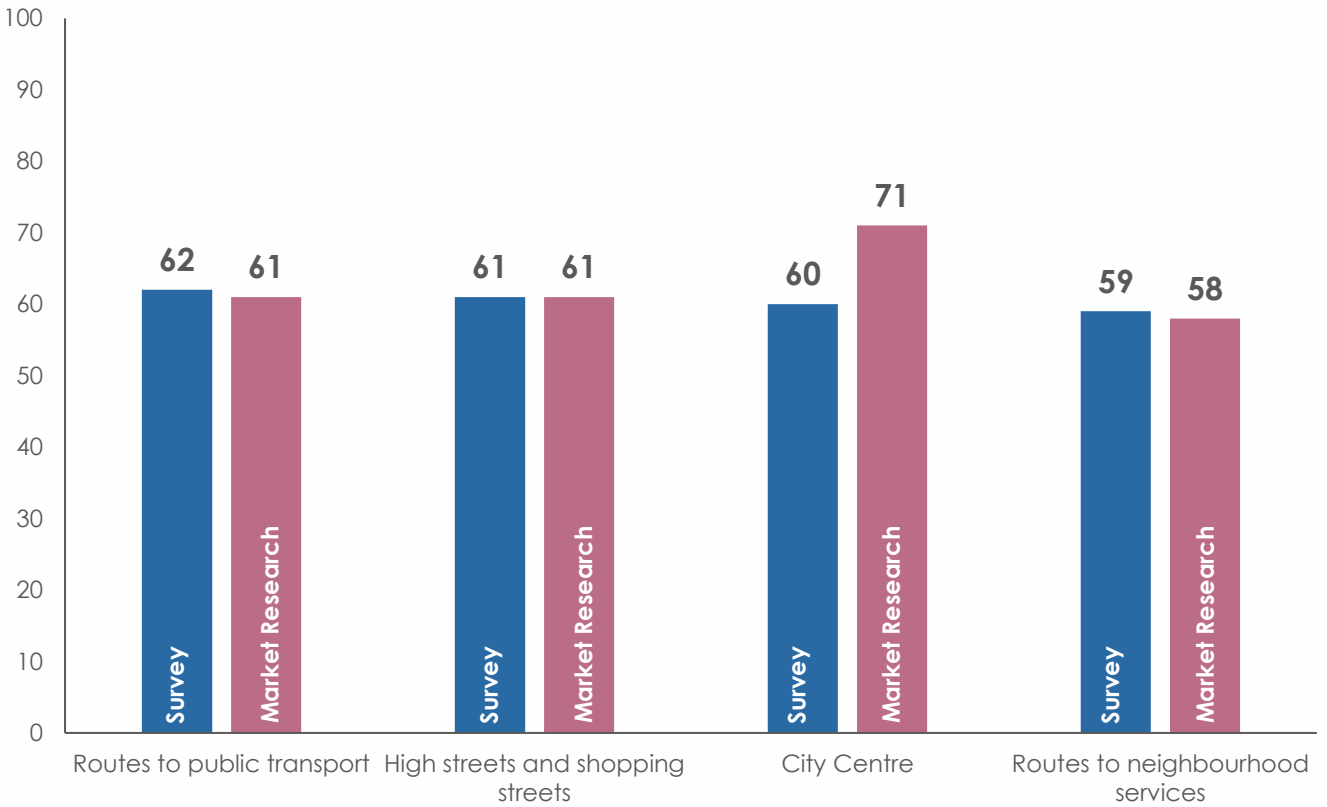
Improving Local Travel for Walking and Wheeling

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

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

Improving Local Travel for Walking and Wheeling

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



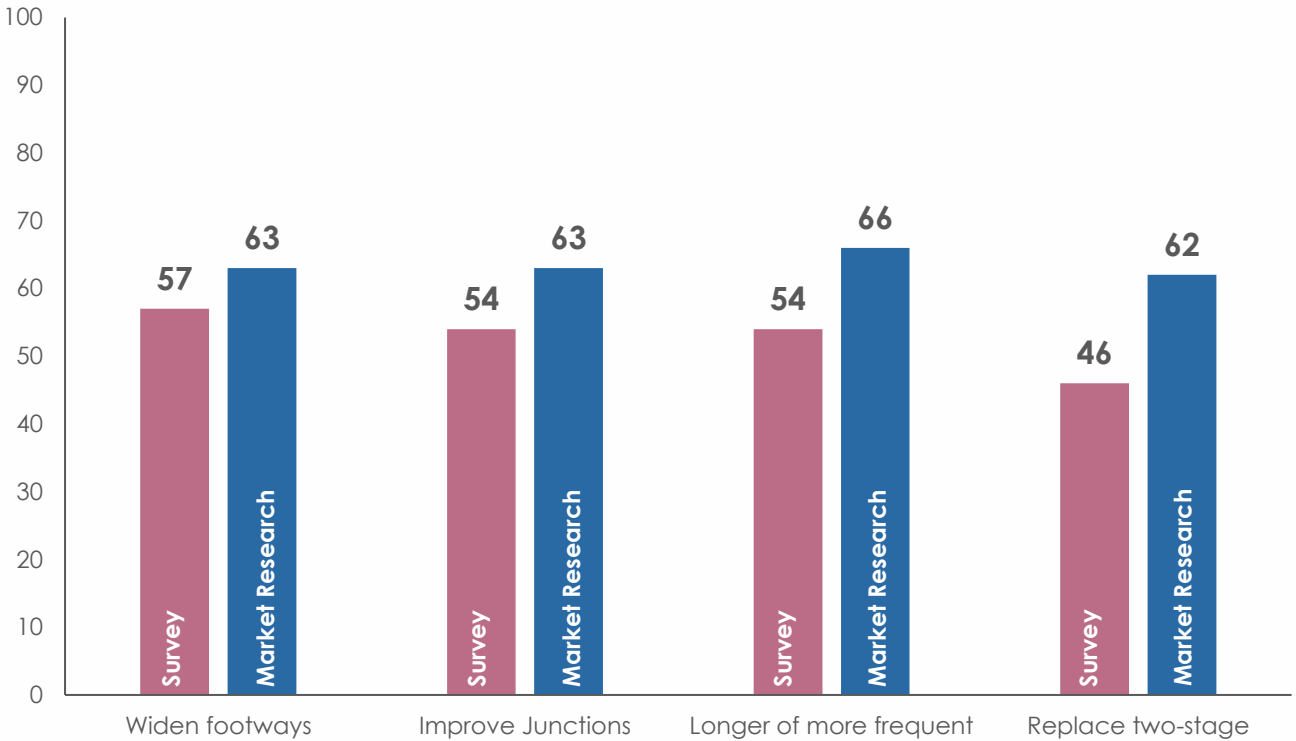
Market Research Insights

Responses were broadly consistent across subgroups.

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

Improving Local Travel for Walking and Wheeling

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



Market Research Insights

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

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

Topic Area

Online survey - what you said

Narrow Footways

54 comments

Wider pavements are required in various areas of the city.

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

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

Junction Design

37 comments

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

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

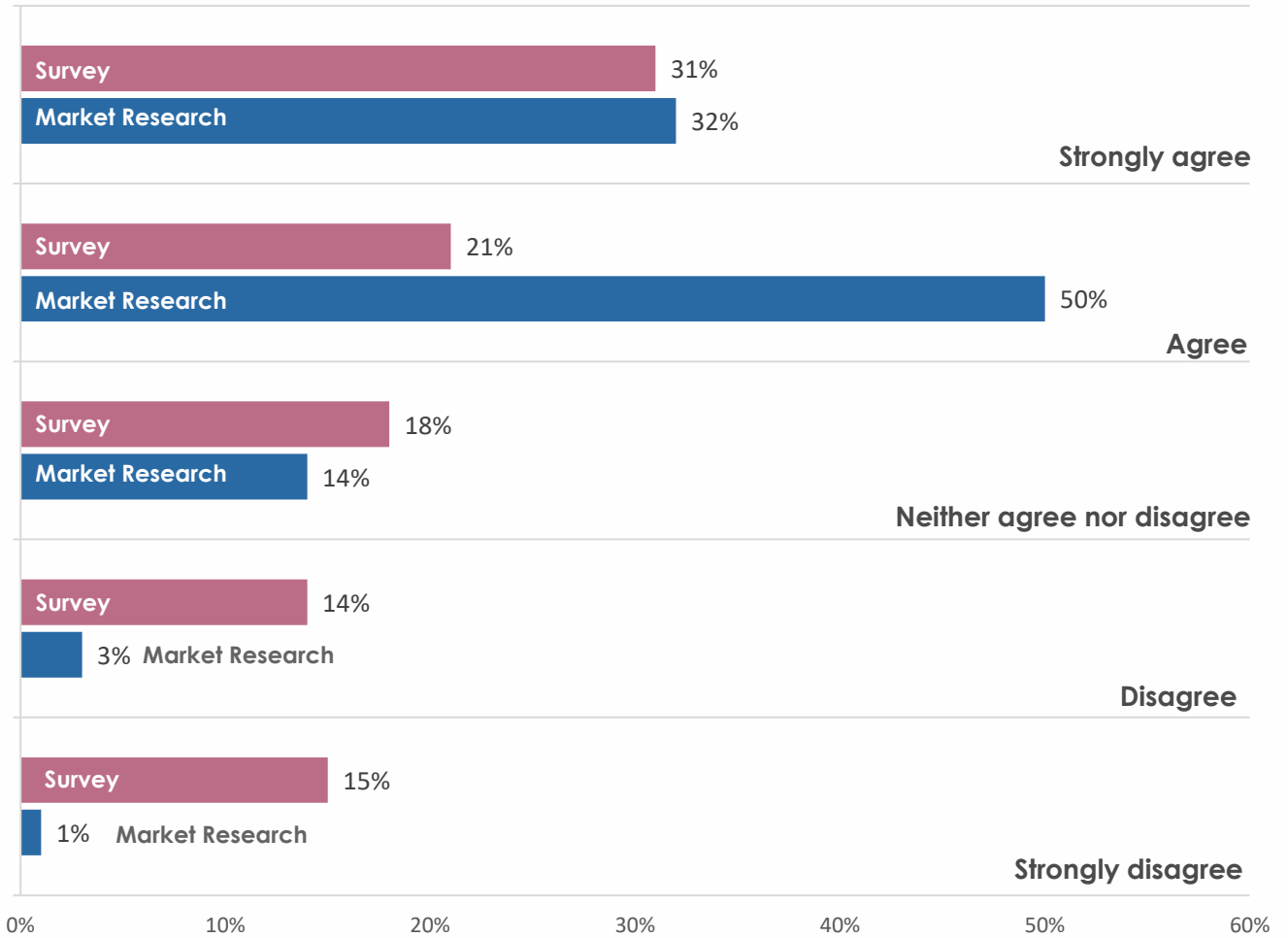
Improving Local Travel for Walking and Wheeling

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

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

Improving Local Travel for Walking and Wheeling

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



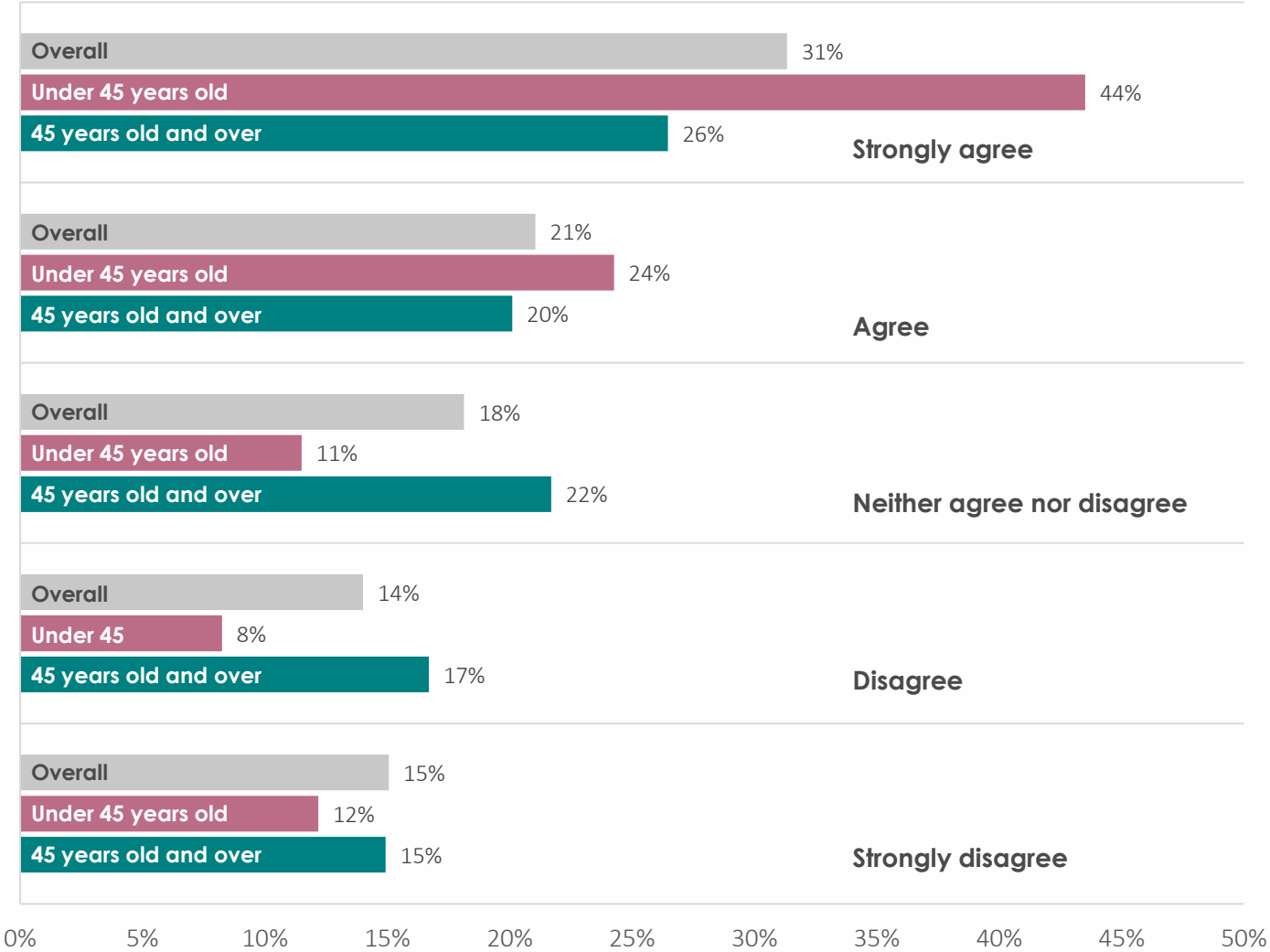
Overall survey
Support
52%

Overall market
research
Support
82%

Improving Local Travel for Walking and Wheeling

overall survey support
52%

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



Topic Area Online survey - what you said

Junction Safety

101 comments

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

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

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

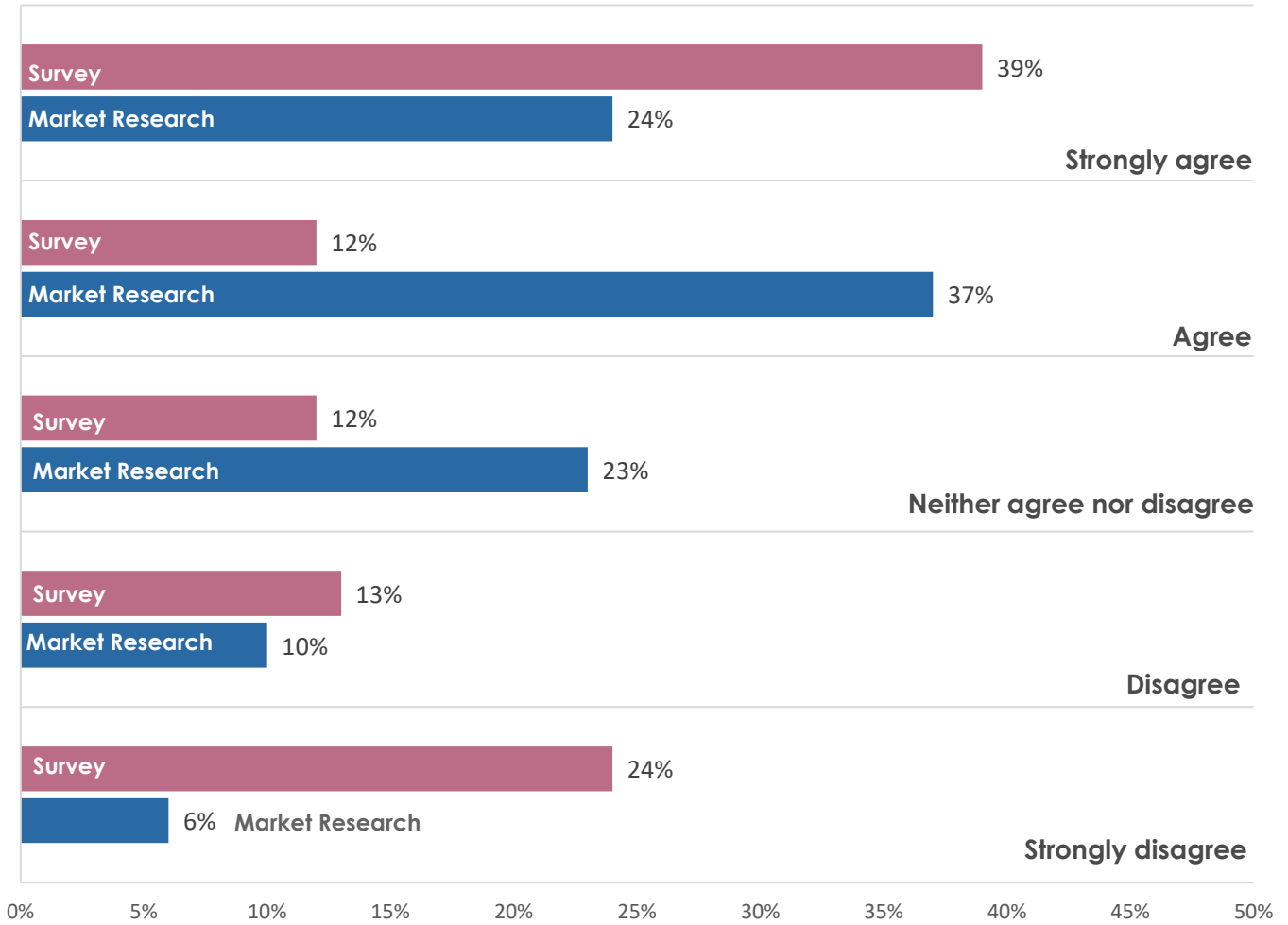
Any measures to improve streets and especially junctions for vulnerable road users should also have a positive impact to public transport, even if it means making it less convenient for cars. ”

Improving Local Travel for Walking and Wheeling

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

Delivering a Joined-Up Cycle Network

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

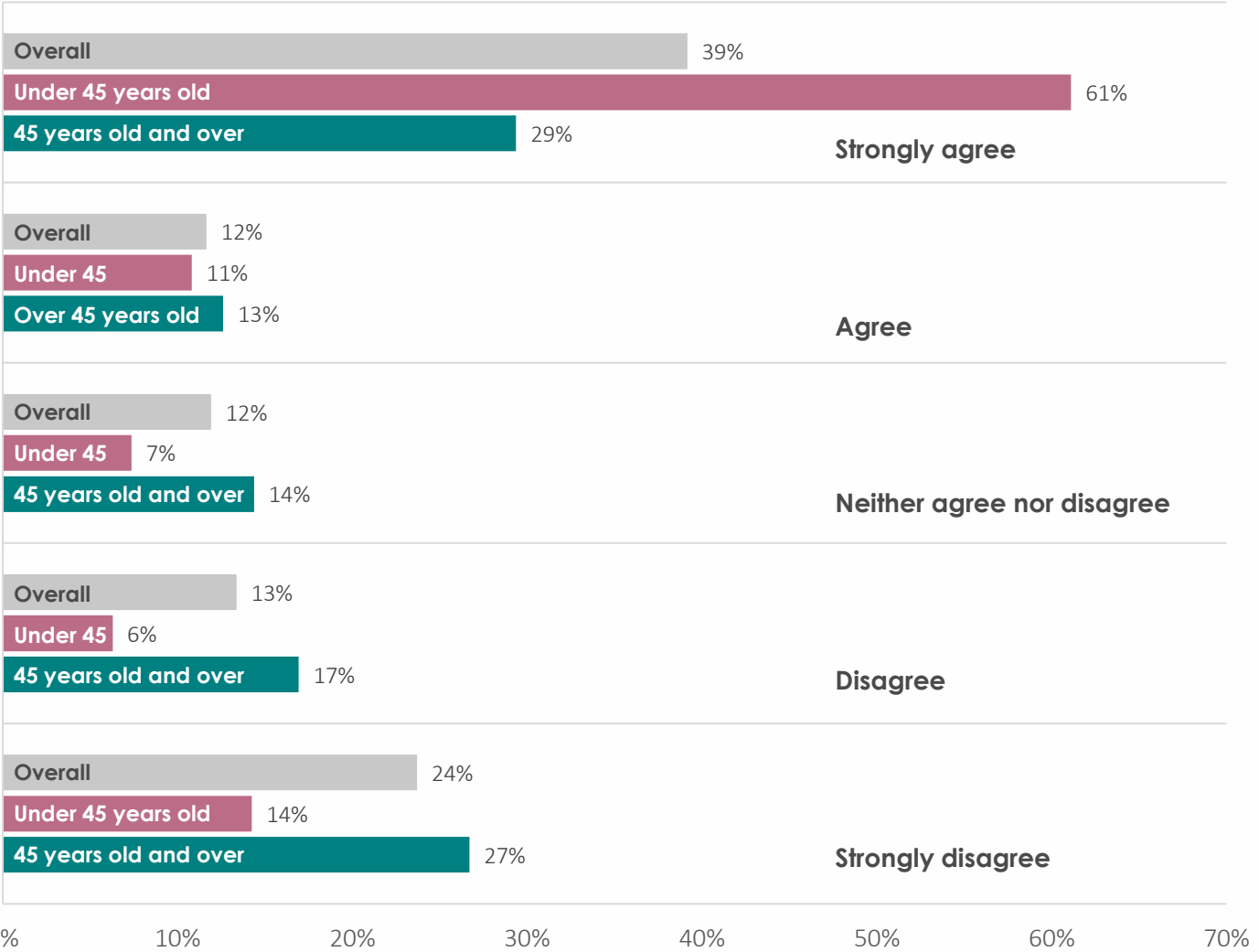


Overall survey Support
51%

Overall market research Support
61%

Delivering a Joined-Up Cycle Network

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



Topic Area Online survey - what you said

Segregated Cycling

230 comments

- “ Bollards will be needed to segregate cycle routes, or they will be parked in/on ”
- Protected, separated cycle lanes and reduction in traffic speed across the city centre to 15mph would significantly improve the number of cyclists
- Safe (preferably segregated) and direct cycle lanes are necessary to encourage uptake of cycling, particularly among less confident cyclists
- As a cyclist I have found being boxed in by rows of bollards particularly unsettling and unsafe. They have made making a right turn a much more dangerous manoeuvre akin to a cycle slalom ”

Delivering a Joined-Up Cycle Network

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

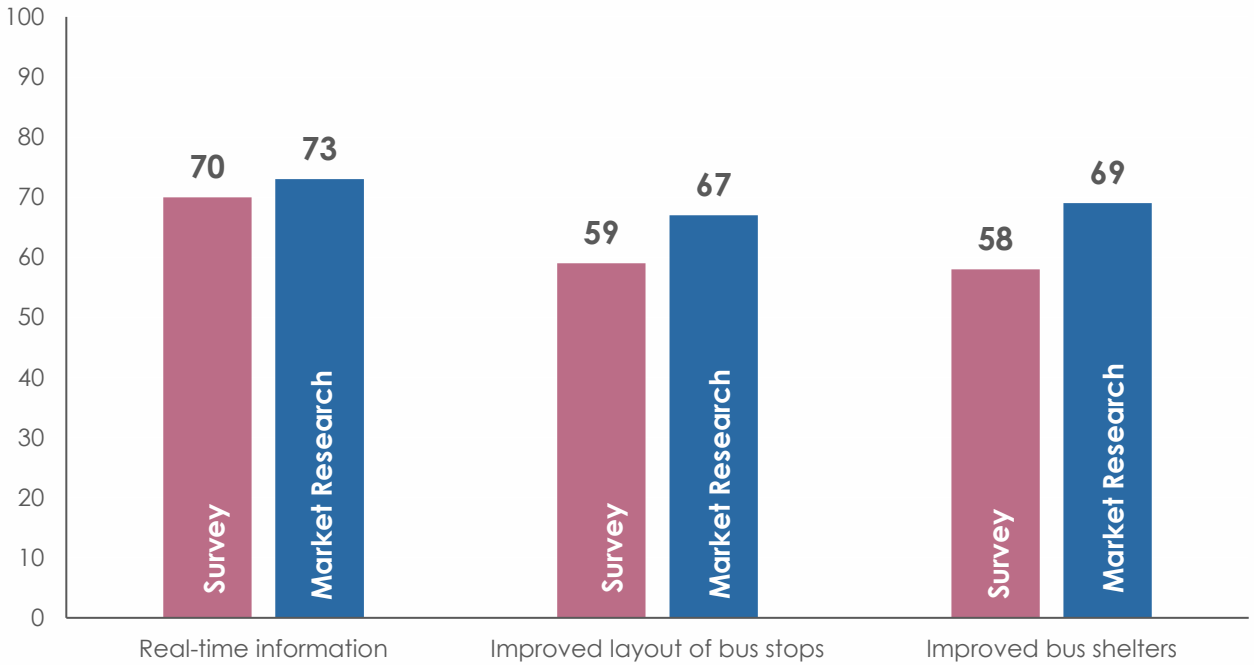
Topic Area	Online survey - what you said
Network Expansion 134 comments	<p><i>Urgently install a network of dedicated cycle lanes (based on Cycling by Design guidance)</i></p> <p><i>More good quality cycle routes/lanes and cycle lanes that are well integrated to join up with other routes.</i></p> <p>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

Delivering a Joined-Up Cycle Network

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

Delivering Improvements to our Public Transport Network

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



Market Research Insights

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

Topic Area

Online survey - what you said

Bus Stops - Facilities

40 comments

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

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

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

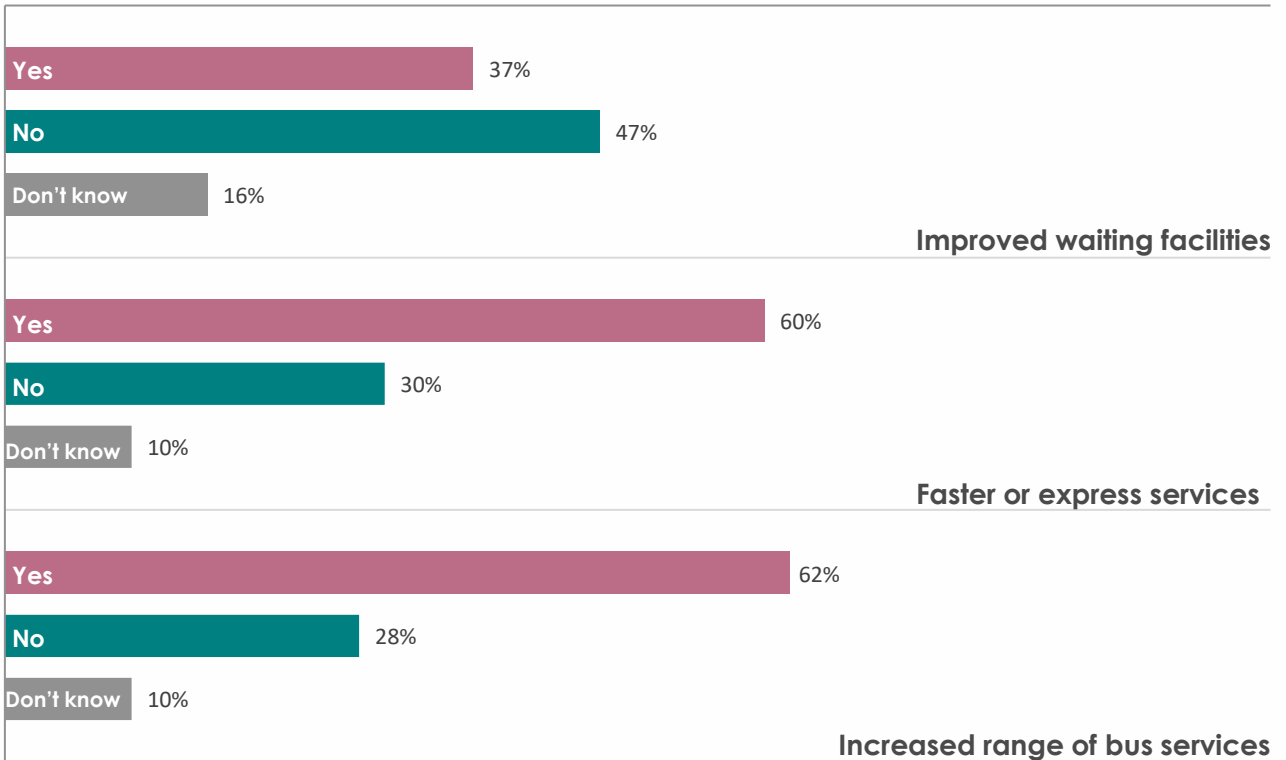
Floating Bus Stops

4 comments

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

Delivering Improvements to our Public Transport Network

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



Topic Area Online survey - what you said

Walking / wheeling further to bus stops



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

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

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



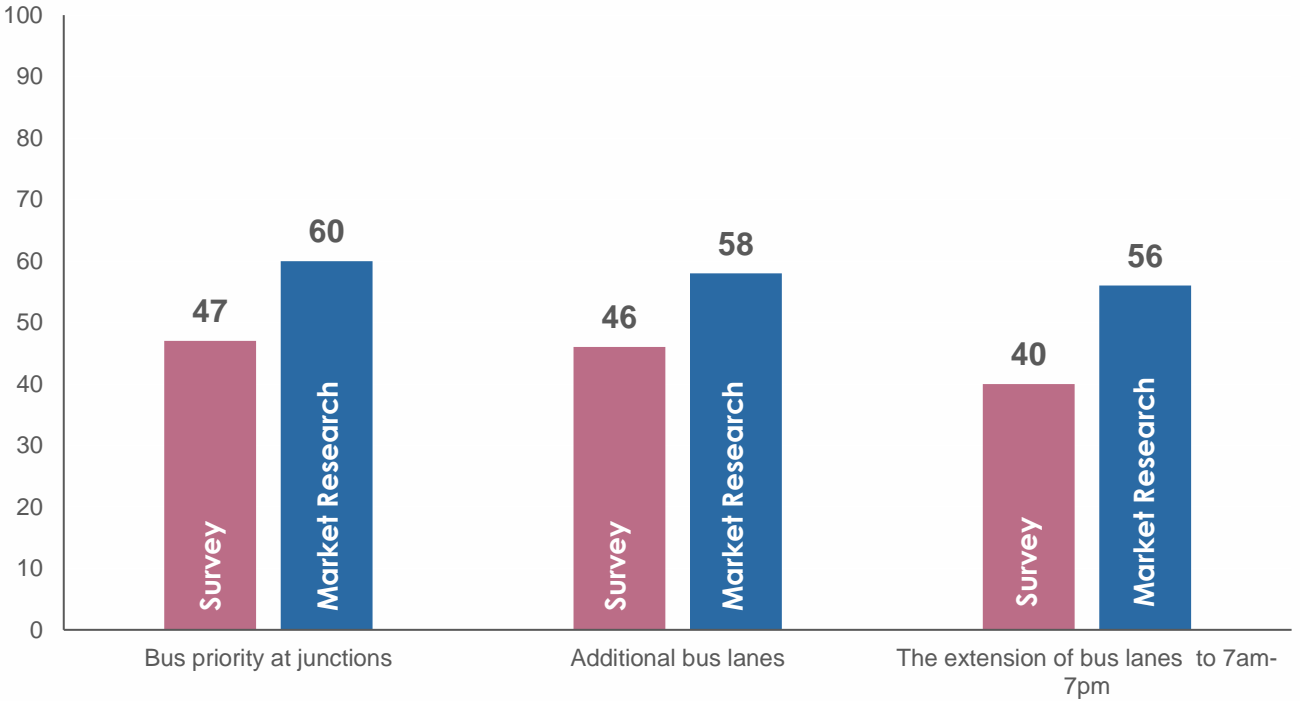
If I am to use public transport I need to have bus stops within reasonable walking distance. While people with wheelchairs and walking aids are considered, those who can not walk far are overlooked.

Delivering Improvements to our Public Transport Network – Infrastructure

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

Delivering Improvements to our Public Transport Network

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



Market Research Insights

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

Topic Area

Online survey - what you said

Bus Lanes / Priority

111 comments



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

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

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

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



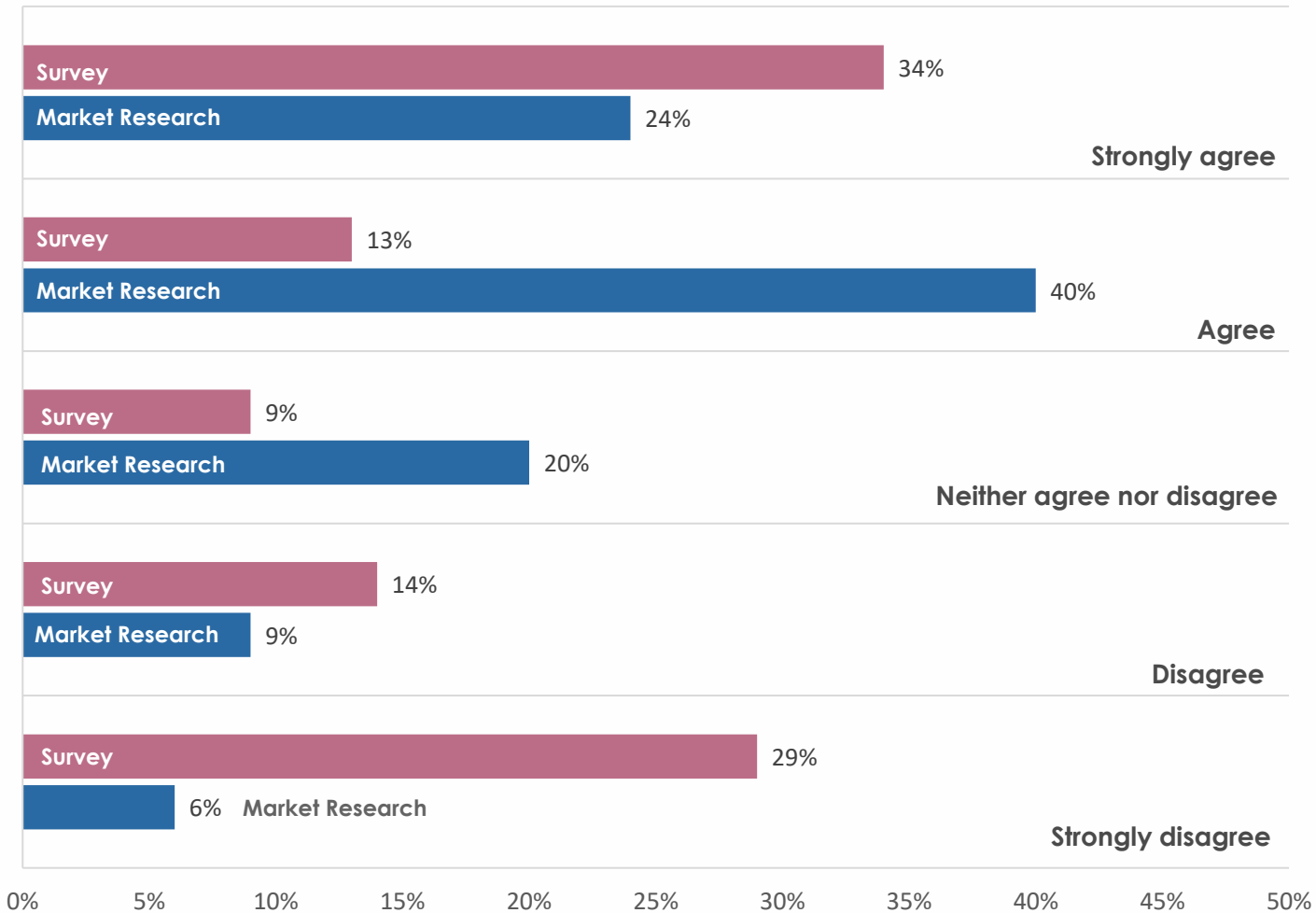
Bus priority measures at junctions will need to be introduced too. While this will undoubtedly inconvenience drivers, this trade-off is necessary to reduce journey times for public transport making it a more competitive option.

Delivering Improvements to our Public Transport Network – Priority

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

Delivering a People-Friendly City Centre

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

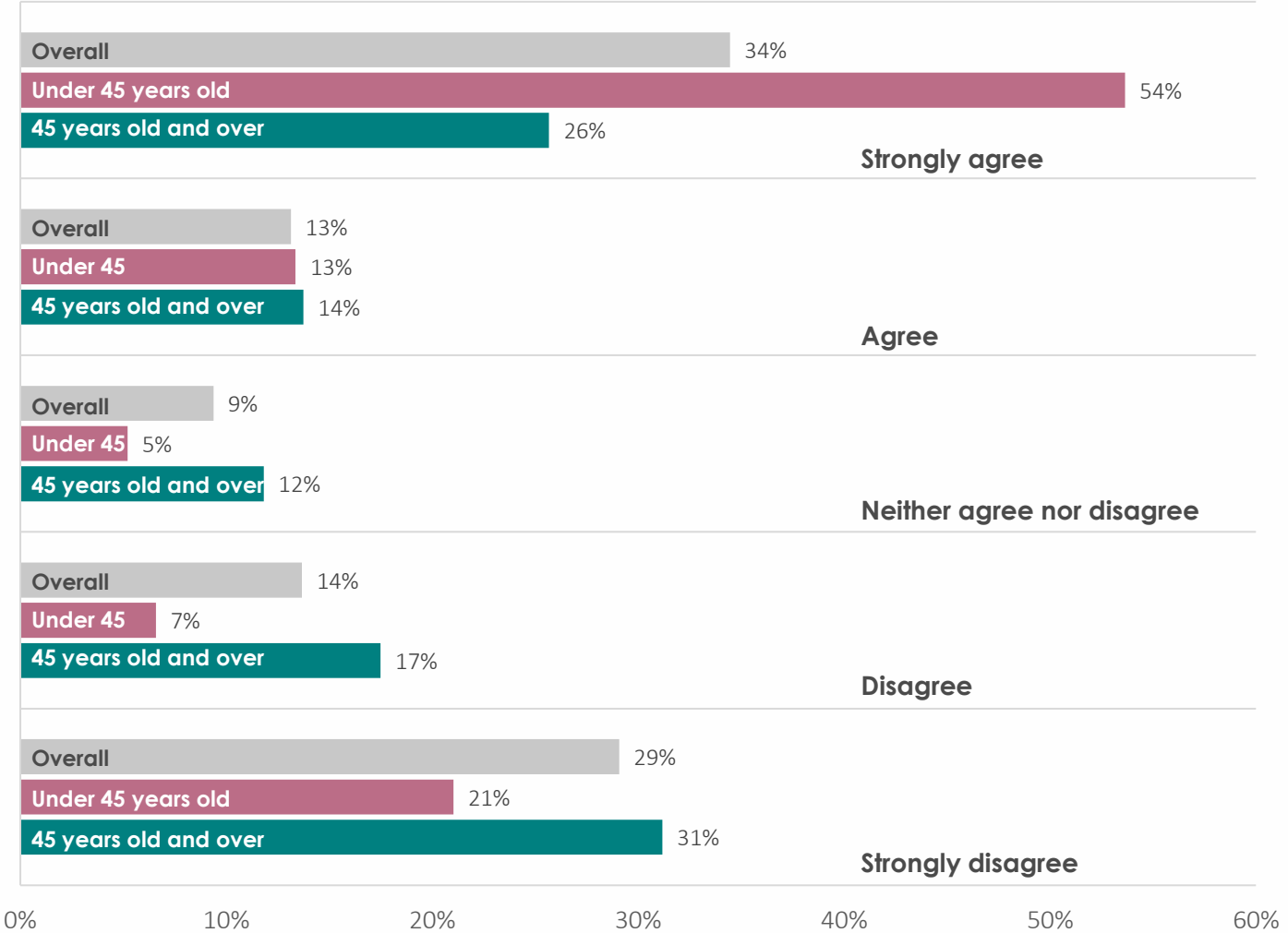


Overall survey Support
47%

Overall market research Support
64%

Delivering a People-Friendly City Centre

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



Topic Area Online survey - what you said

Through Traffic

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

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

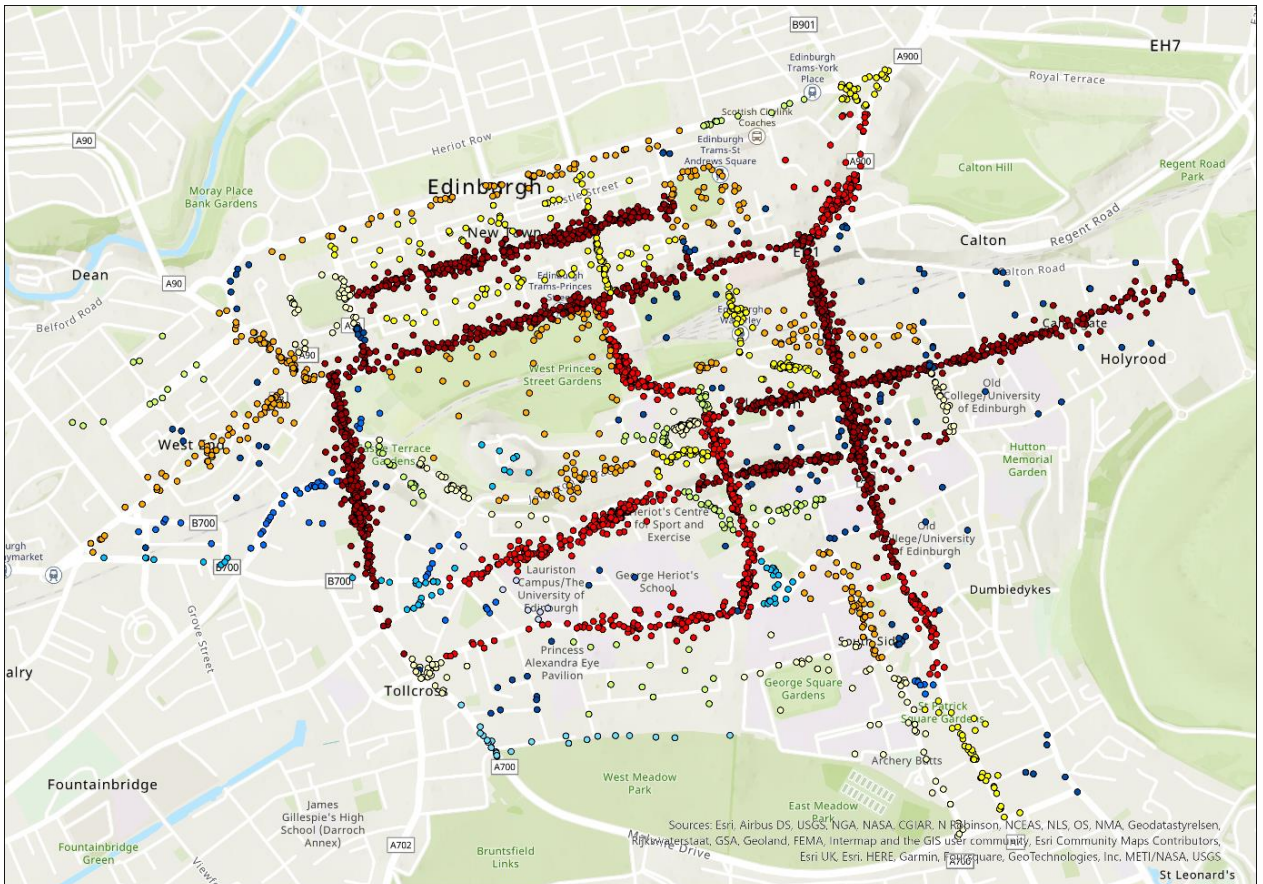
Faster delivery of through traffic reduction in the city centre including low cost measures such as filters and banned turns on minor roads.

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

Delivering a People-Friendly City Centre

Are there any additional streets in the city centre that you think we should prioritise for reducing through traffic?

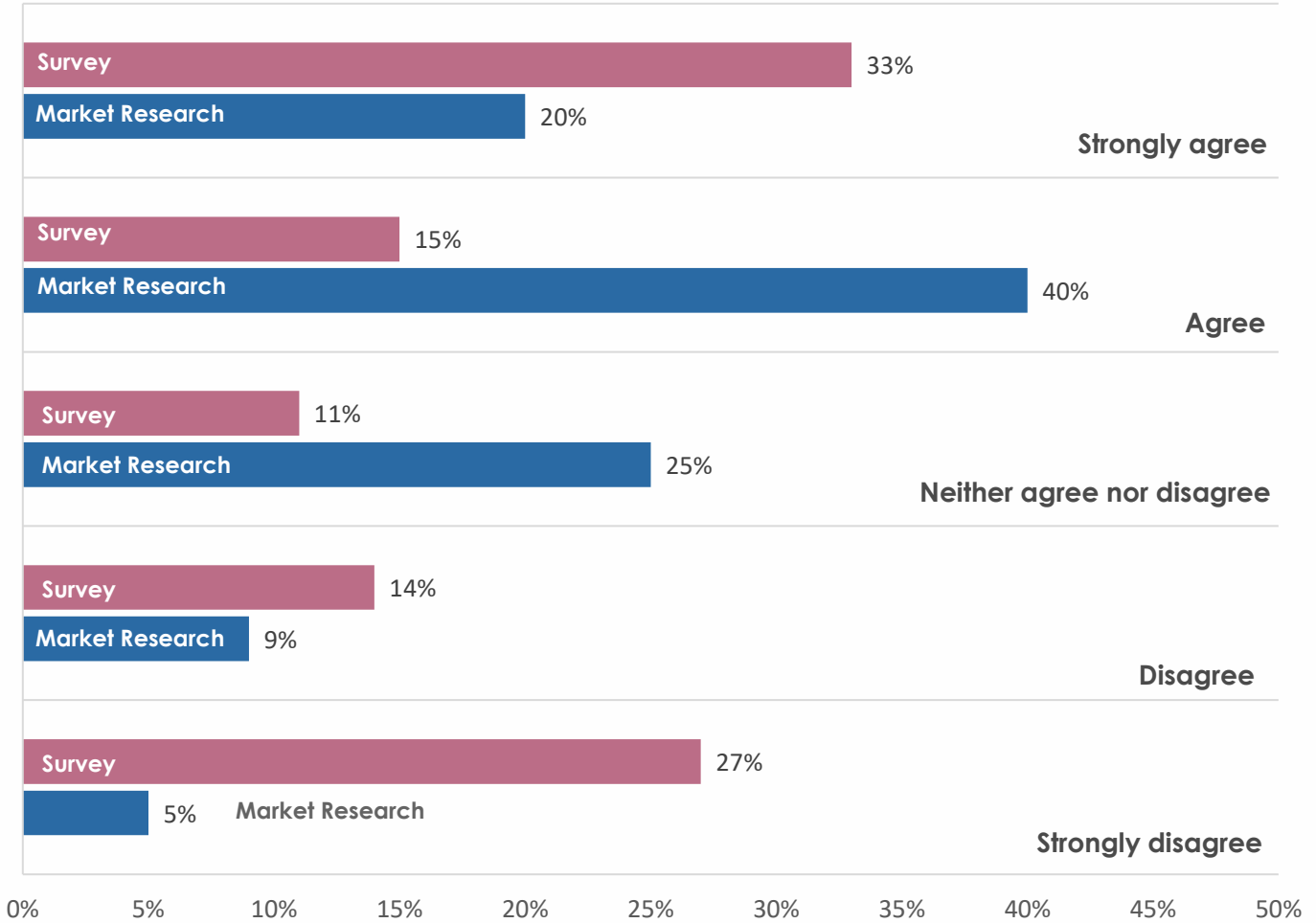
Location	Number of Pins
George Street	350
Lothian Road	302
Princes Street	275
High Street	203
North Bridge	195
South Bridge	194
Canongate	176
Cowgate	170
George IV Bridge	161
Grassmarket	152



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, Nippon, NCEAS, NLS, OS, NMA, Geodatasystelsen, Esri, Esri UK, Esri, HERE, Garmin, DeLorme, GeoEye, GeoTechnology, Inc., METI/NASA, USGS

Delivering a People-Friendly City Centre

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

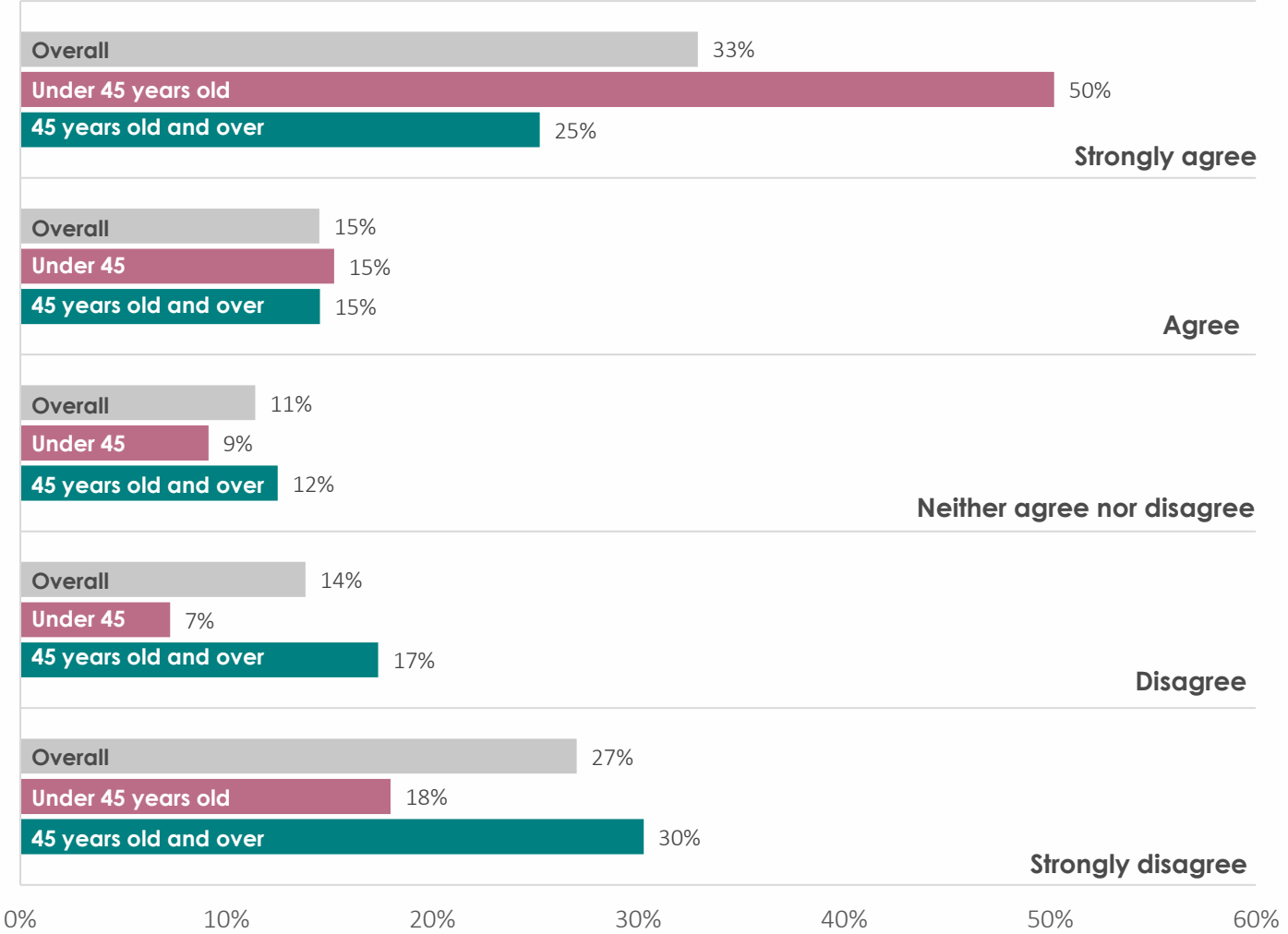


Overall survey Support
48%

Overall market research Support
60%

Delivering a People-Friendly City Centre

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



Topic Area
Online survey - what you said

Parking in the city centre

Reduce parking in town to make more space for people

Much less parking and actively discouraging people bringing cars into town

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

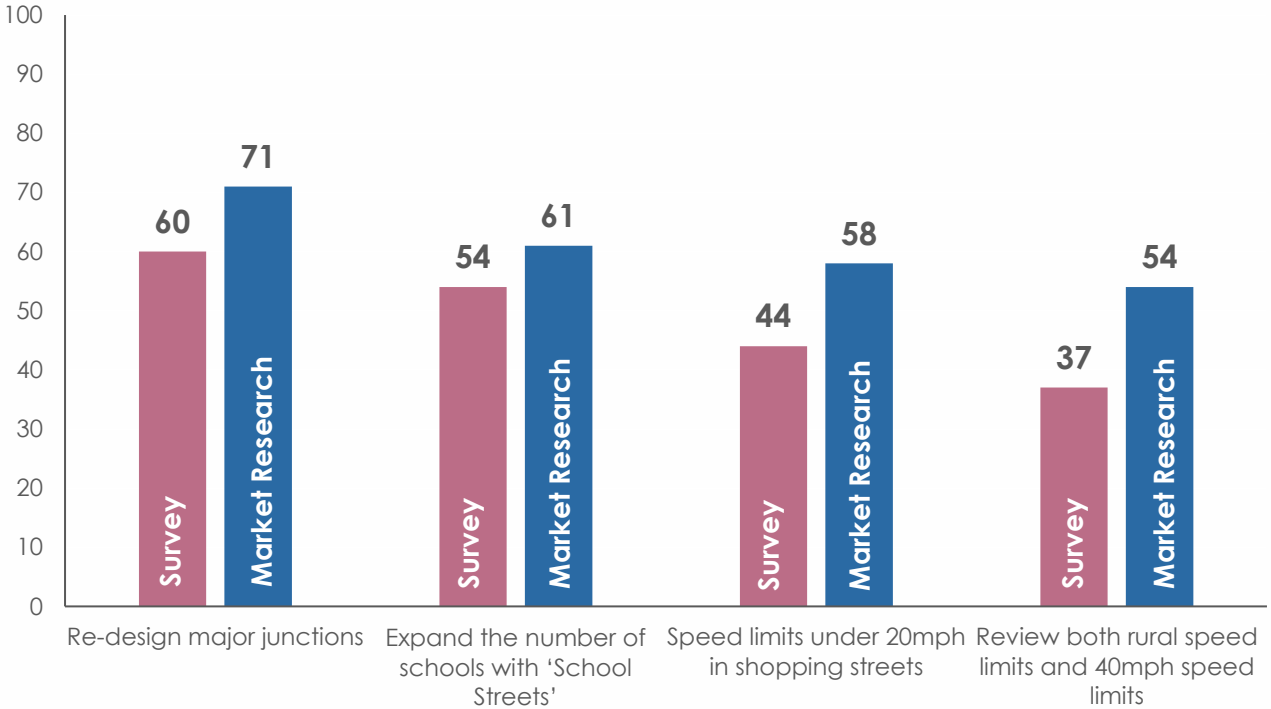
Reducing the amount of parking in the city Center is another ridiculous measure - completely ignoring the fact that many people live and work there - what about eg. shift workers, who do not have a viable or safe alternative for travel, other than to own a car. Or individuals who require equipment and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

Delivering a People Friendly City Centre

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

Achieving city-wide road safety targets

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



Market Research Insights

The following significant differences were noted when analysing subgroups:

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

Topic Area

Online survey - what you said

Junction Design

37 comments

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

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

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

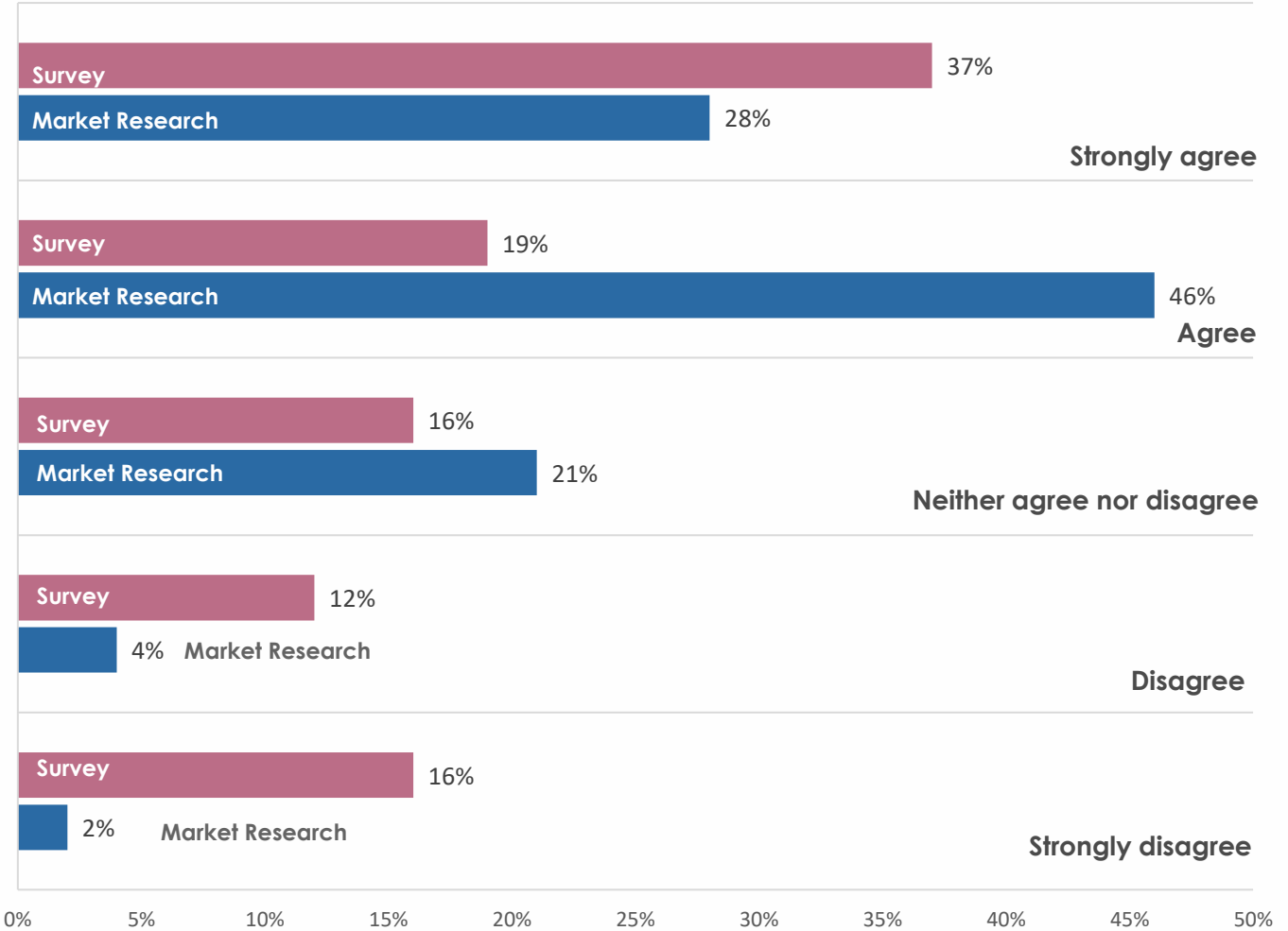
Achieving city-wide road safety targets

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

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

Achieving city-wide road safety targets

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



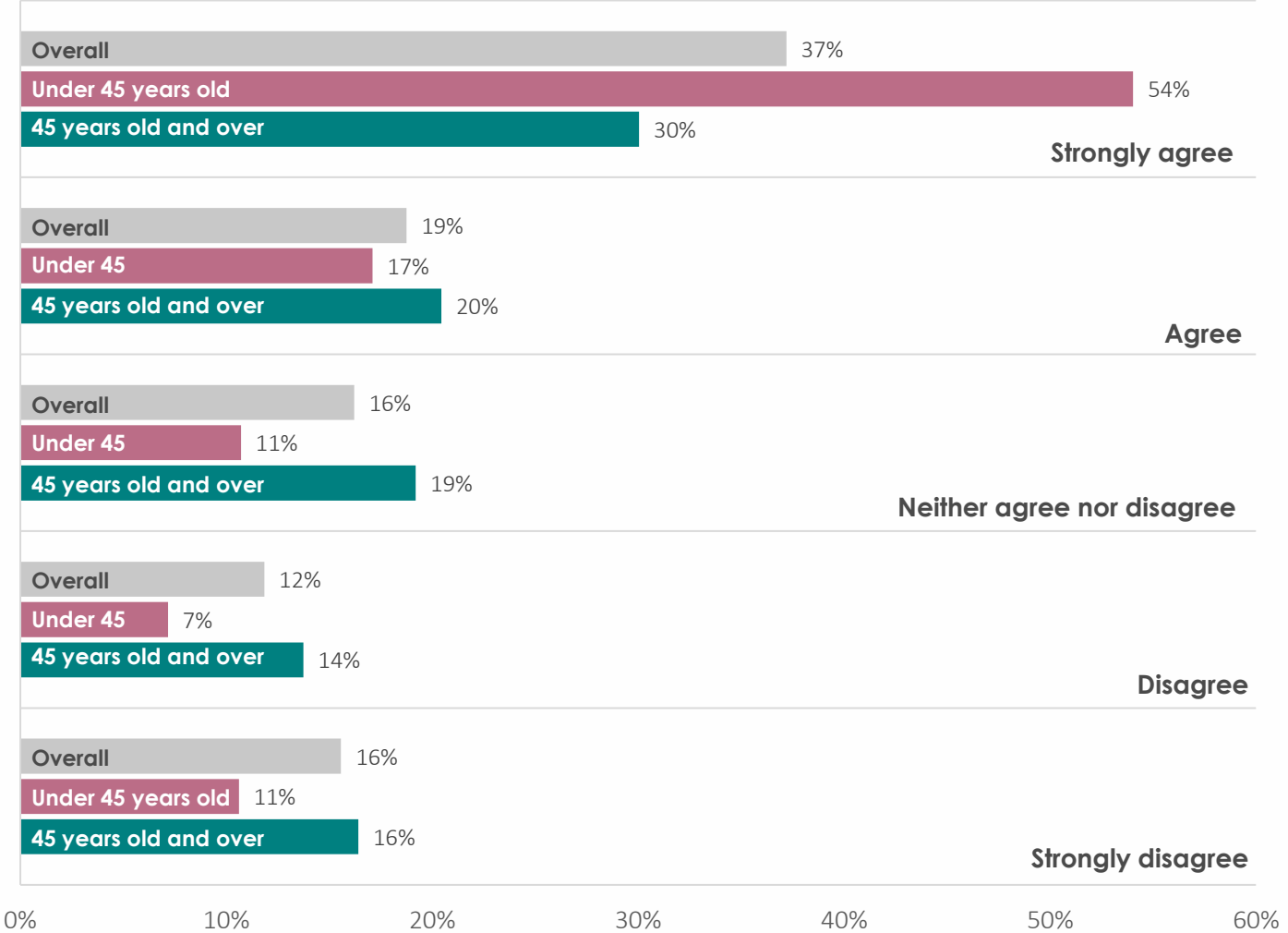
Overall survey Support
56%

Overall market research Support
74%



Achieving city-wide road safety targets

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



Topic Area Online survey - what you said

Crossings

62 comments

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

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

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

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

Achieving city-wide road safety targets

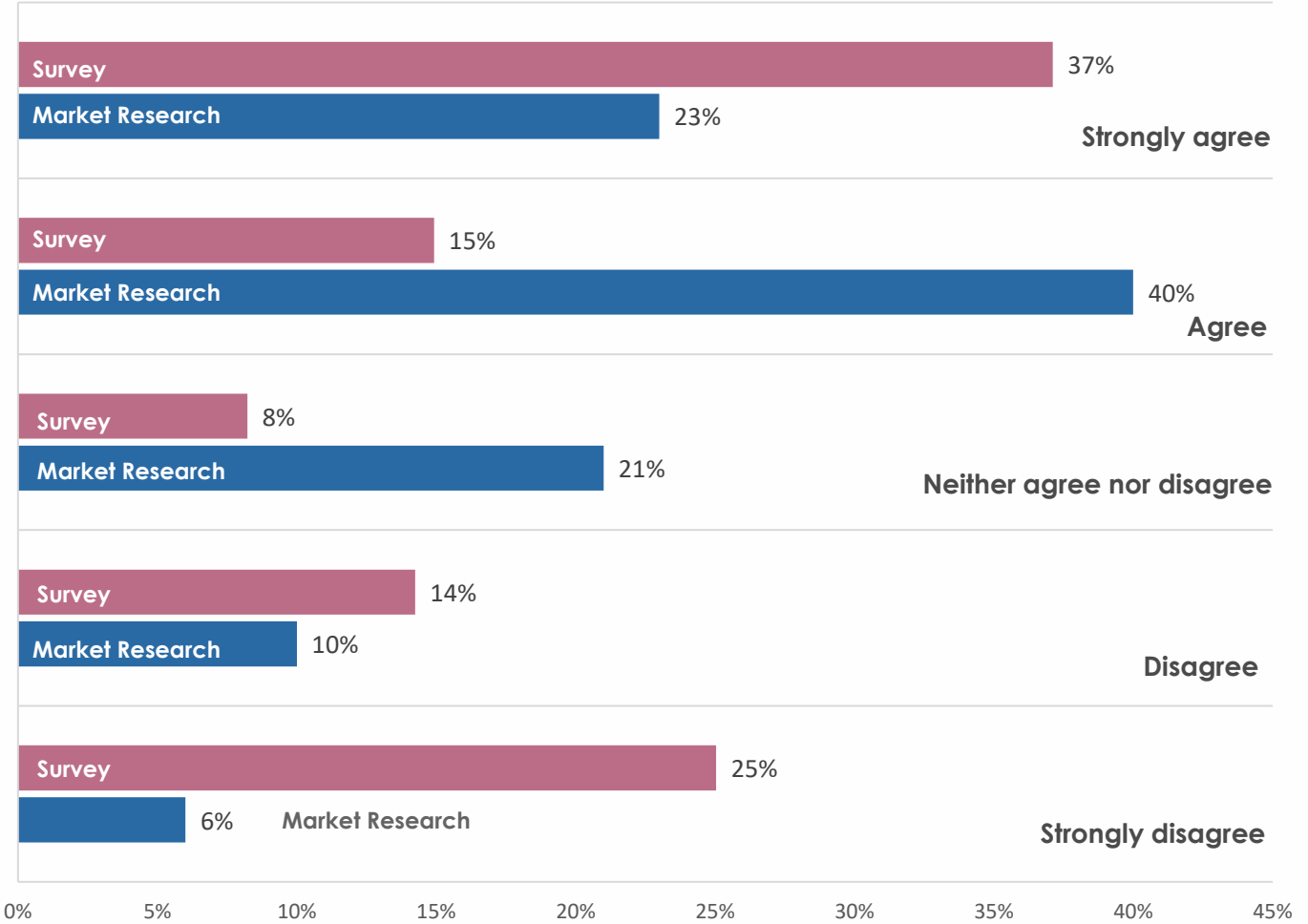
How much do you agree or disagree with taking action to protect vulnerable road users at major junctions which may impact motorised traffic?

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

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

Improving our public transport and active travel corridors

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

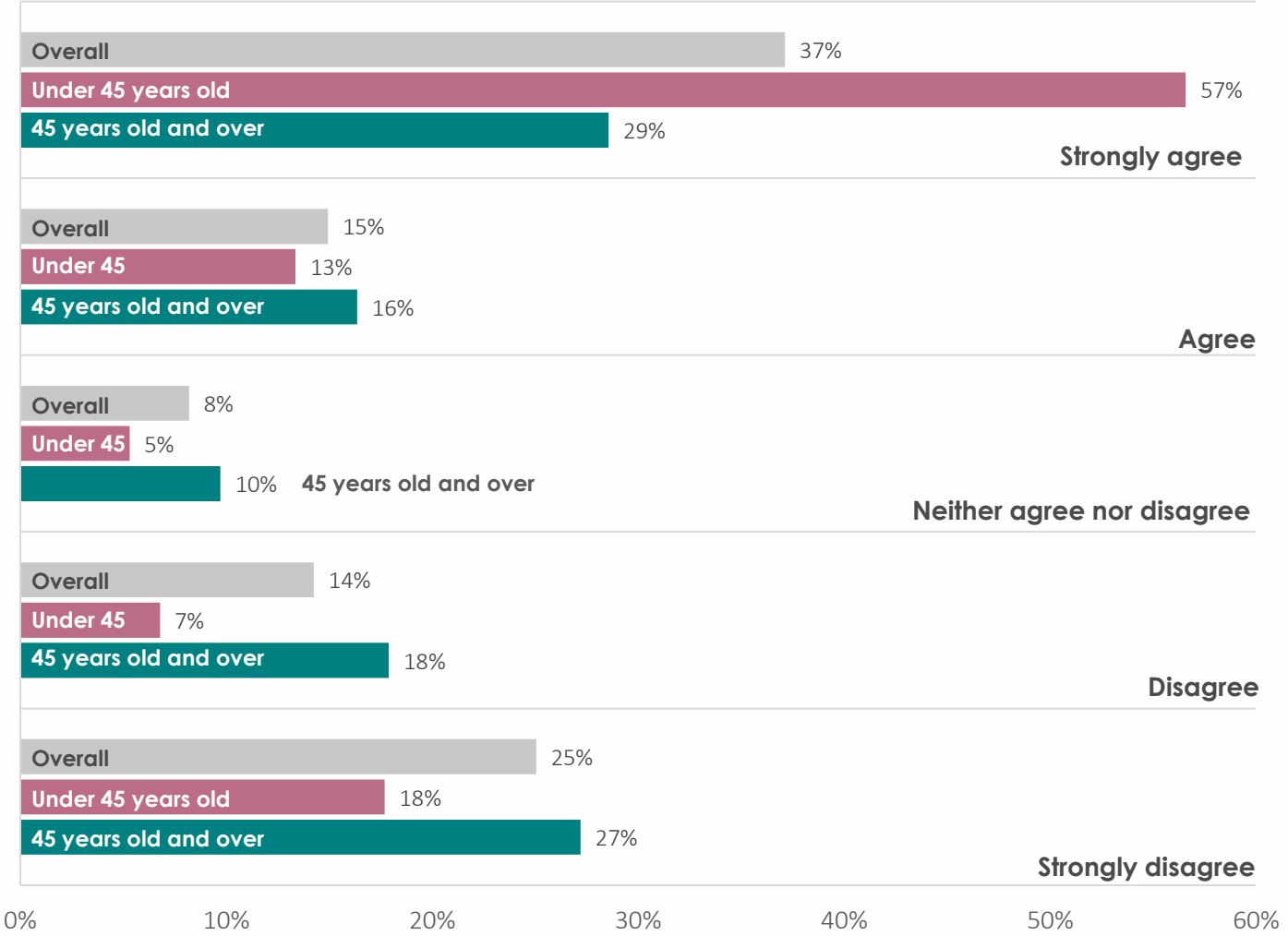


Overall survey Support
52%

Overall market research Support
63%

Improving our public transport and active travel corridors

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



Topic Area Online survey - what you said

Parking

172 comments

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

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

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

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

Main Road Corridors

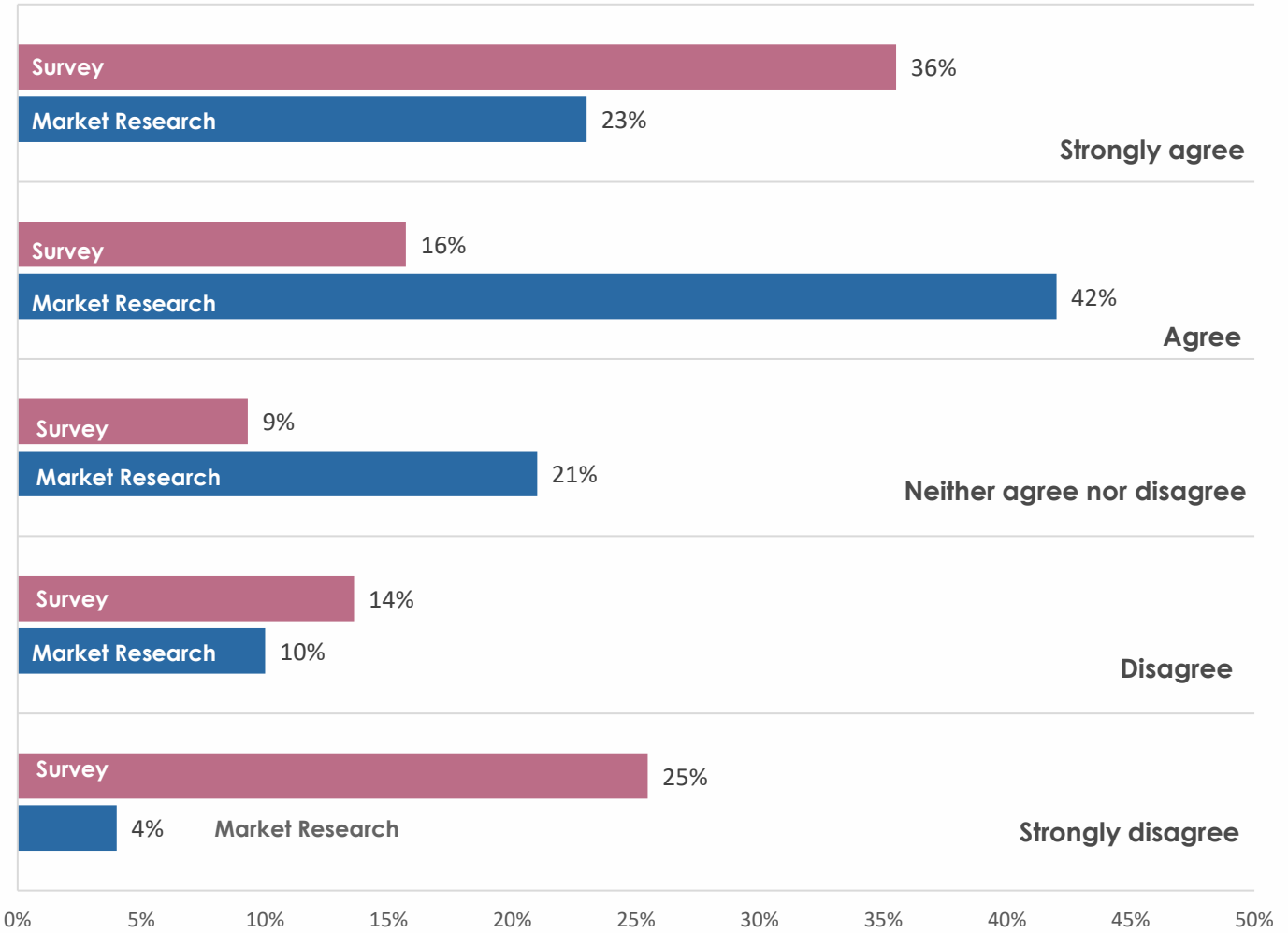
Focus Group	Focus Group Insights
Rural Communities	<i>The group largely rejected reducing kerbside parking, partly due to the time it would take to complete the footway widening workings and due to a feeling that there is a lack of parking already.</i>
Women (older)	<i>The drivers within the group felt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

Improving our Public Transport and Active Travel Corridors

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

Delivering vibrant shopping streets

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

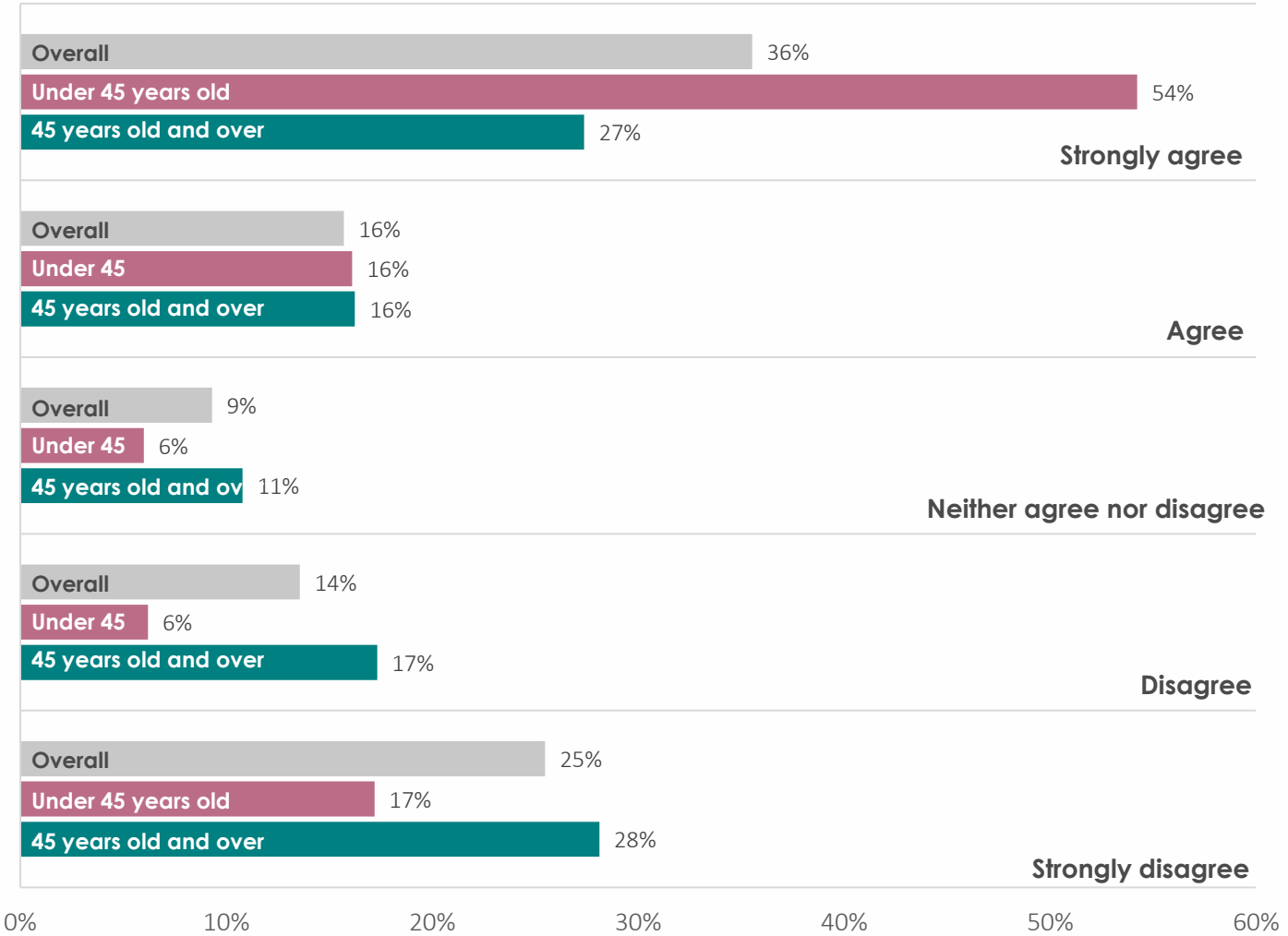


Overall survey Support
52%

Overall market research Support
65%

Delivering vibrant shopping streets

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



Topic Area
Online survey - what you said

Kerbside Parking

88 comments

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

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

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

Move parking from outside shops to side streets.

Delivering vibrant shopping streets

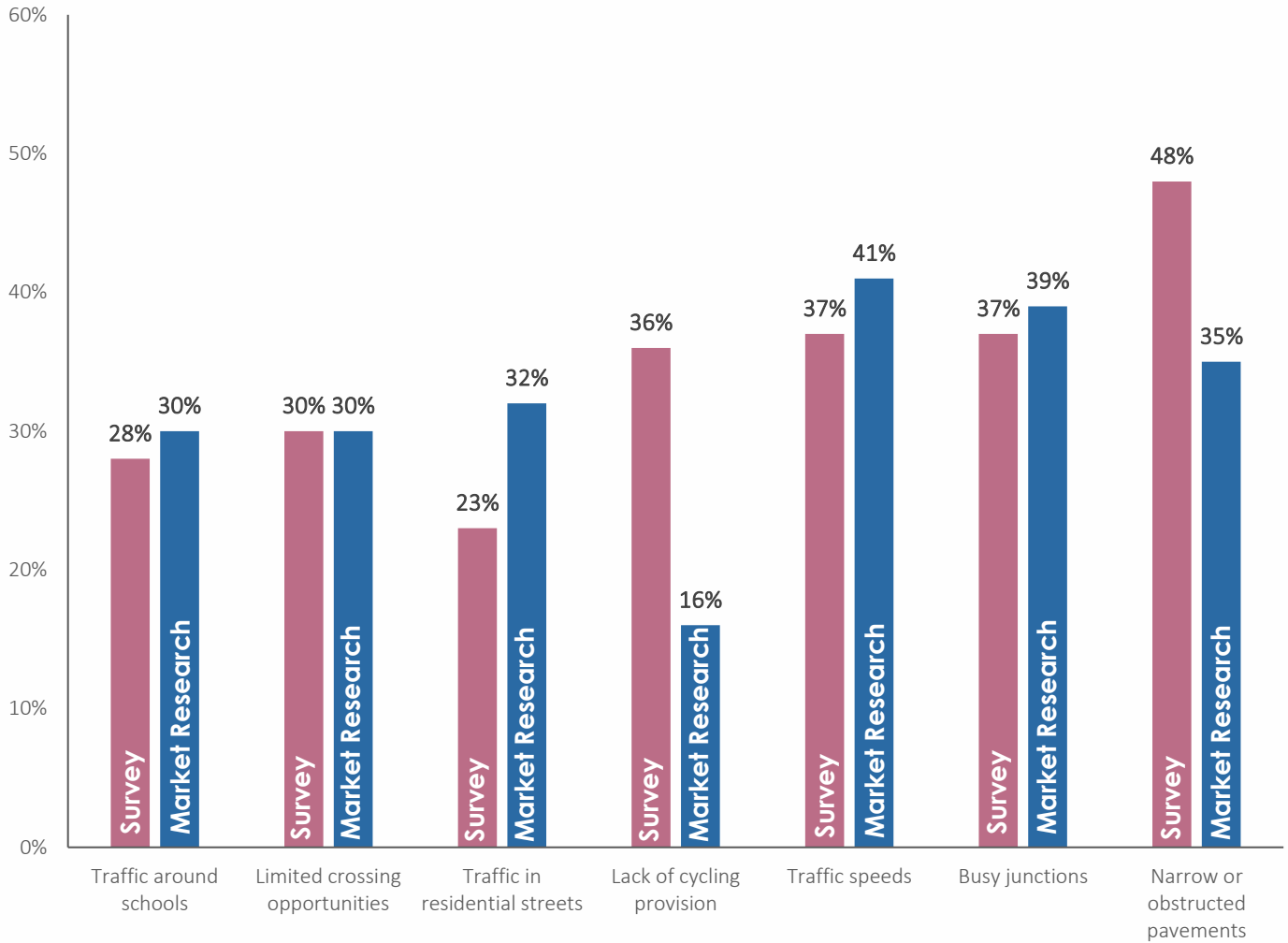
To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?

Topic Area	Online survey - what you said
<p>Loading Restrictions</p> <p><i>20 comments</i></p>	<p><i>Assigned loading spaces need to be provided for businesses.</i></p> <p><i>City centre businesses rely of deliveries and customers, and it must be recognised the vehicle use is central to these people.</i></p> <p><i>Restrict loading to off-peak times.</i></p>
<p>Blue Badge Holders</p> <p><i>61 comments</i></p>	<p><i>Reducing on street parking around shopping streets excludes those with poor mobility (they may not qualify for a blue badge but still struggle). It also reduces the passing trade in small independent shops.</i></p> <p><i>Given how few blue badge spaces there are in this city, the removal of on-street parking makes life harder for blue badge holders as the chances of getting parked at all are reduced.</i></p> <p><i>Removal of parking also vastly reduces the amount of spaces available for disabled badge holders.</i></p> <p><i>Continue to remove on street parking, while maintaining disabled spaces for license holders</i></p>

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

Delivering Liveable Neighbourhoods

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



Market Research Insights

Some significant differences were noted by subgroups:

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

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

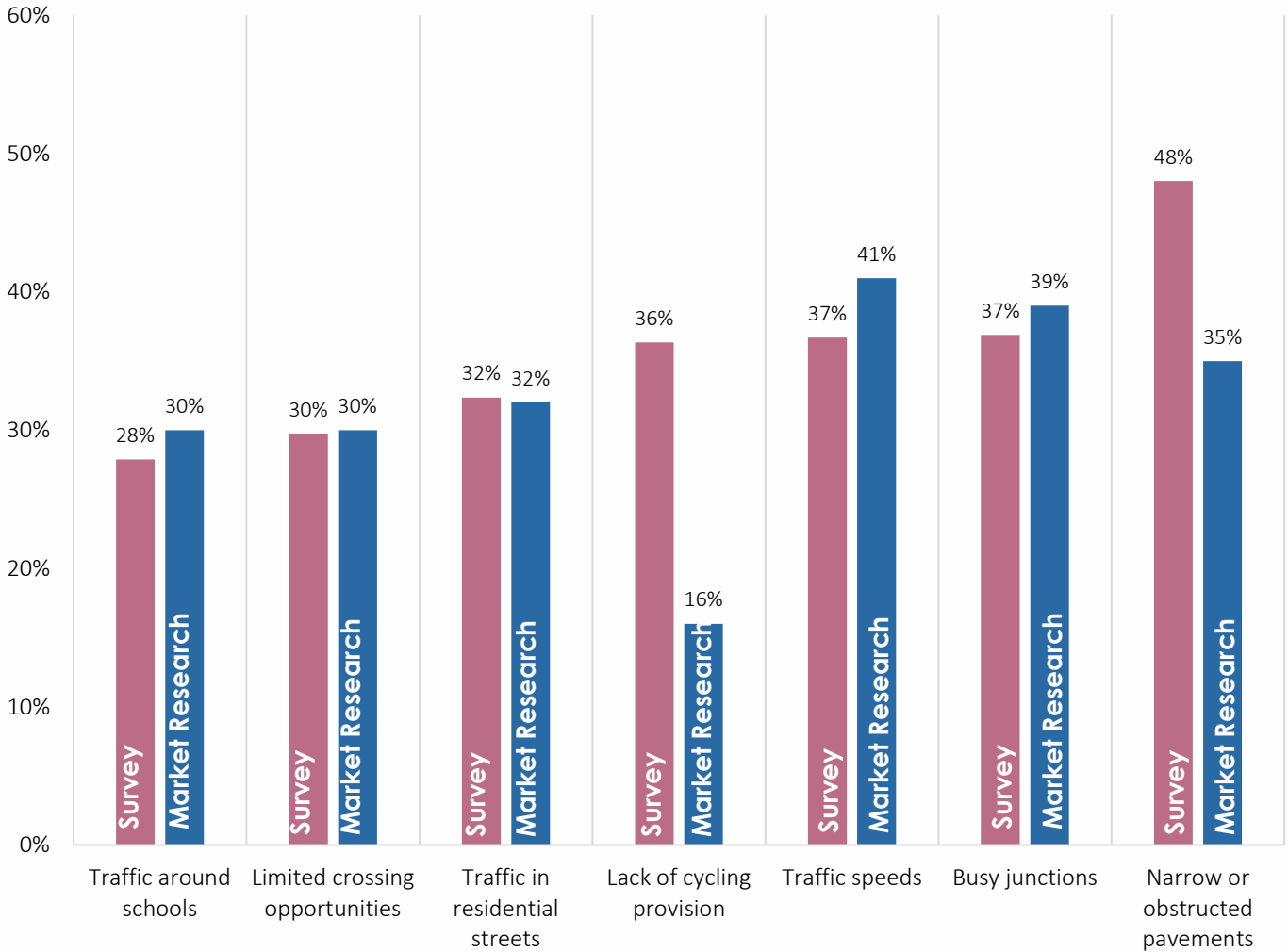
Those who used wheelchairs to get around in the previous month (although a small sample size) were more likely to cite traffic around schools (76%) and busy junctions (87%)

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

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

Delivering Liveable Neighbourhoods

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



Market Research Insights

Some significant differences were noted by subgroups:

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

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

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

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

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

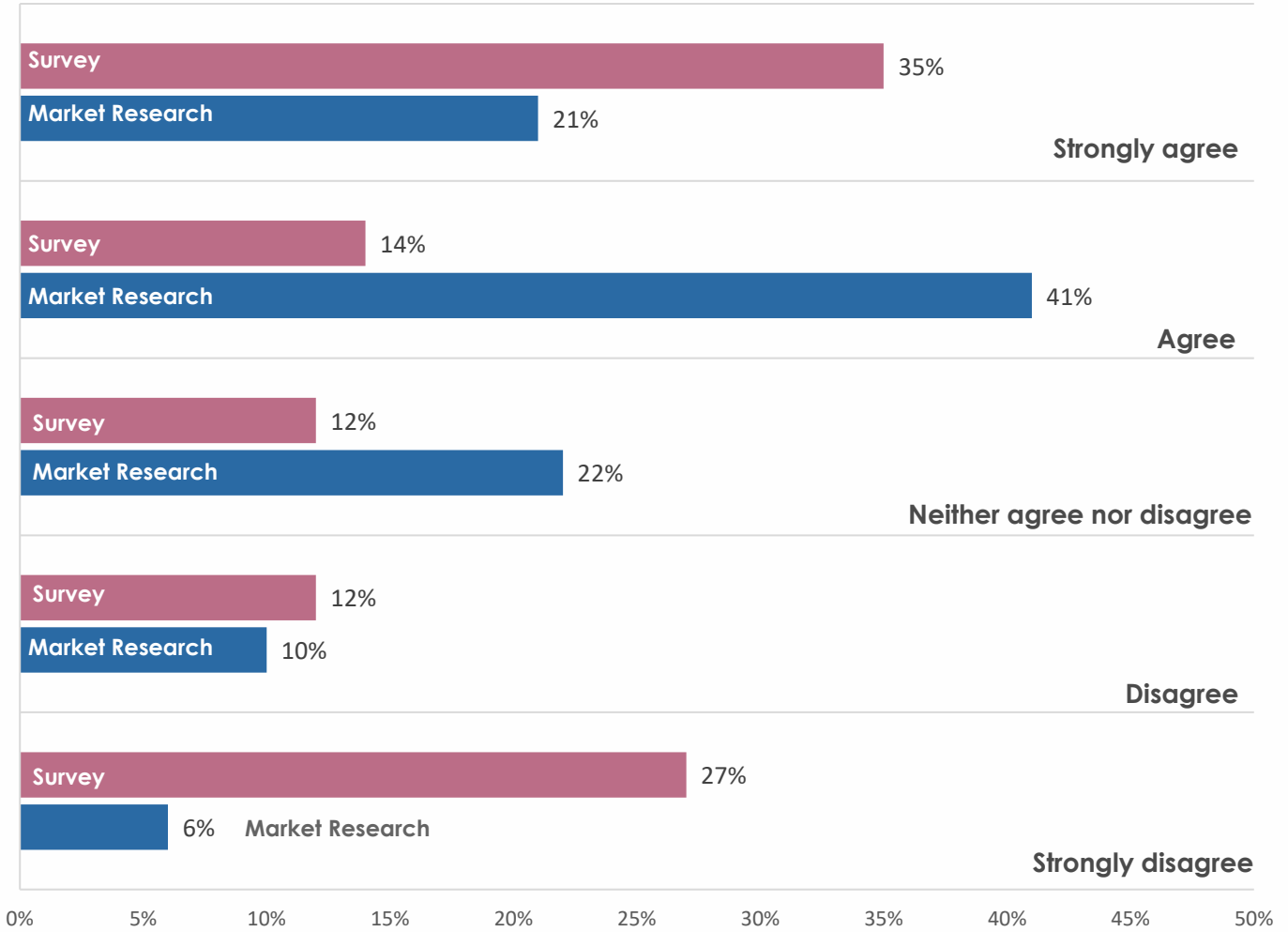
Delivering Liveable Neighbourhoods

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

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

Delivering Liveable Neighbourhoods

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

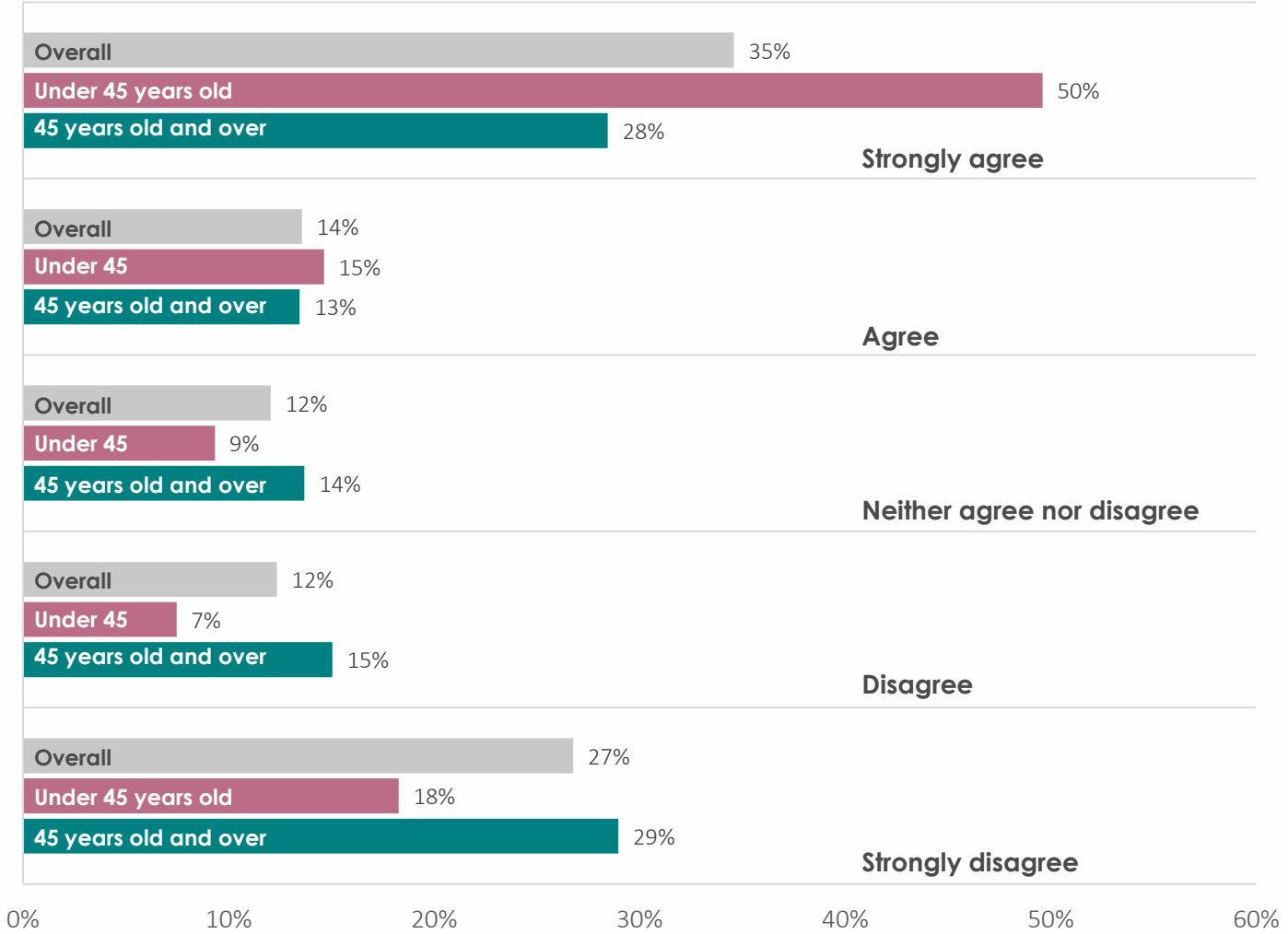


Overall survey
Support
48%

Overall market
research
Support
62%

Delivering Liveable Neighbourhoods

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



Topic Area Online survey - what you said

Speed Limits

145 comments

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

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

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

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

Delivering Liveable Neighbourhoods

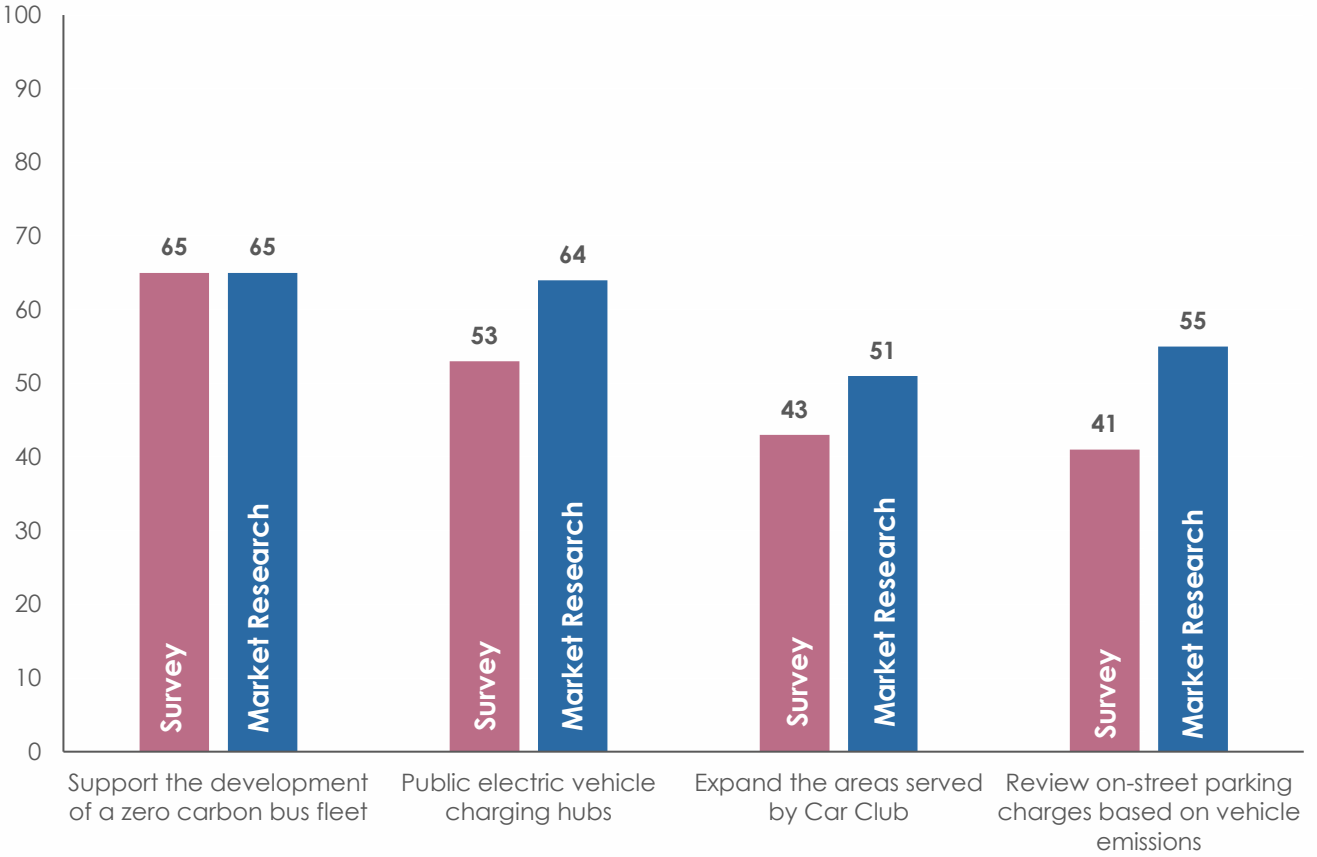
To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?

Topic Area	Online survey - what you said
<p>Low Traffic Neighbourhoods</p> <p>27 comments</p>	<p><i>The LTN 'trials' in Corstorphine are ridiculous and unsafe, poorly thought out, and have been introduced where there is absolutely no justifiable reason for doing so. They have created more chaos and increased pollution in the St John's Road area which has over recent times improved considerably despite what people who don't even live in our area say!</i></p> <p><i>I would like to see more liveable neighbourhoods, where through traffic is reduced by the use of filters</i></p> <p><i>Low-traffic neighbourhoods should be implemented across the entire city without delay - these are quick, cheap and effective.</i></p> <p><i>I strongly support Low Traffic Neighbourhood initiatives - especially that in the Corstorphine area, where rat-runs are very common.</i></p> <p><i>The LTNs being introduced are having the opposite effect to what they should. They are causing previously quiet streets to become polluted and congested. LTNs are not the answer to reducing traffic. They are displacing traffic not reducing it, and in fact increasing congestion and pollution by making people travel further and/or making them sit idle in their cars for longer.</i></p>

Focus Group	Focus Group Insights
<p>Experiencing Poverty</p>	<p><i>Participants felt it to be 'pretty easy' to move around their neighbourhoods, however, respondents were concerned about 'rat runs' where cars can try to find alternative routes through local neighbourhoods and travel at speed. There were also concerns regarding the use of electric scooters which are seen to be dangerous. The group were unsure about introducing new restrictions as the current restrictions do not seem to be working. They were also concerned about these making it difficult to get to their homes.</i></p>
<p>Old</p>	<p><i>The key issues raised within this group included traffic at schools (local streets are overwhelmed at drop off times), unclear speed limits, difficulties crossing and obstructed pavements. There was general support for reducing speed limits, however, road closures were less popular as it is perceived to make essential journeys longer.</i></p>

Supporting the Journey to Net Zero and Cleaner Air

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



Market Research Insights

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

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

Topic Area

Online survey - what you said

More Congestion

75 comments

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

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

Bus Fleet

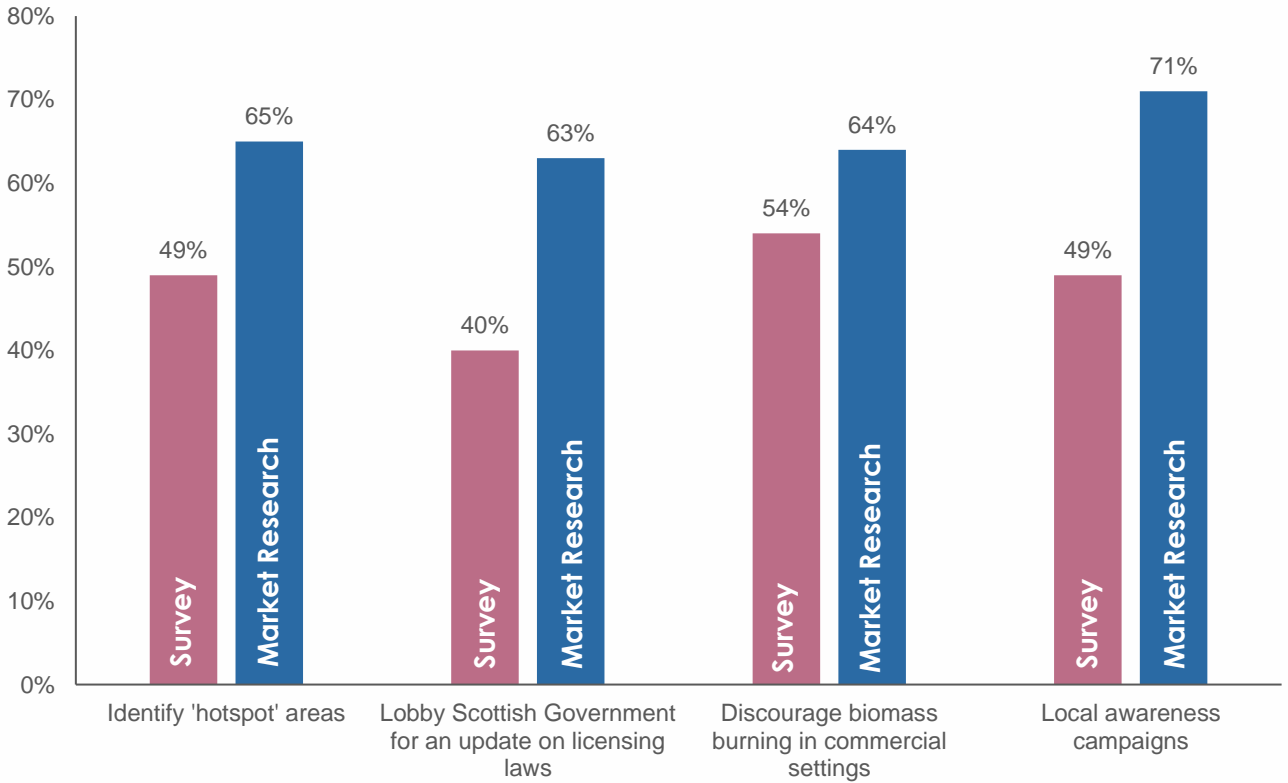
22 comments

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

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

Supporting the Journey to Net Zero and Cleaner Air

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



Topic Area

Online survey - what you said

Woodburning

8 comments



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

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

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

Home Heating

5 comments

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

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

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



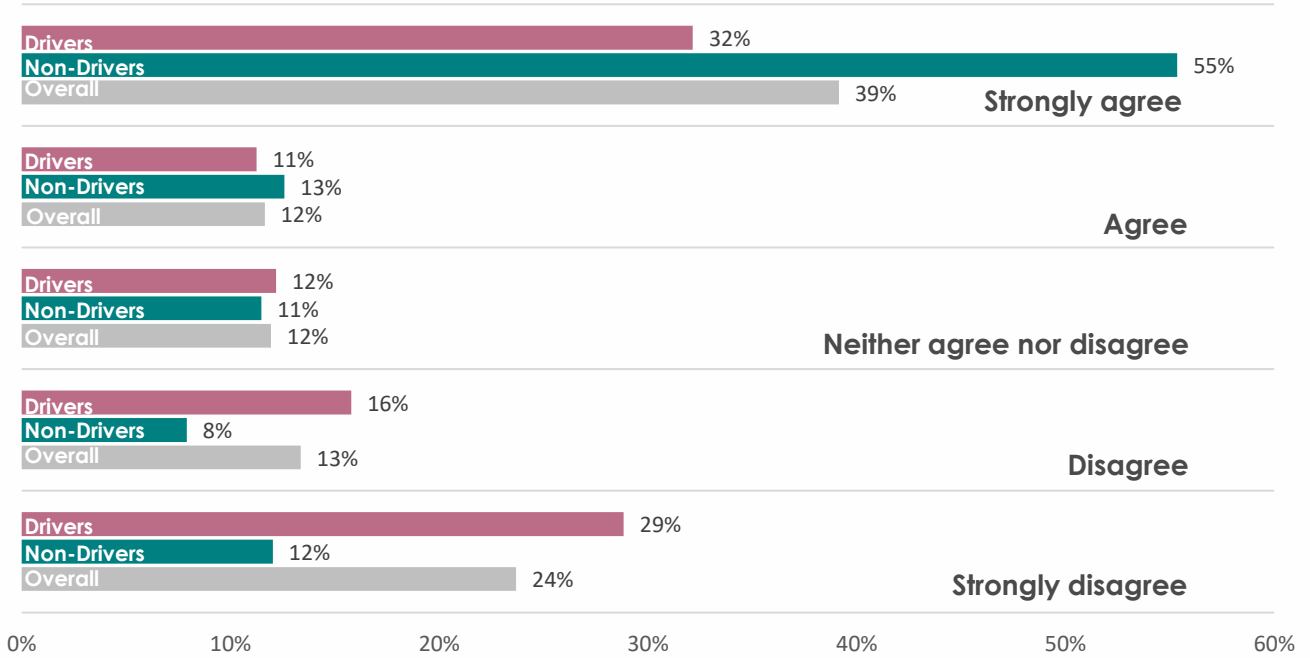
Supporting the Journey to Net Zero and Cleaner Air

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

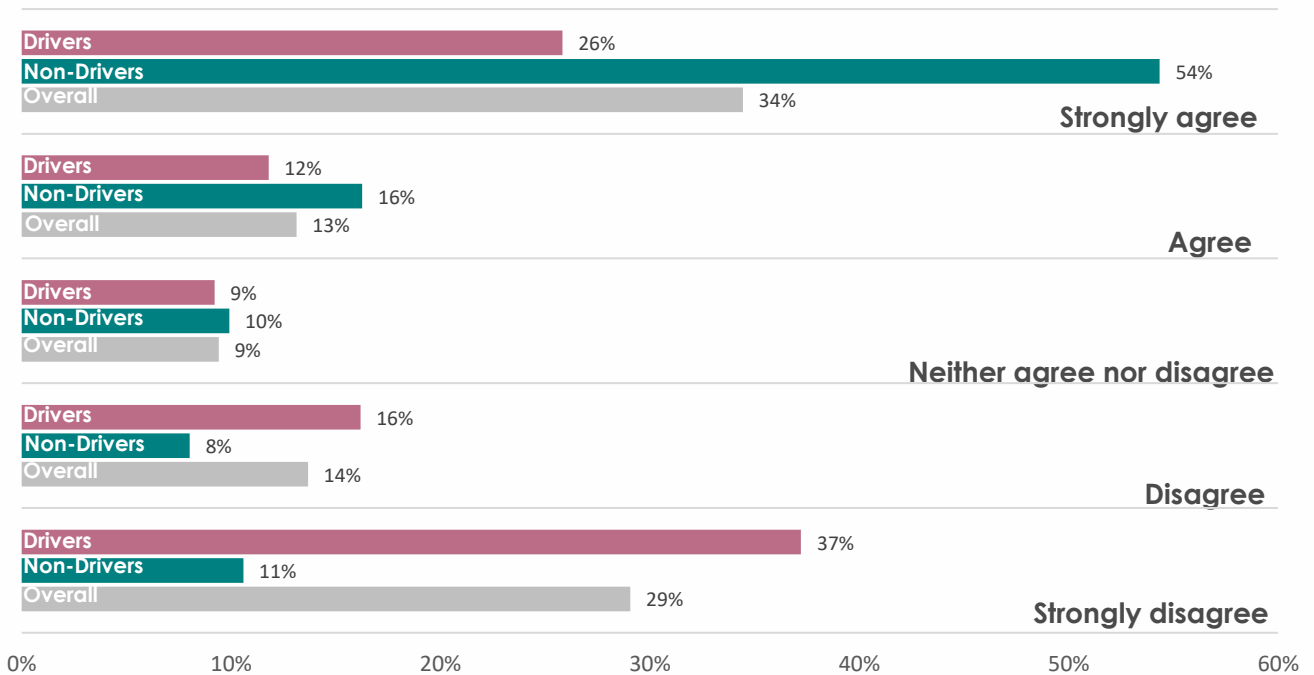
Online Survey: Driver Responses

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

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

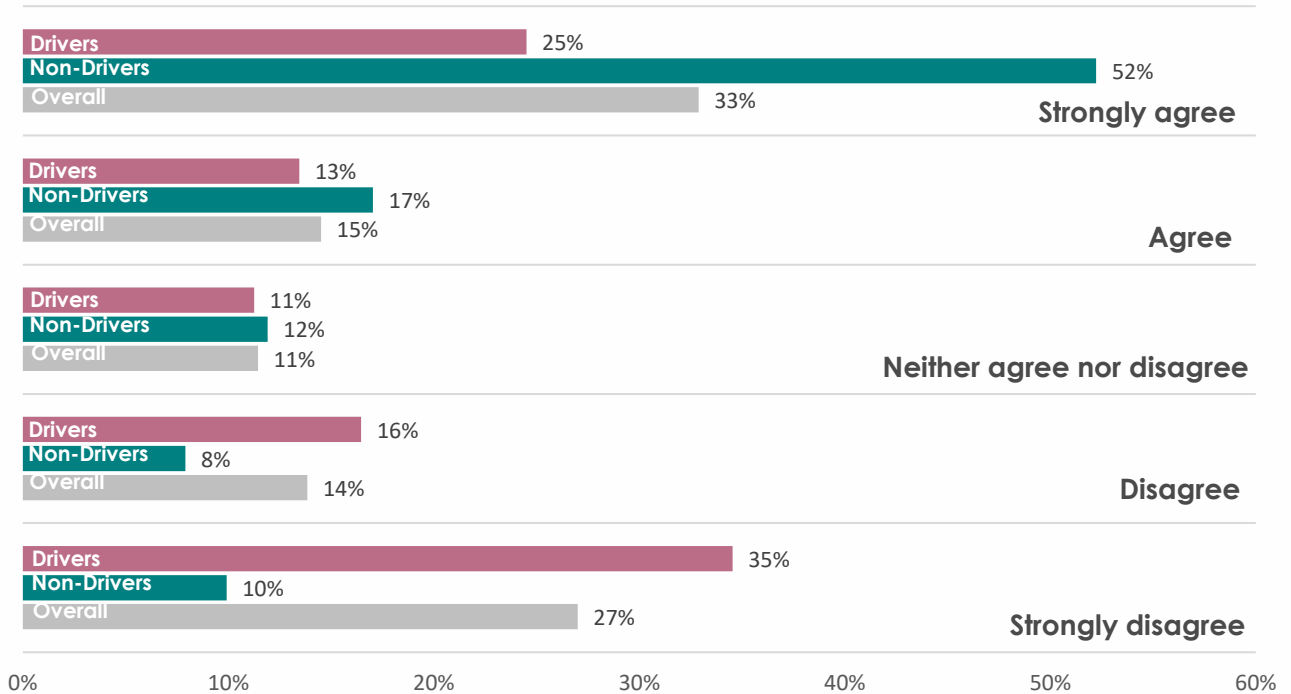


To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre

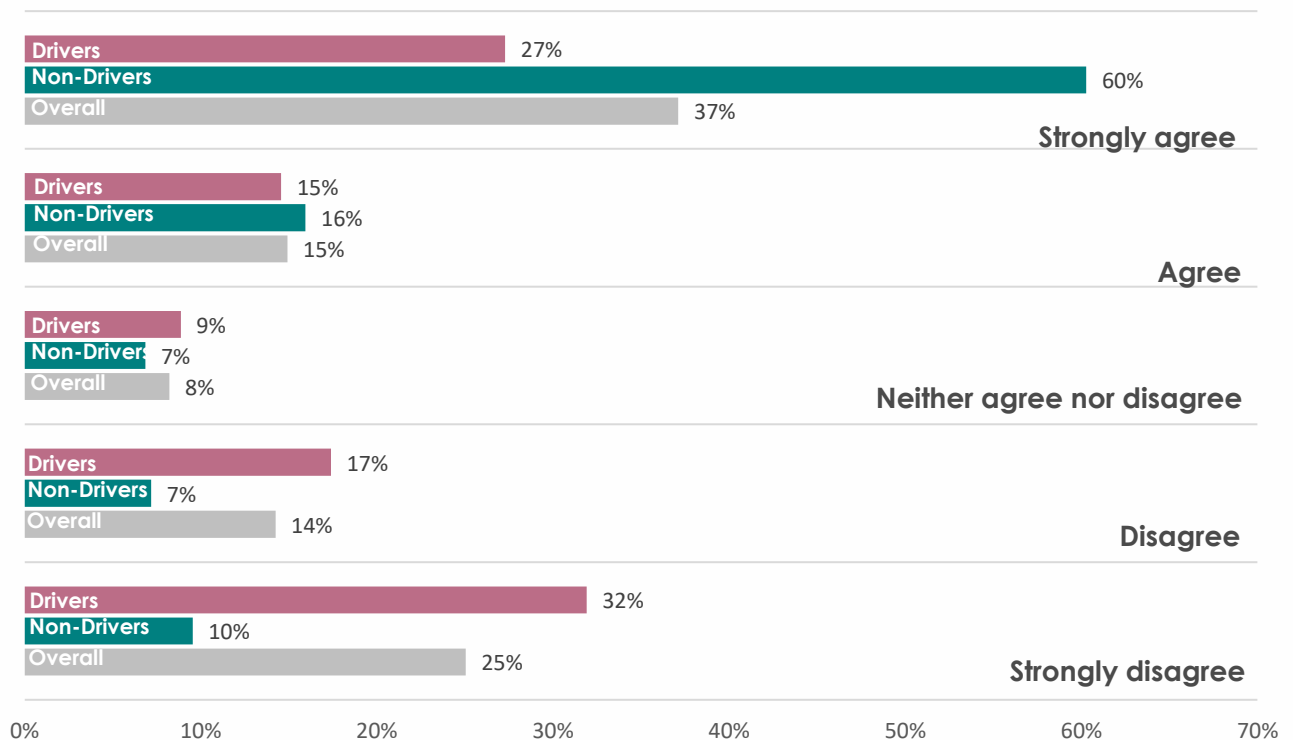


Online Survey: Driver Responses

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

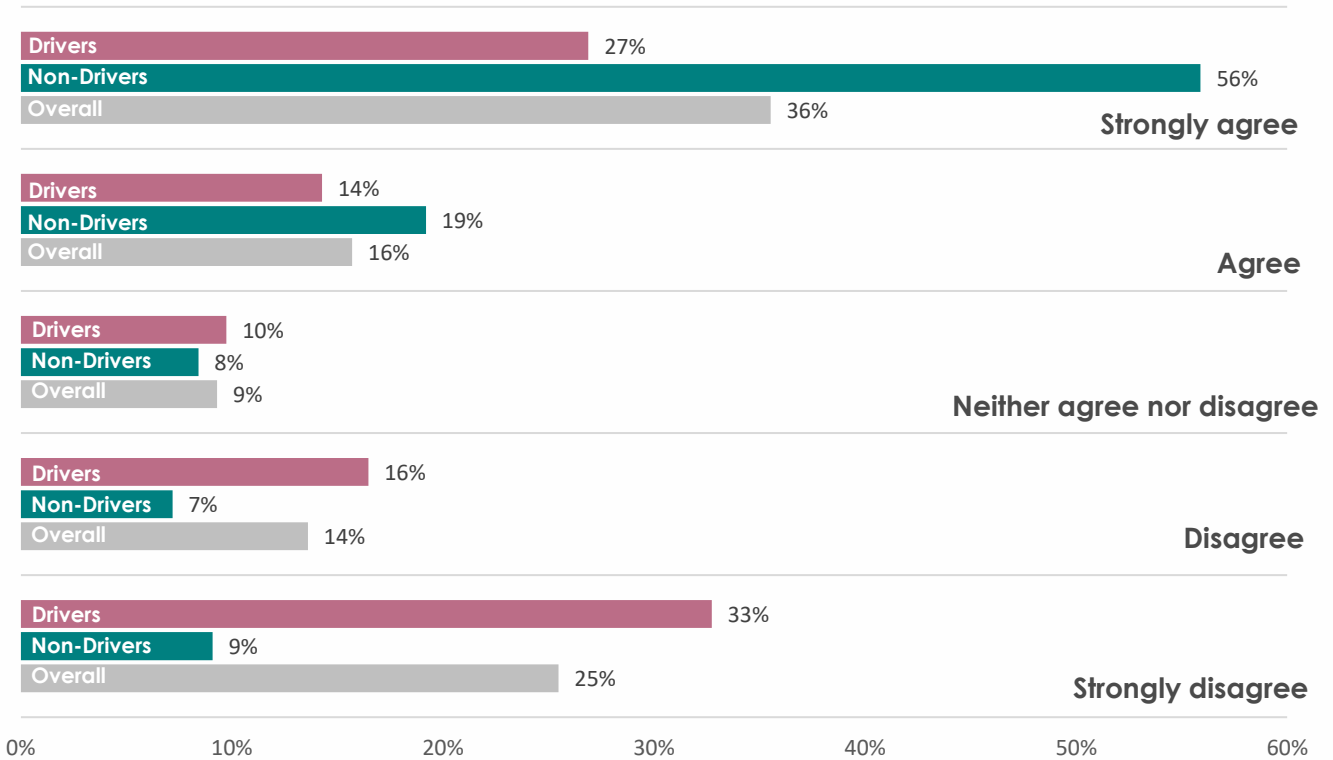


To what extent do you agree or disagree with reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport?



Online Survey: Driver Responses

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

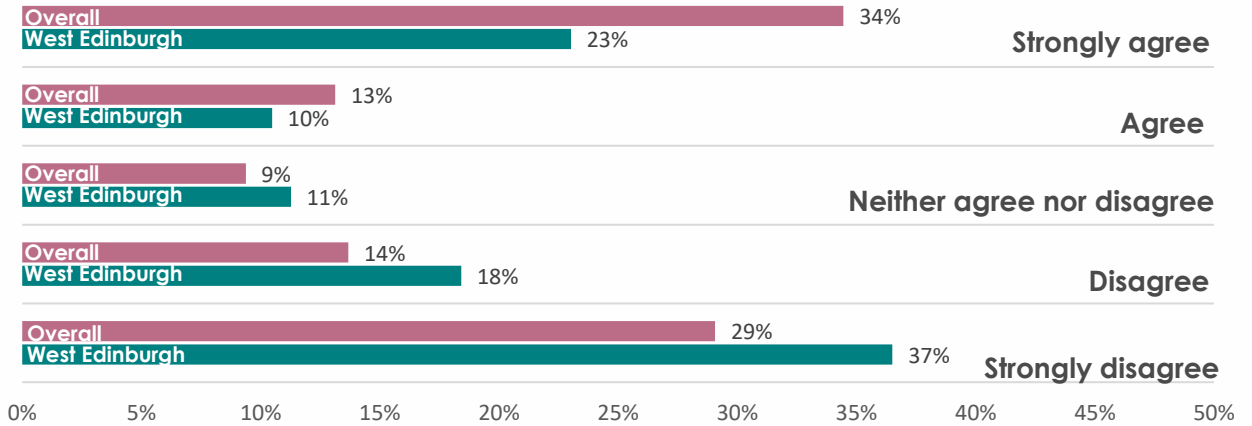


West Edinburgh (EH4 & EH12) Survey Responses

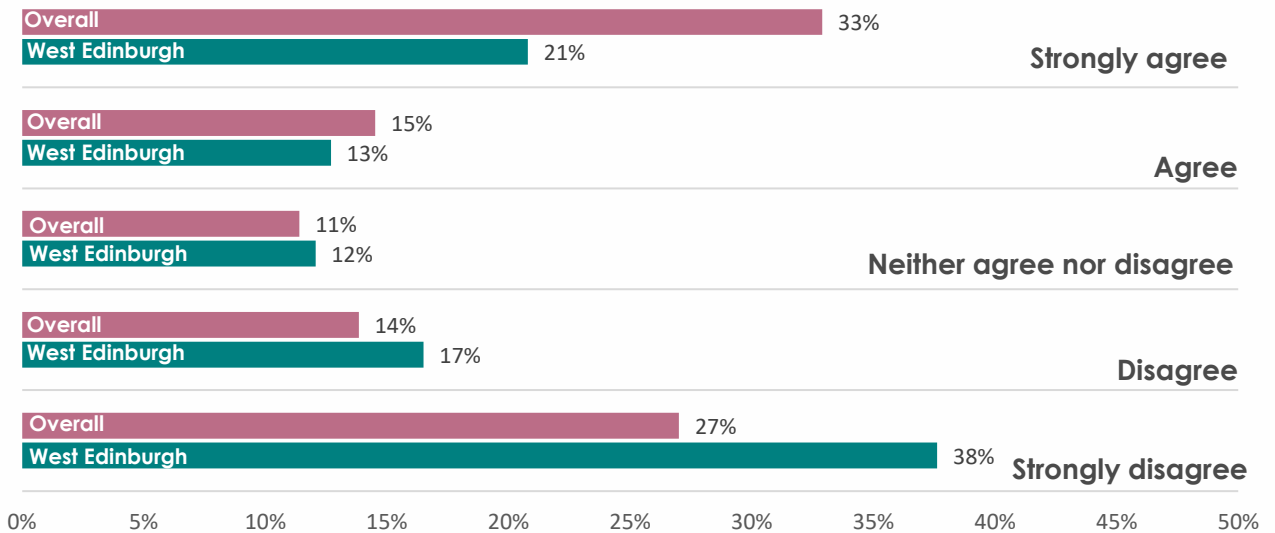
630 responses

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

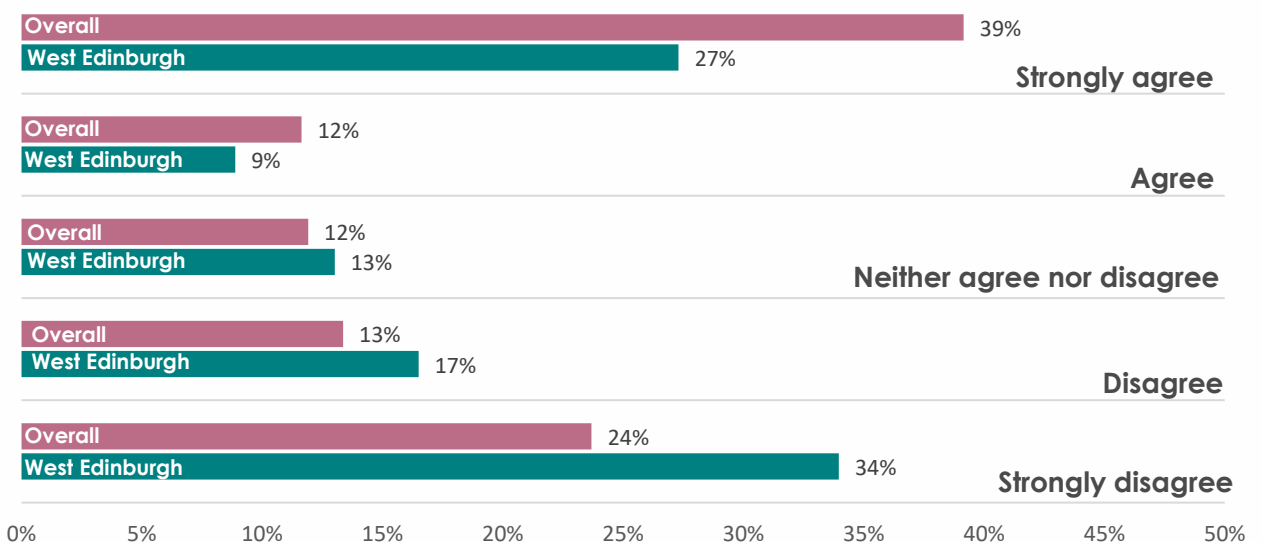
To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre



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



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



West Edinburgh (EH4 & EH12) Survey Responses

630
responses

482 respondents left an open-text response

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

”

Survey Comments regarding Leith

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

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

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



Active Travel Action Plan – Other Comments

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

Active Travel Action Plan – Other Comments

Topic Area	What you said
Cycle conflict with tram <i>4 comments</i>	<p>“ “ <i>Tram tracks are lethal for cyclists, please don't extend them to Roseburn.</i></p>
	<p><i>Better cycle lanes please. Also please please please keep these away from tram lines. I've gone over my handlebars at haymarket and I could have easily been hit by a vehicle.</i></p>
Attitudes towards cyclists <i>19 comments</i>	<p><i>Cars in Edinburgh lack any respect for cyclists: they do not respect the safety distance and overtake at speeds that make me feel for my life. I've been the victim of road rage incidents just because I was sharing the road with other cars (when there was no cycling path).</i></p>
	<p><i>One thing that hasn't been addressed in my opinion is the behaviour change of drivers. The amount of abuse that cyclists get from drivers for causing a 5 second delay to their journey is incredibly frustrating and is likely to put a lot of newer cyclists off.</i></p>
Cargo bikes <i>16 comments</i>	<p><i>Cargo bikes are the next best car replacement and a huge opportunity to tackle emissions, congestion and air pollution so try enable these as much as possible in terms of infrastructure around parking, enabling shared schemes and the likes of cargo bike movement</i></p>
Adaptive bikes <i>10 comments</i>	<p><i>Disabled bikes cost in excess of £5,000 so suggesting that they are an alternative is not really fair</i></p>
	<p><i>The council has to work with other public bodies to improve and increase mobility aid provision such as wheelchairs, electric wheelchairs and mobility scooters, so people have more outdoor mobility.</i></p>
Street lighting <i>10 comments</i>	<p><i>The Union Canal Edinburgh section could really benefit from having some proper street lighting fitted. It makes for a great walking and cycling route in the south west, but is hampered significantly by only having spot-lights which only exist to show where the path is, and do nothing to illuminate other path users.</i></p>
Blue / green spaces <i>39 comments</i>	<p><i>Increasing the number of street trees would help meet net-zero targets (along with increasing and improving other green and blue spaces in the city). Street trees have also shown to reduce drivers speed so could have positive safety implications while also making the city a more pleasant place to live and increasing biodiversity - adding to the nature network within the city.</i></p>
	<p><i>Remove traffic next to the city parks, make these places nicer places to sit and walk in.</i></p>

Public Transport Action Plan – Other Comments

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

Parking Action Plan – Other Comments

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

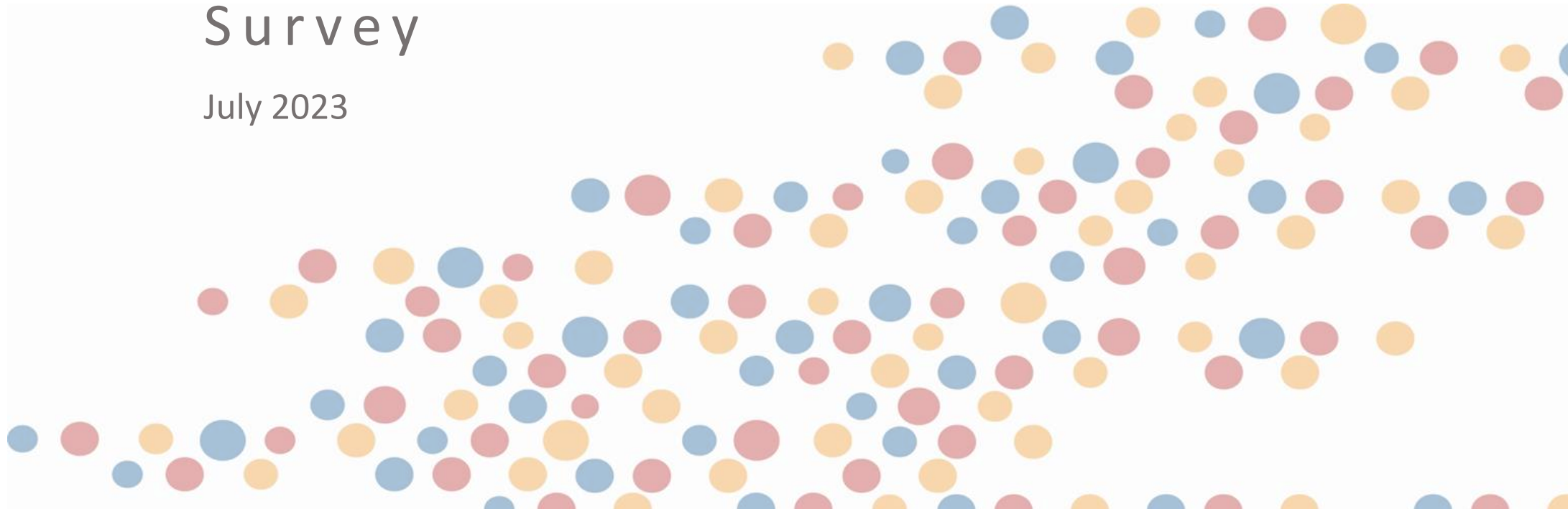
Parking Action Plan – Other Comments

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



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

July 2023



Methodology



Online survey



Sample of Edinburgh City residents
n=553



Questionnaire based
on consultation.
Length = 12 mins



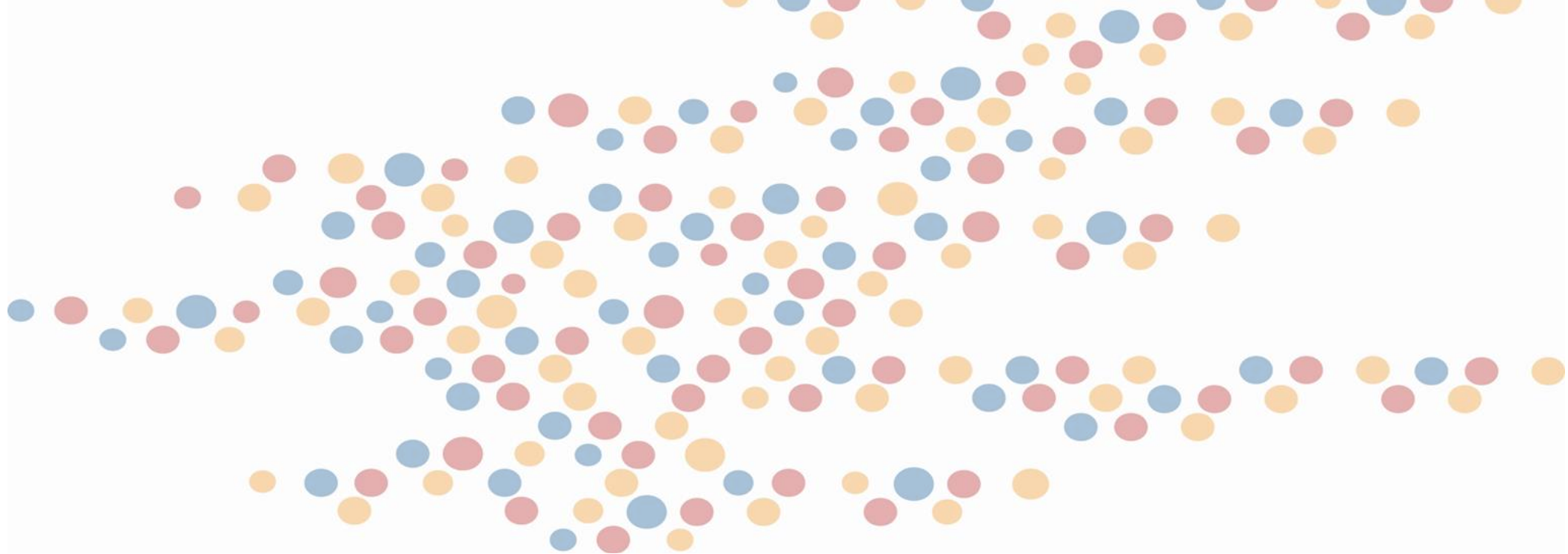
Quotas set on gender, age and SEG,
to ensure minimum numbers
achieved. Final dataset weighted to
Edinburgh City profile



Survey live dates
26th June – 9th July 2023



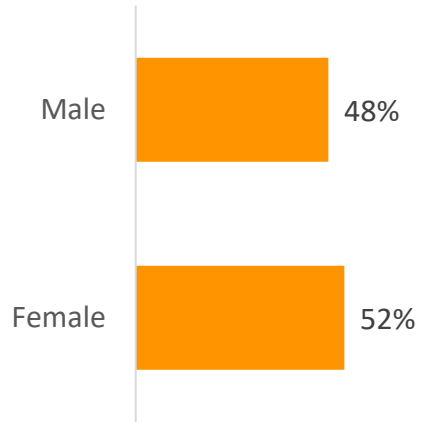
Detailed analysis undertaken.
Statistically significant differences
between groups highlighted (95%
confidence level)



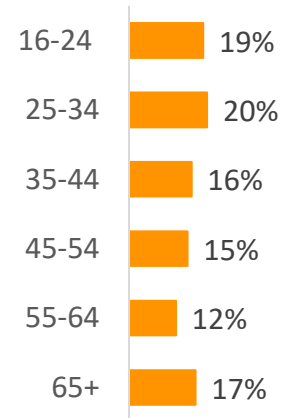
Sample Profile

Sample Profile

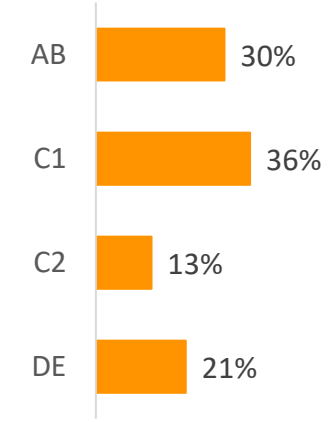
Gender



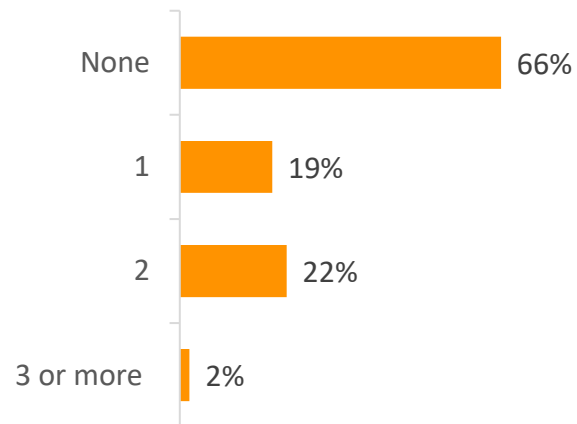
Age



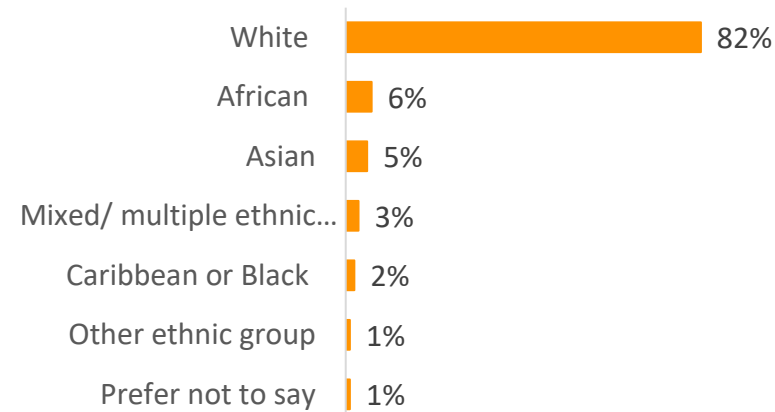
SEG



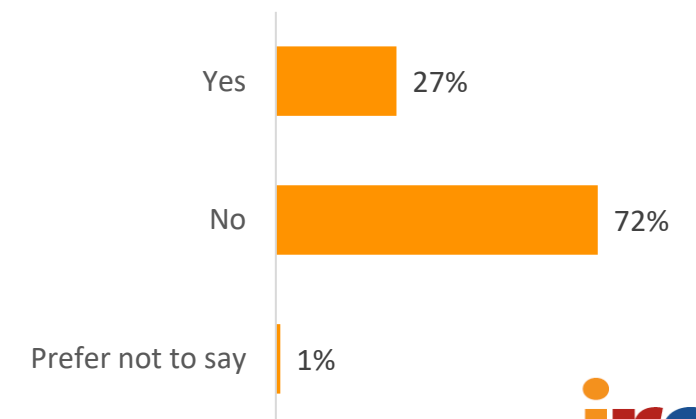
Children in household



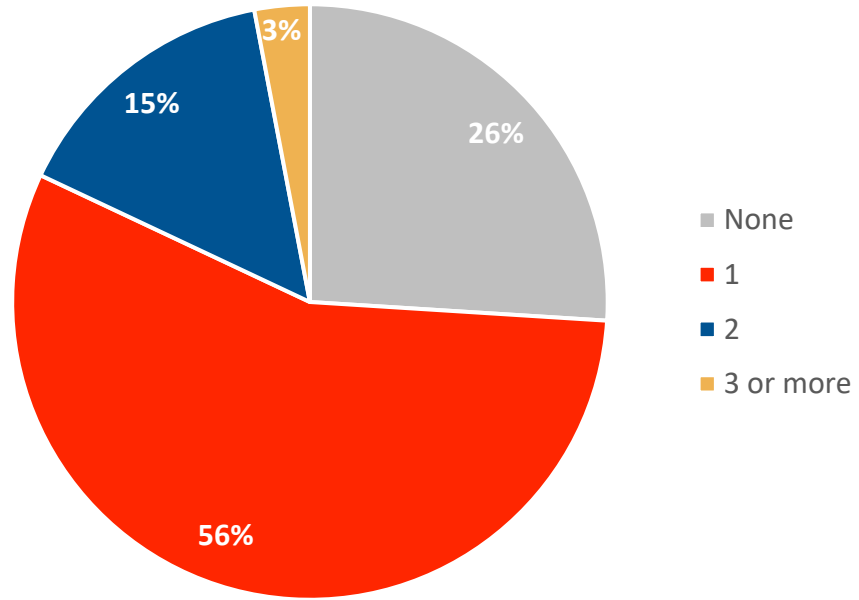
Ethnicity



Disability in household



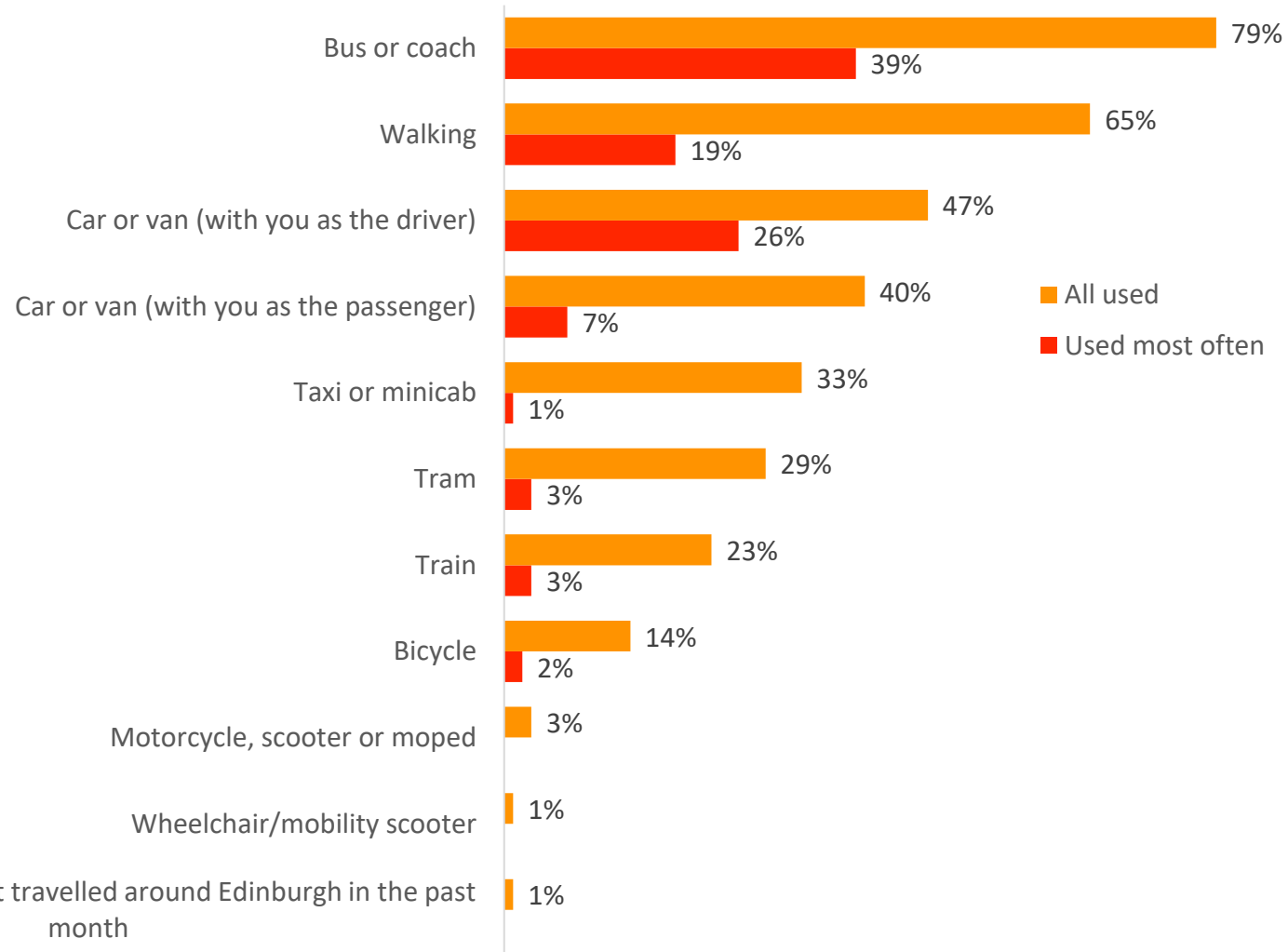
Number of cars in household



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

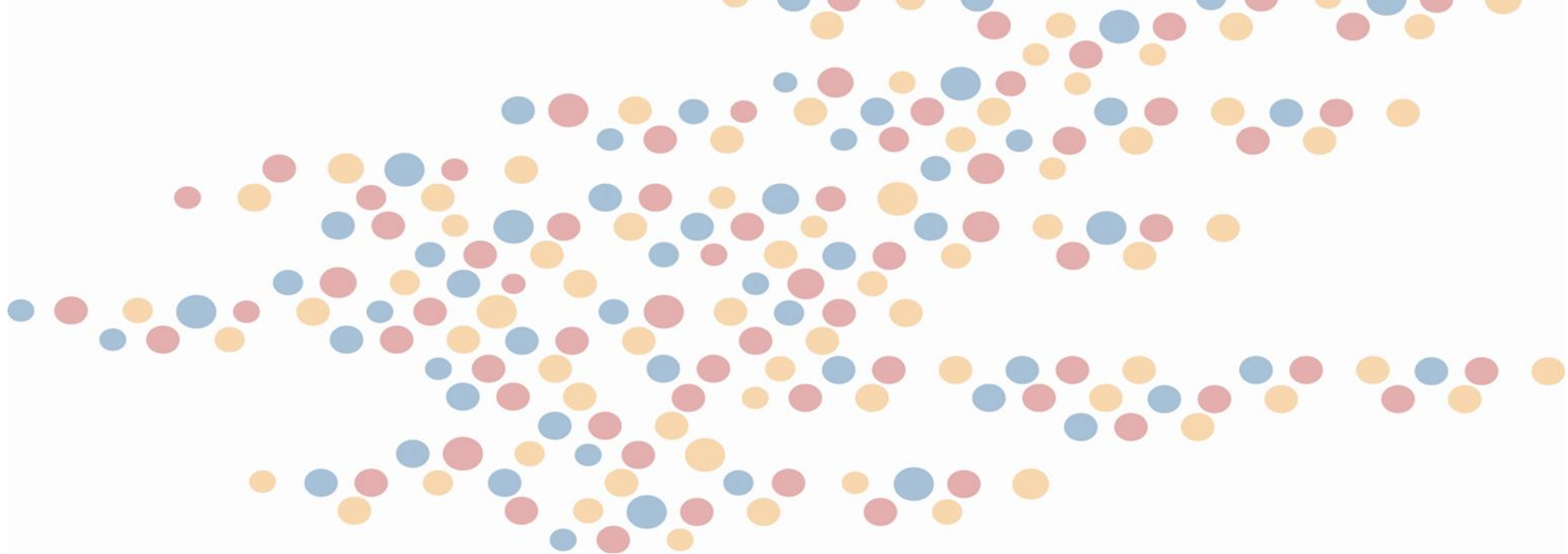
Bus and walking were the most common methods of travelling around Edinburgh in the previous month. Almost half drove and 4 in 10 were passengers in cars. Trams were used by more than a quarter, and trains by just under a quarter. 14% had used bicycles. Bus and car were used most often.

Transport Used In Last Month



Average number of transport modes used in past month: 3.37

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



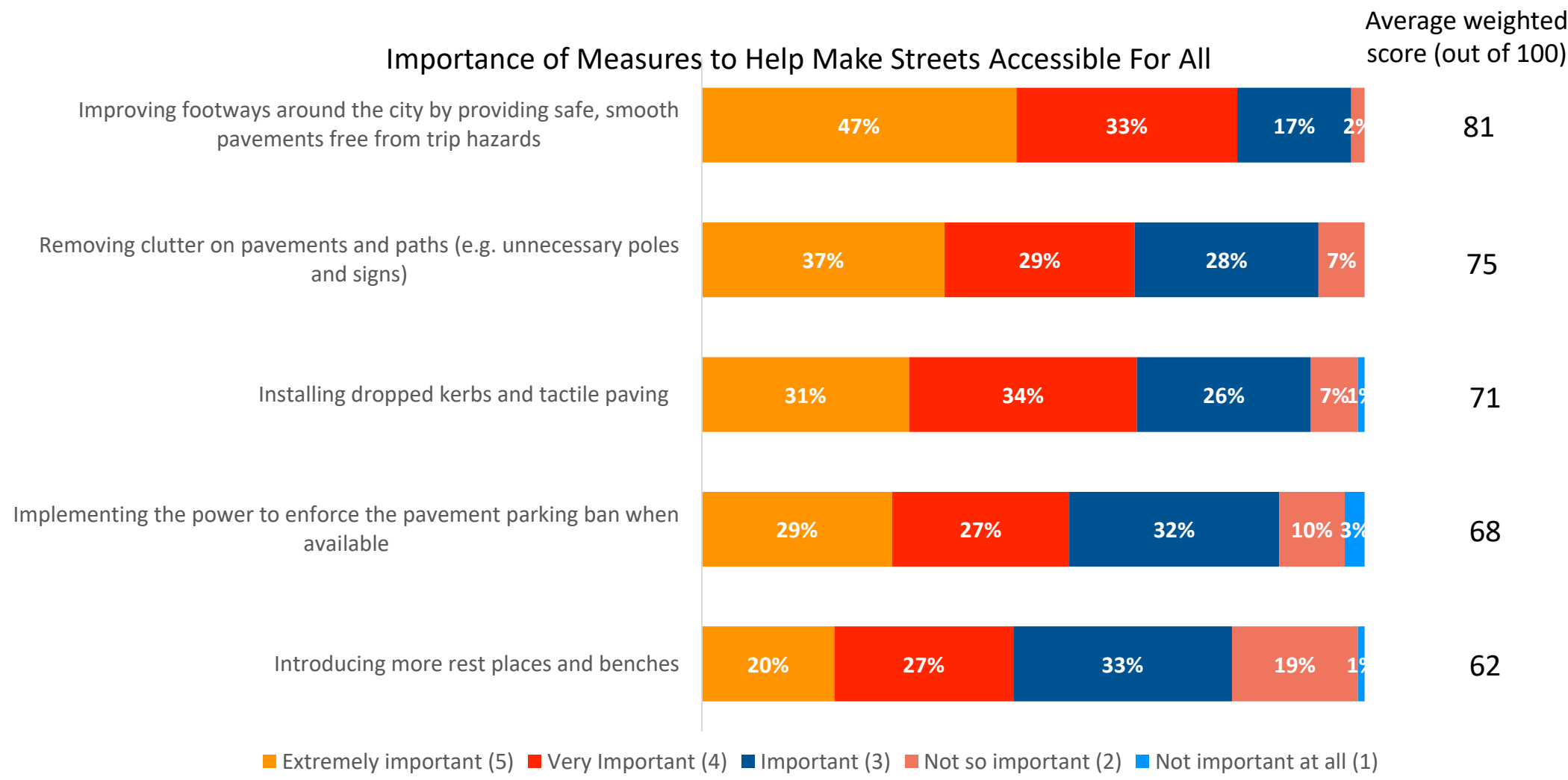
Main Findings

Improving Local Travel for Walking & Wheeling

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

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

Importance of Measures to Help Make Streets Accessible For All

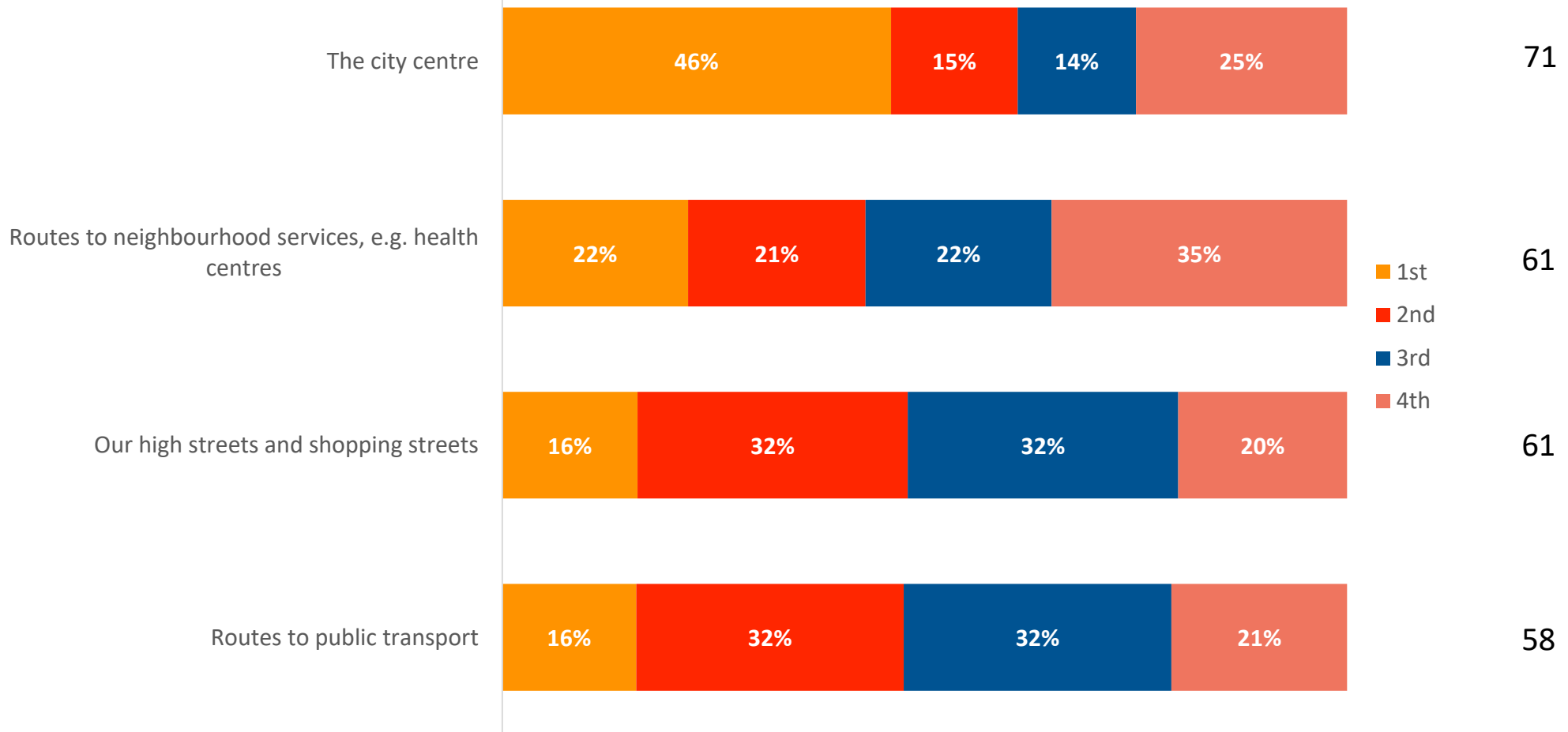


- Subgroup analysis showed those with mobility issues were significantly more likely to think the following aspects were extremely important:
 - Improving footways to provide smooth hazard-free pavements (70%)
 - Introducing more rest places/ benches (51%)
- Over 65-year-olds were significantly more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

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

Priority Areas for Early Delivery

Average weighted score (out of 100)



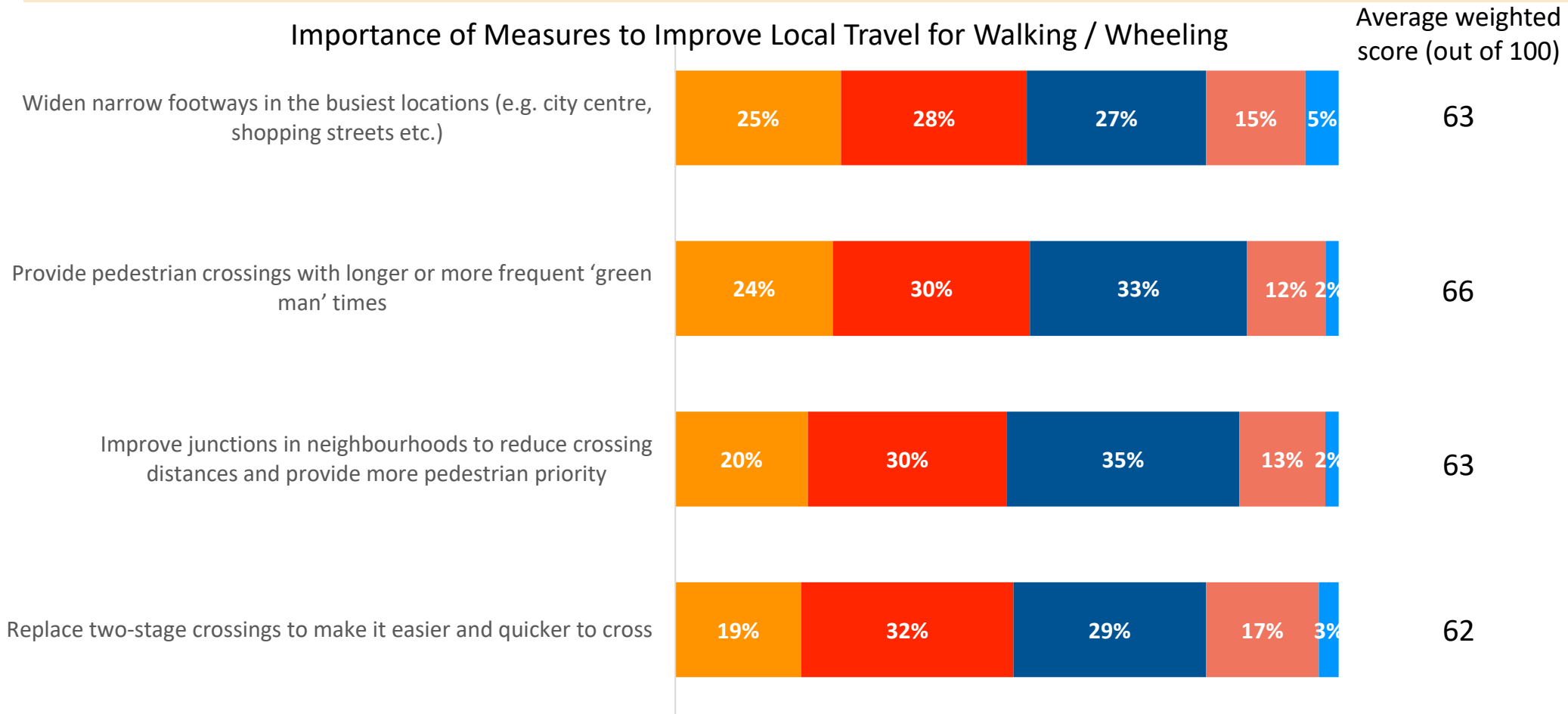
- Data was broadly consistent across subgroups.
- One significant difference was those in the 55-64yr age group were significantly more likely than younger ages to put high streets / shopping streets as their 1st priority for early delivery.

Q Delivering these measures across the city is a major task that will take years to deliver in full. Which of the following locations do you think should be a priority for early delivery? Please rank in order of importance with the most important at the top and least important at the bottom. . Base: All 553

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

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

Importance of Measures to Improve Local Travel for Walking / Wheeling

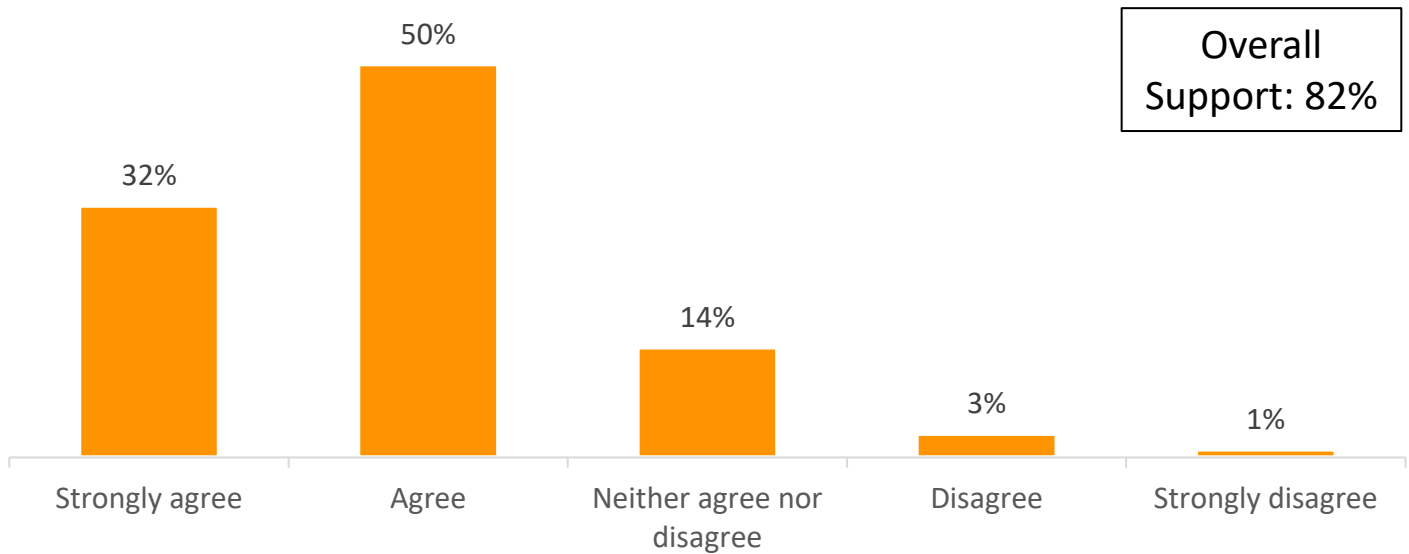


- Over 65s were significantly more likely than other age groups to say widening narrow footways in busy locations was not important (38%)
- Those in older age groups were significantly more likely to think replacing two-stage crossings was not important (65+yrs 40%; 55-64yrs 37%)
- Those who used bicycles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

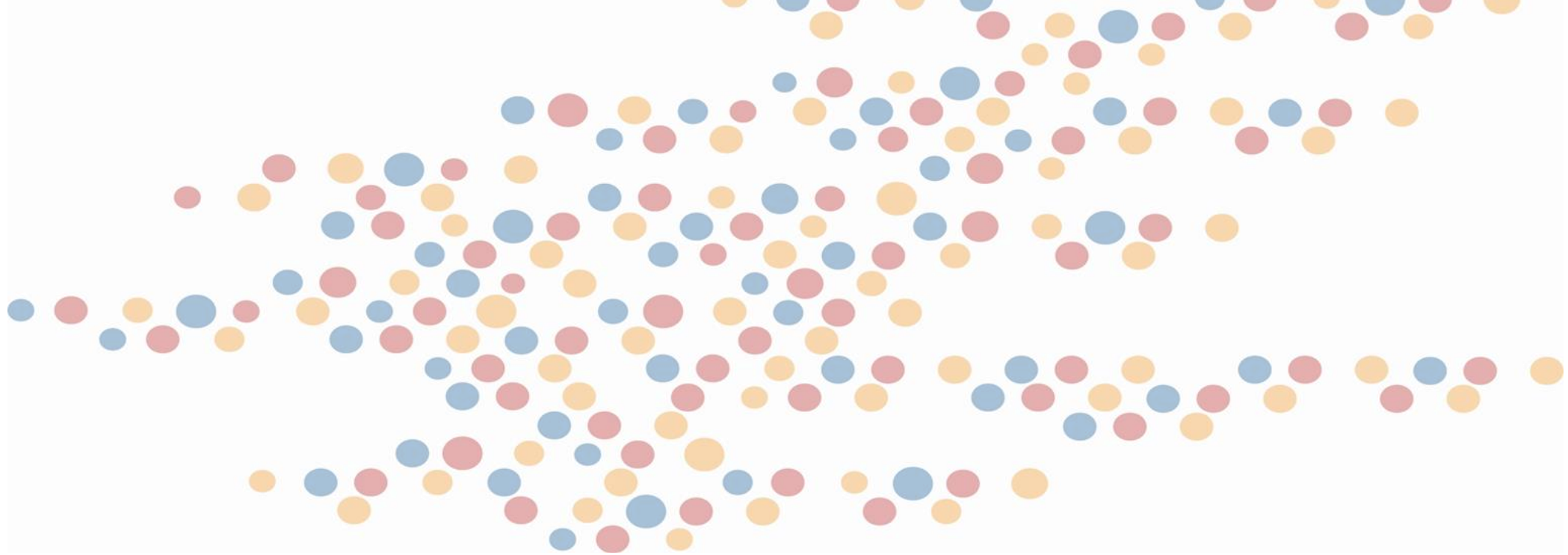
■ Extremely important (5)
 ■ Very Important (4)
 ■ Important (3)
 ■ Not so important (2)
 ■ Not important at all (1)

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

Make Junctions & Crossings Easier & Safer for Walking & Wheeling



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

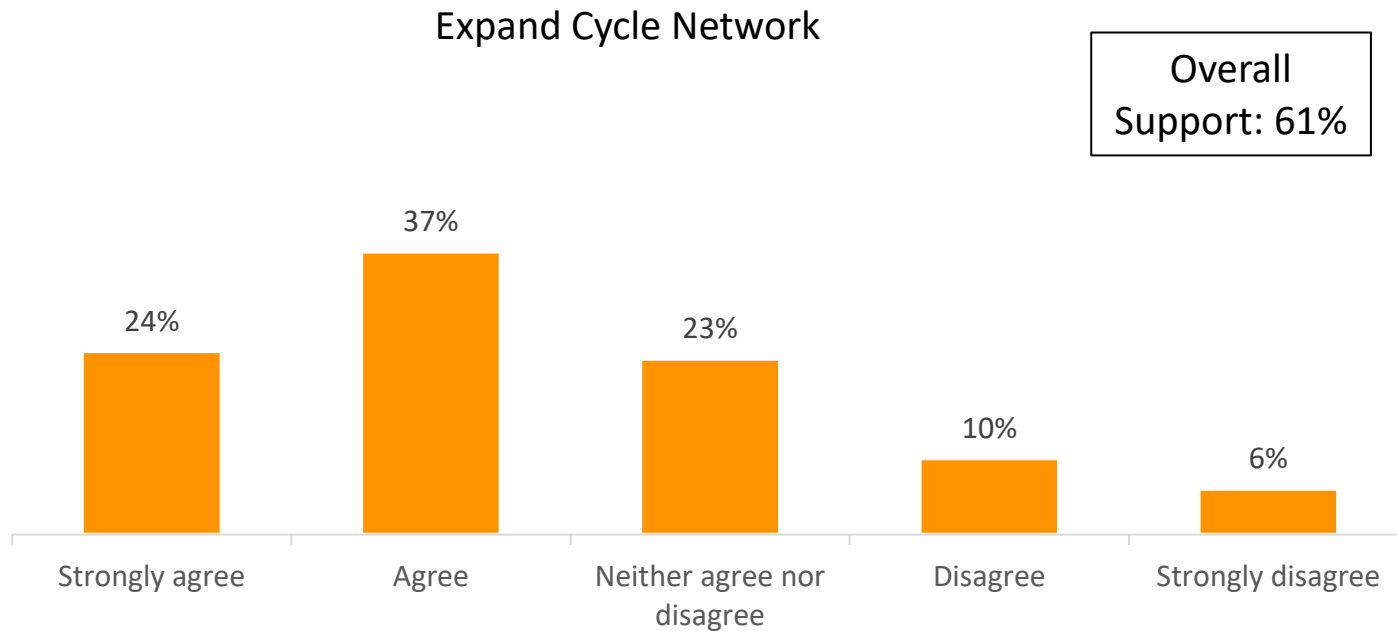


Main Findings

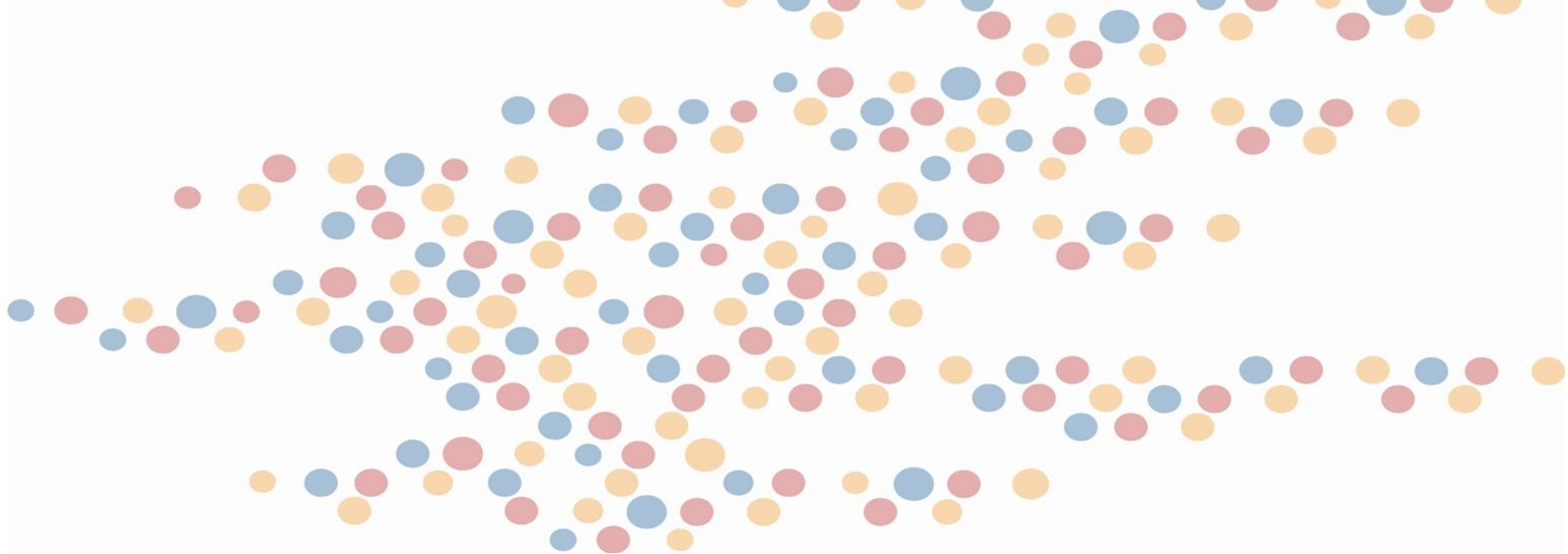
Delivering a joined-up cycle network

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

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



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



Main Findings

Delivering improvements to the public transport network

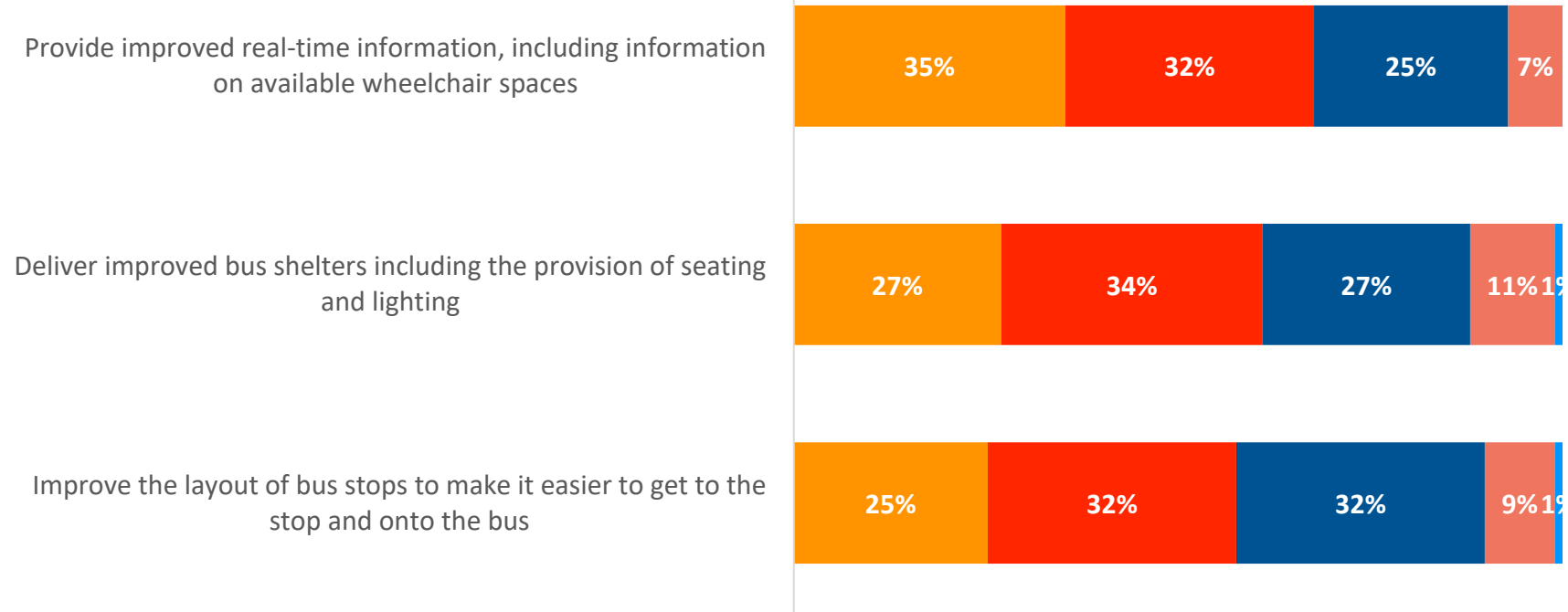
Provision of real-time information including availability of wheelchair spaces was the highest priority for improvement - extremely / very important for two-thirds. Measures to improve bus stops were also considered important with similar ratings for provision of seating / lighting and improving layouts.

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

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

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

Average weighted score (out of 100)



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

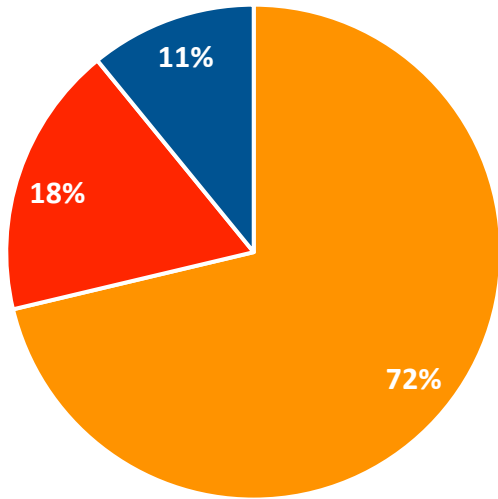
■ Extremely important (5) ■ Very Important (4) ■ Important (3) ■ Not so important (2) ■ Not important at all (1)

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

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

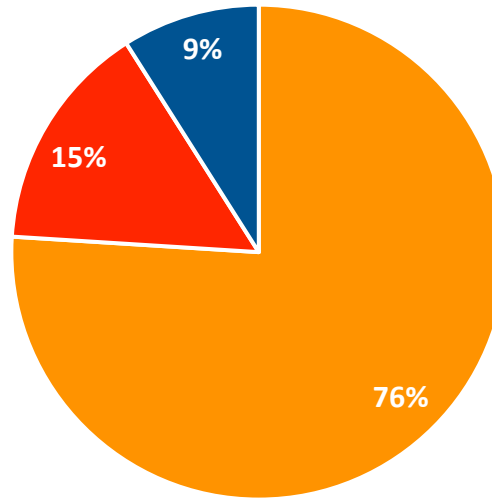
Willingness To Walk / Wheel Further To Access....

Improved waiting facilities



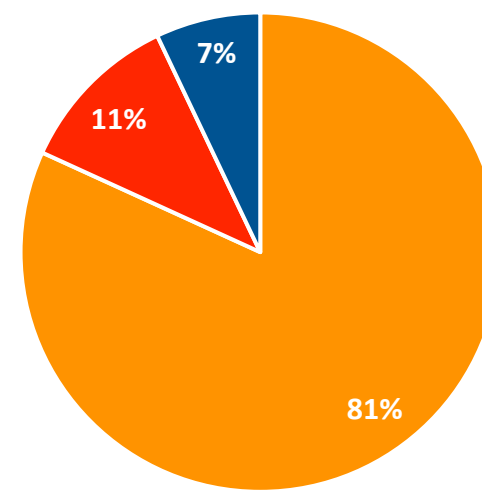
- People with children were most likely to say yes (80%)
- While over 65s (36%) and those with mobility issues (33%) or other health conditions (26%) were significantly more likely to say no

Faster or express bus



- Those in more affluent AB socioeconomic groups (84%) and those with no mobility or health conditions (81%) were significantly more likely to say yes
- Over 65s were more likely than other age groups to say no (29%)

Increased range of buses



- People with children were most likely to say yes (89%)
- While over 65s (21%) and those with mobility issues (29%) were significantly more likely to say no

■ Yes
 ■ No
 ■ Don't know

Q Would you be willing / able to walk or wheel a little further (no more than 400m) to reach a bus stop where there are improved waiting facilities (like shelter, seating, lighting, live bus time information)? Base: All 553

Q Would you be willing / able to walk or wheel a little further to reach a bus stop where there are faster or express bus services?

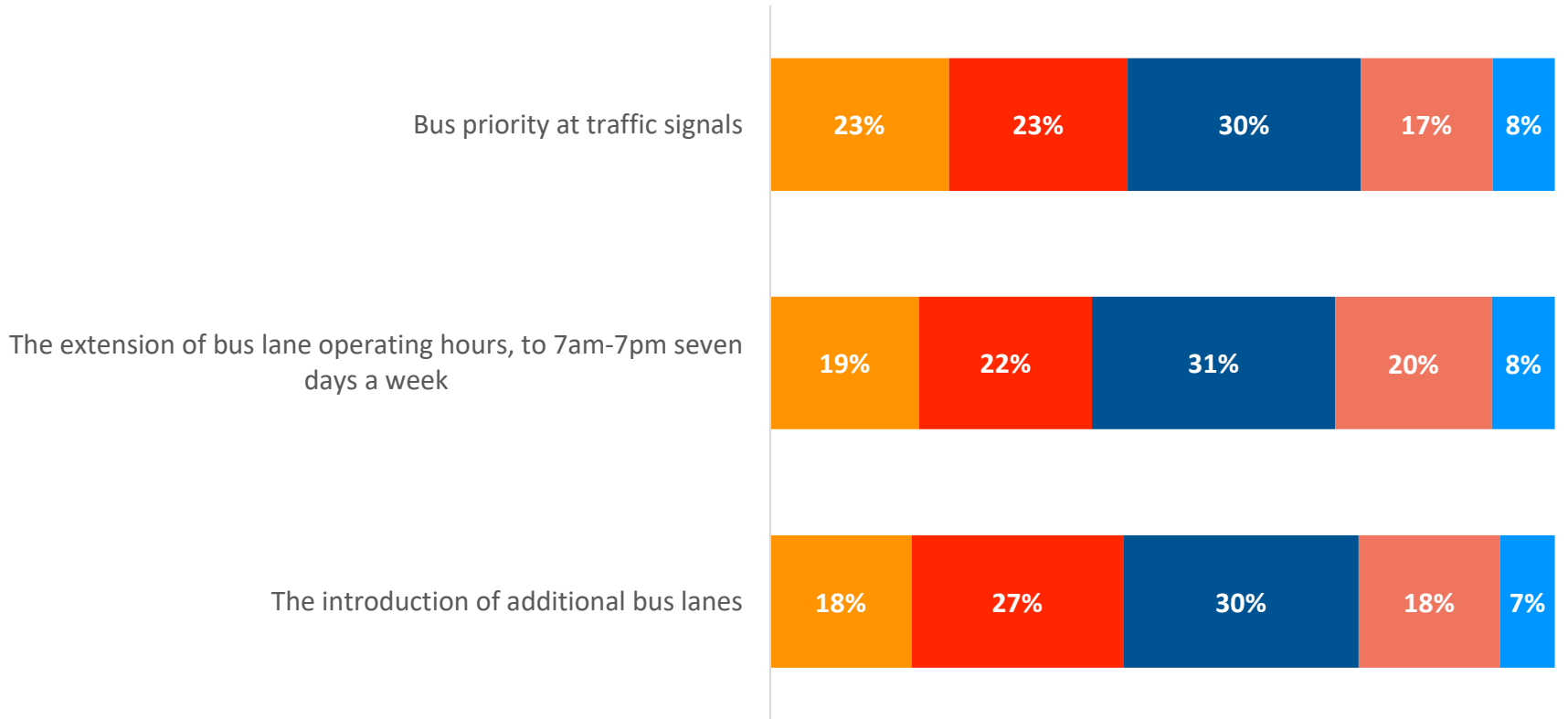
Q Would you be willing / able to walk or wheel a little further to reach a bus stop where there is an increased range of bus services (so you can get to more places)?

Bus priority measures were considered extremely or very important by fewer than half of the sample. Of the options provided, bus priority at traffic signals was considered marginally more important than extension of operating hours or introducing additional bus lanes.

Faster and more reliable bus services can improve access to convenient, affordable, and accessible choices for moving around Edinburgh. This can be delivered through bus priority measures which give additional space for buses on roads, giving them priority over other vehicles – for example, bus lanes.

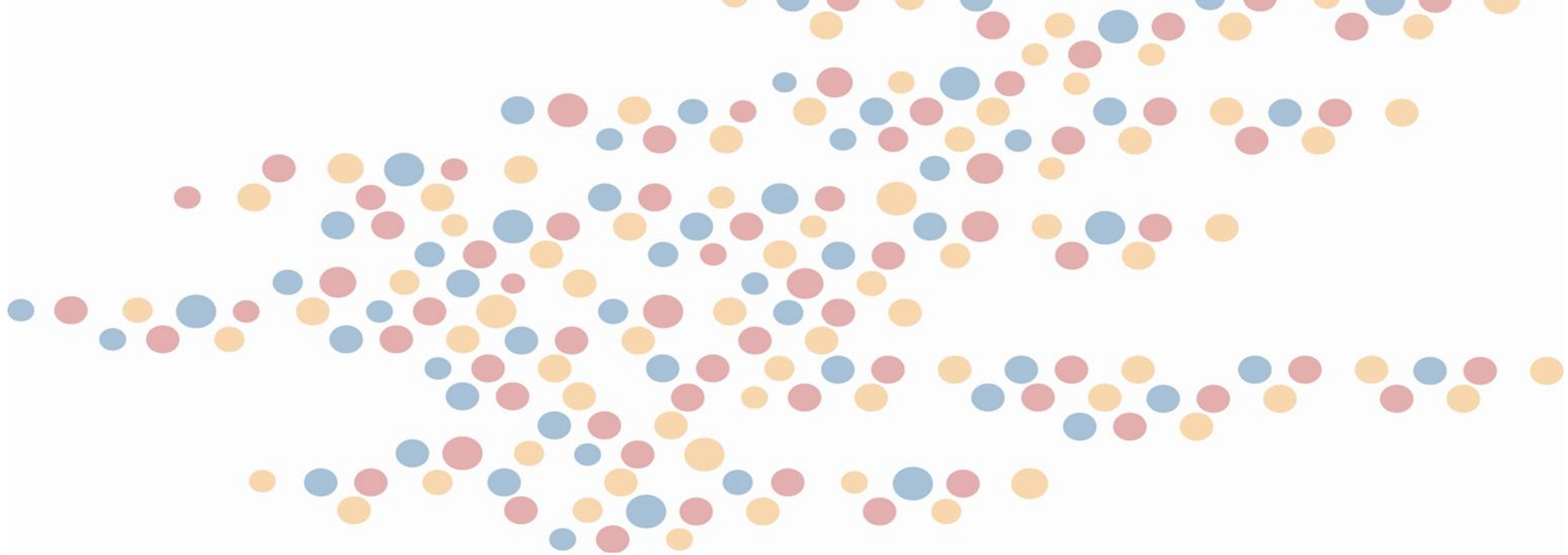
Importance of Measures to Provide Faster, More Reliable Bus Services

Average weighted score (out of 100)



Those who had used motorcycles to travel around Edinburgh in the previous month were particularly supportive of introducing additional bus lanes (49% extremely important)

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



Main Findings

Delivering road safety targets

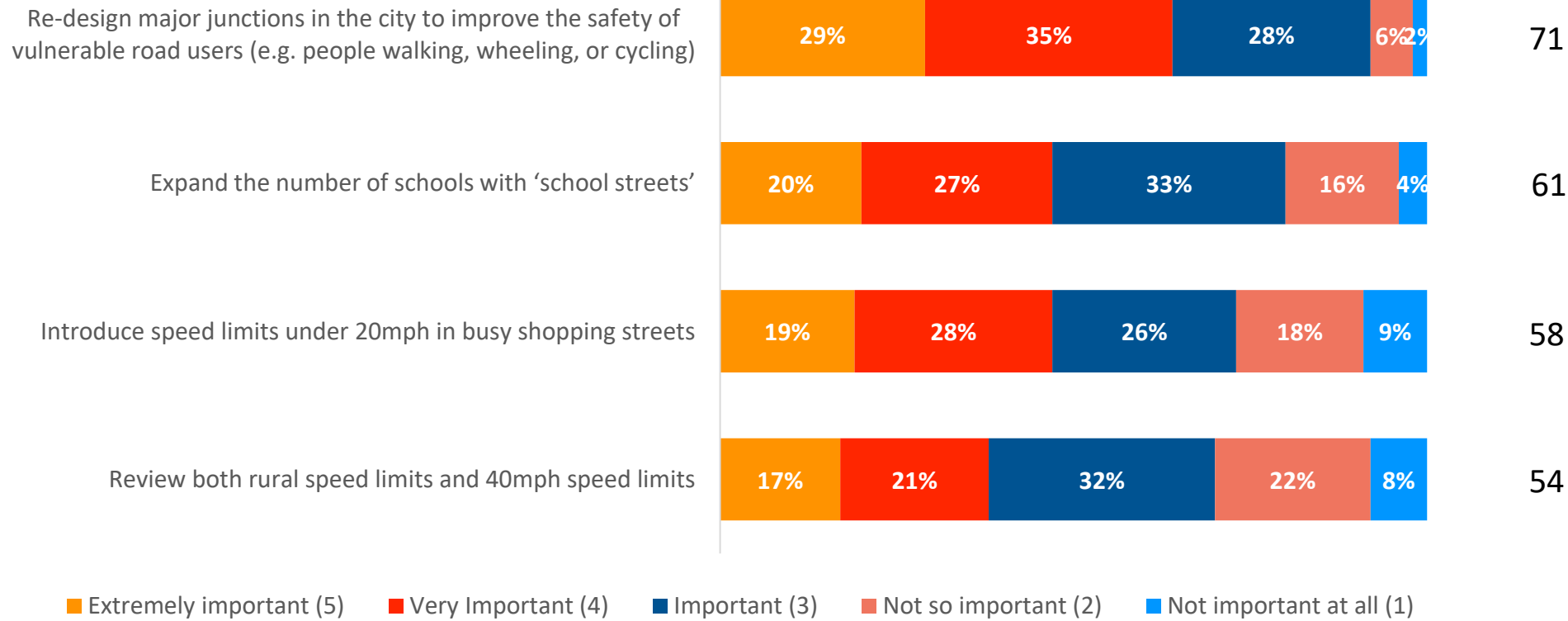
Redesigning major junctions was viewed as the most important measure to achieve the zero fatalities target (64% extremely / very important). Expansion of school streets and introducing sub-20mph limits in shopping streets were also considered extremely / very important by almost half.

Delivering road safety targets:

The number of people walking and cycling will need to increase if Edinburgh is to meet its target of a 30% reduction in car kilometres travelled in the city by 2030. This means road safety is a priority. CEC have set a target of achieving zero fatalities on the road network by 2030, so measures to make streets safer for everyone may need to be taken. For example, lower speed limits and improved routes to schools may make it safer for people to move around.

Importance of Measures to Achieve Zero Fatalities

Average weighted score (out of 100)



The following significant differences were noted when analysing subgroups:

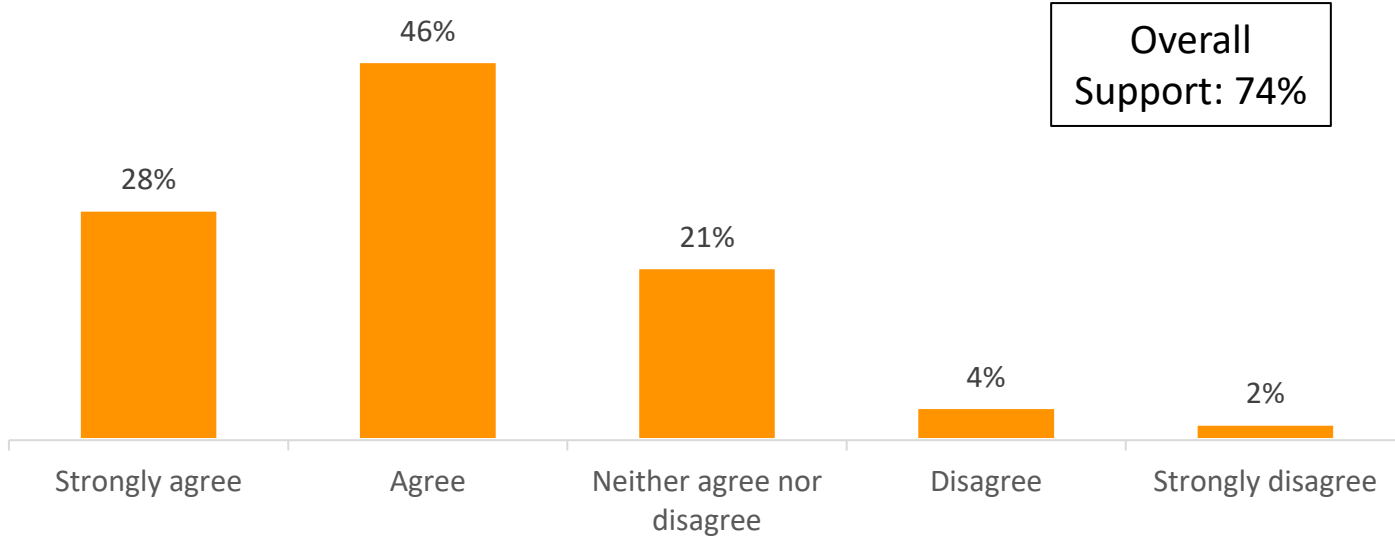
- Those with kids at home thought it was extremely important to - redesign major junctions (37%) and expand the number of school streets (28%)
- People with no cars at home were more likely to feel speed limits under 20mph were extremely important (31%)

Almost three-quarters of the sample agree that changes should be made at major junctions to improve safety, which may impact motorised traffic.

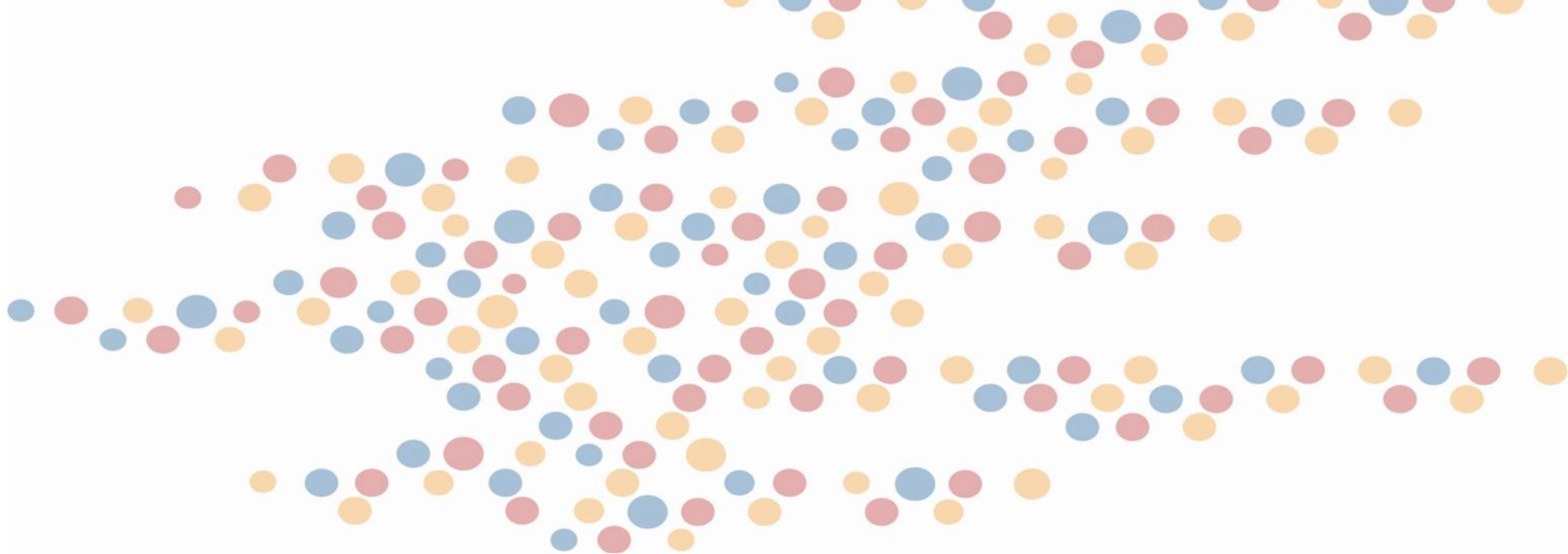
Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling, and cycling. These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes.

To meet road safety targets, CEC want to introduce changes to major junctions to improve everyone’s safety.

Introduction of Changes At Major Junctions



- Those with no cars in the household were significantly more likely to strongly agree (42%) than those with cars (23%)



Main Findings

Delivering a people-friendly city centre

64% of respondents agreed with more restrictions being introduced to through traffic in the city centre

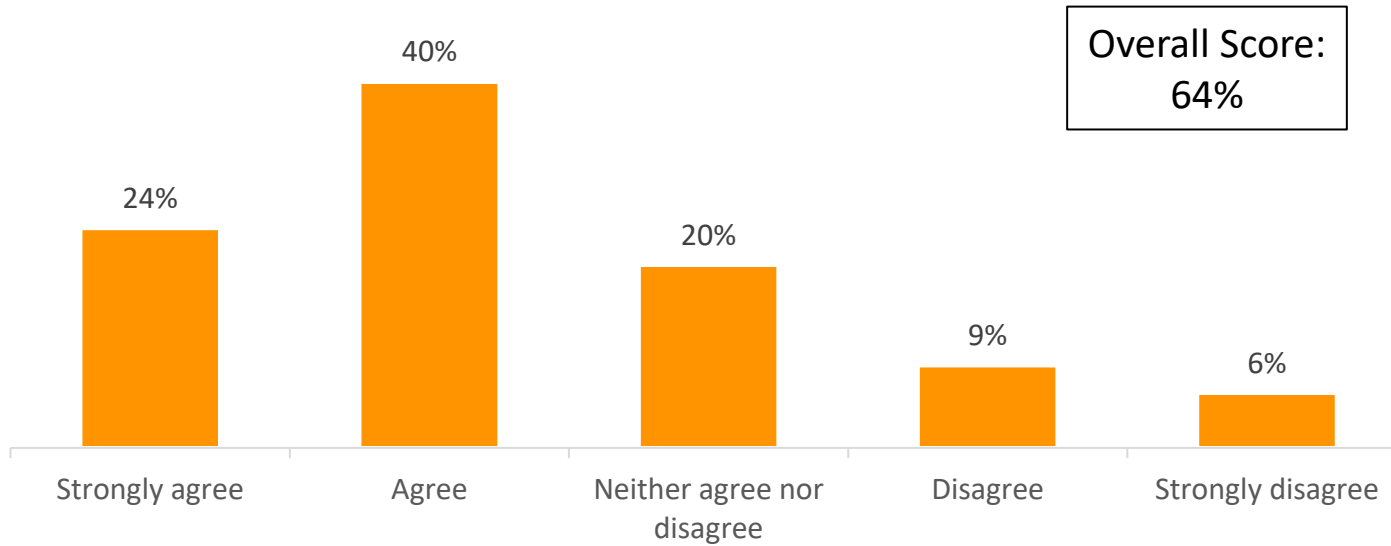
Delivering a people-friendly city centre:

The Edinburgh City Centre Transformation strategy focuses on delivering a high-quality, people-friendly street environment. The strategy has already been implemented in some streets e.g. Victoria Street and Cockburn Street are now largely traffic free. There is a plan to identify further streets in the city centre where traffic could be reduced or removed. Any restrictions would still allow essential vehicle movements such as access for city centre residents, to multi-storey car parks, and access for deliveries and blue badge parking.

Restrictions would vary street by street and could include:

- Part-time restrictions (for example from 7am to 7pm).
- Restrictions by the type of vehicle (for example permitting all traffic apart from private cars).
- Restrictions by direction (for example allowing general traffic in one direction only)

More Restrictions To Through Traffic in City Centre

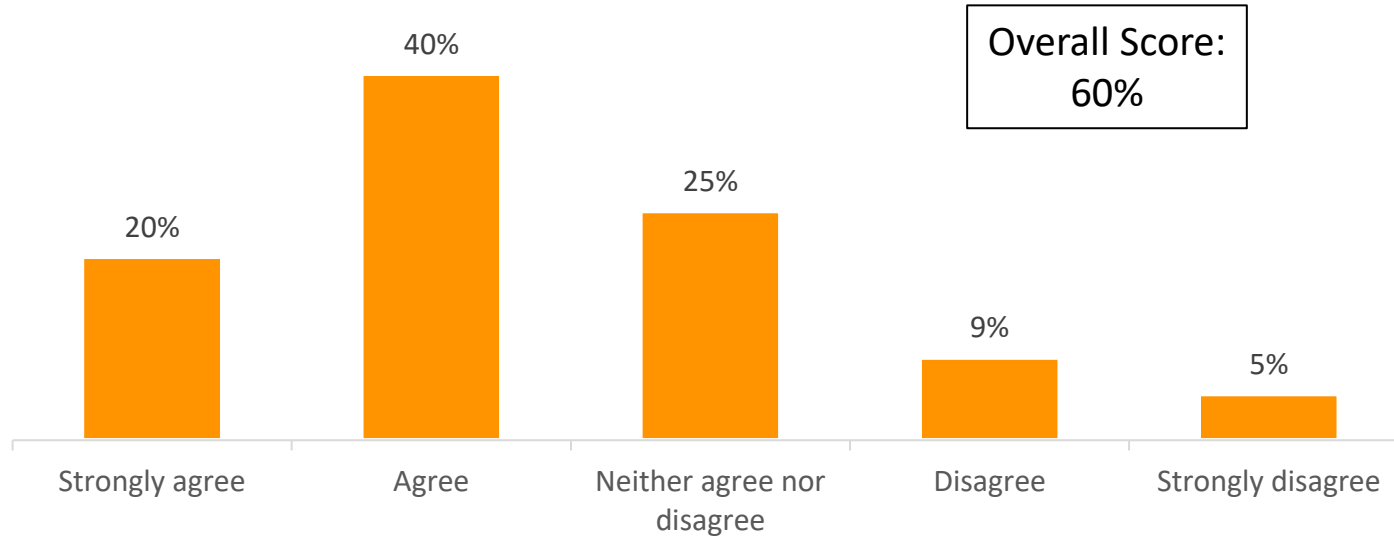


- Those with cars in the household were significantly more likely than others to disagree / disagree strongly (19%)
- As were the over 65s (38%)

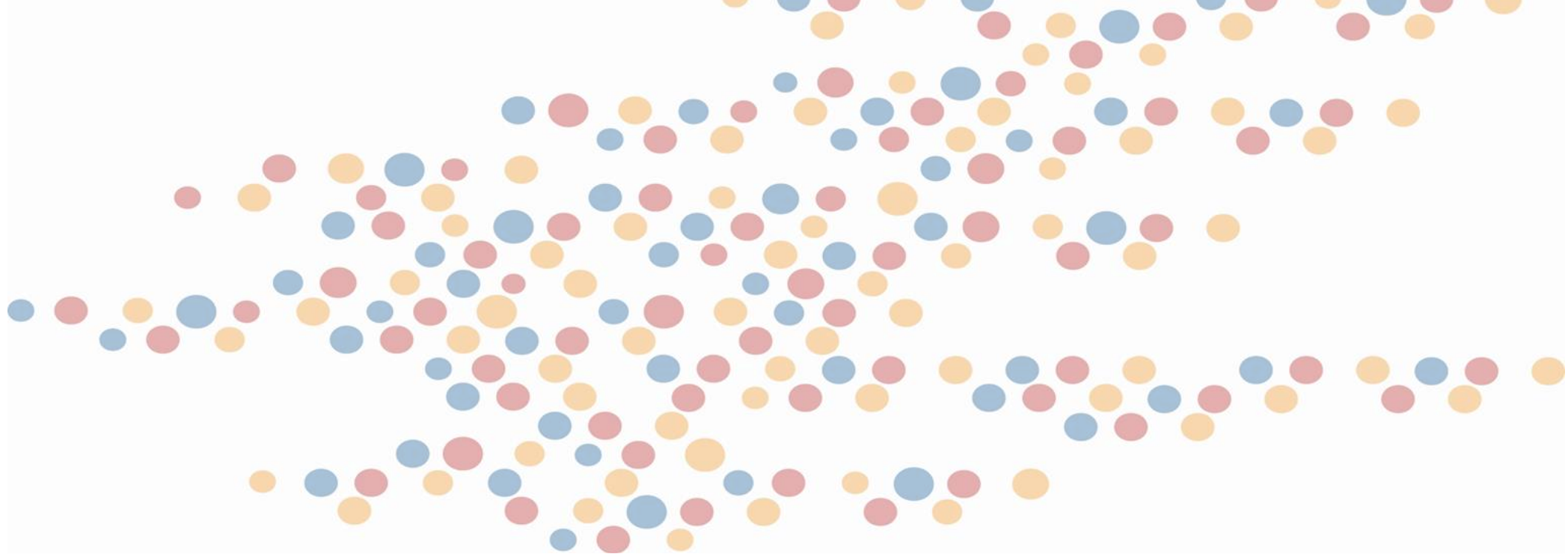
6 in 10 were in favour of a targeted reduction in kerbside parking in the city centre.

On some streets across the city centre, parked vehicles can limit the ability to provide wider pavements, seating, and planting; and kerbside parking can encourage non-essential traffic into the city centre, whilst also restricting deliveries, resident, and blue badge parking.

Targeted Reduction In Kerbside Parking



- Those who used the bus most often as their travel mode (28%) and those with no cars in the household (31%) were significantly more likely to agree strongly
- While 65+yr old age groups were more likely than others to disagree or disagree strongly (30%)



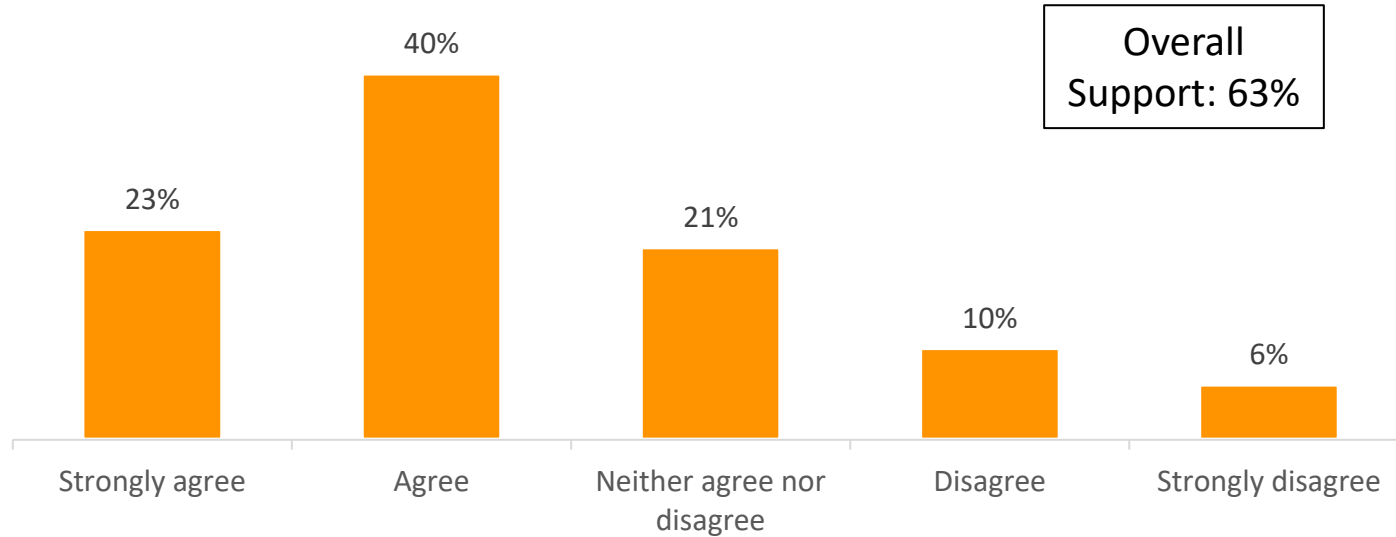
Main Findings

Improving public transport and active travel corridors

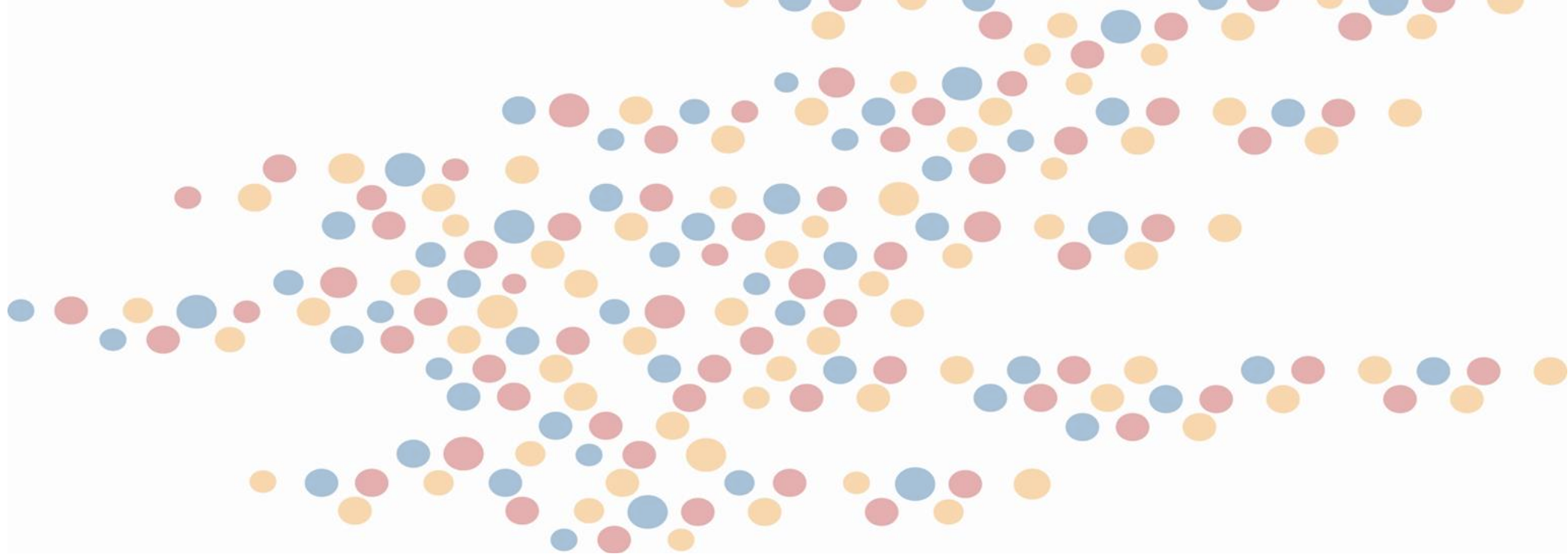
More than 6 in 10 were supportive of the idea of reducing parking on main roads to provide more space for other methods of transport.

- Improving public transport and active travel corridors;
 On some main roads, parking of vehicles restricts the ability to:
- Widen narrow pavements
 - Improve bus journey times by introducing bus lanes
 - Expand the cycle network including segregated cycle lanes

Reduce Parking On Main Roads



• Those with children at home were significantly more likely to agree strongly (31%)



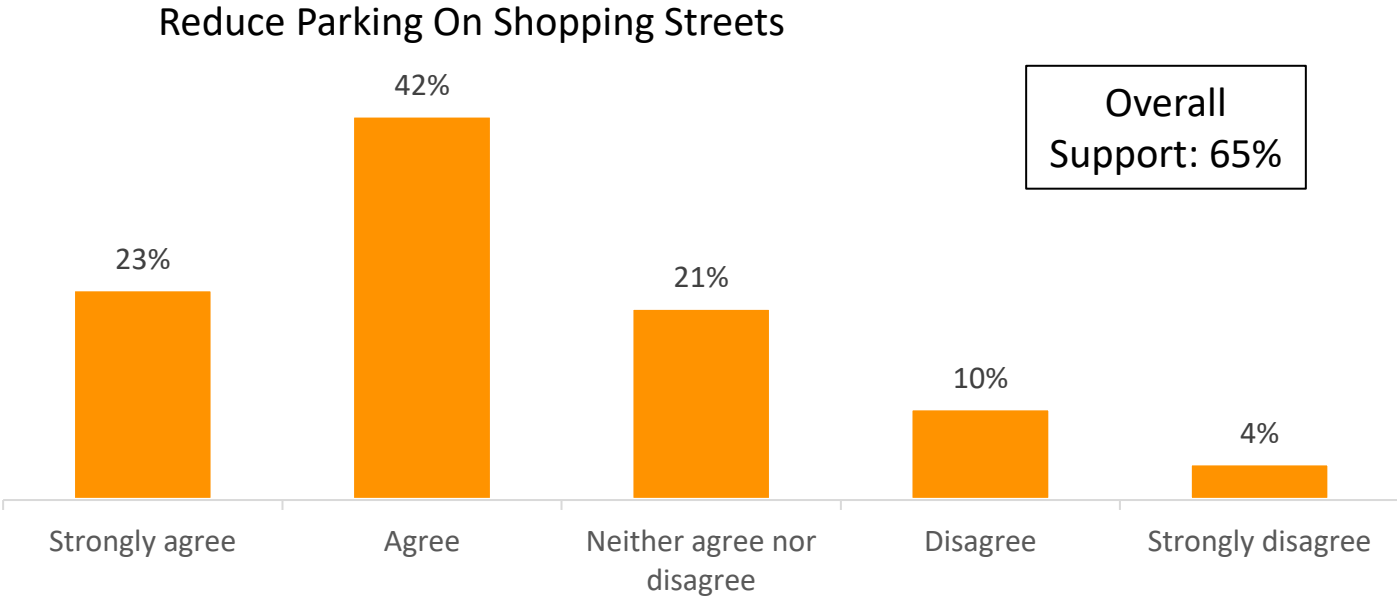
Main Findings

Delivering vibrant shopping streets

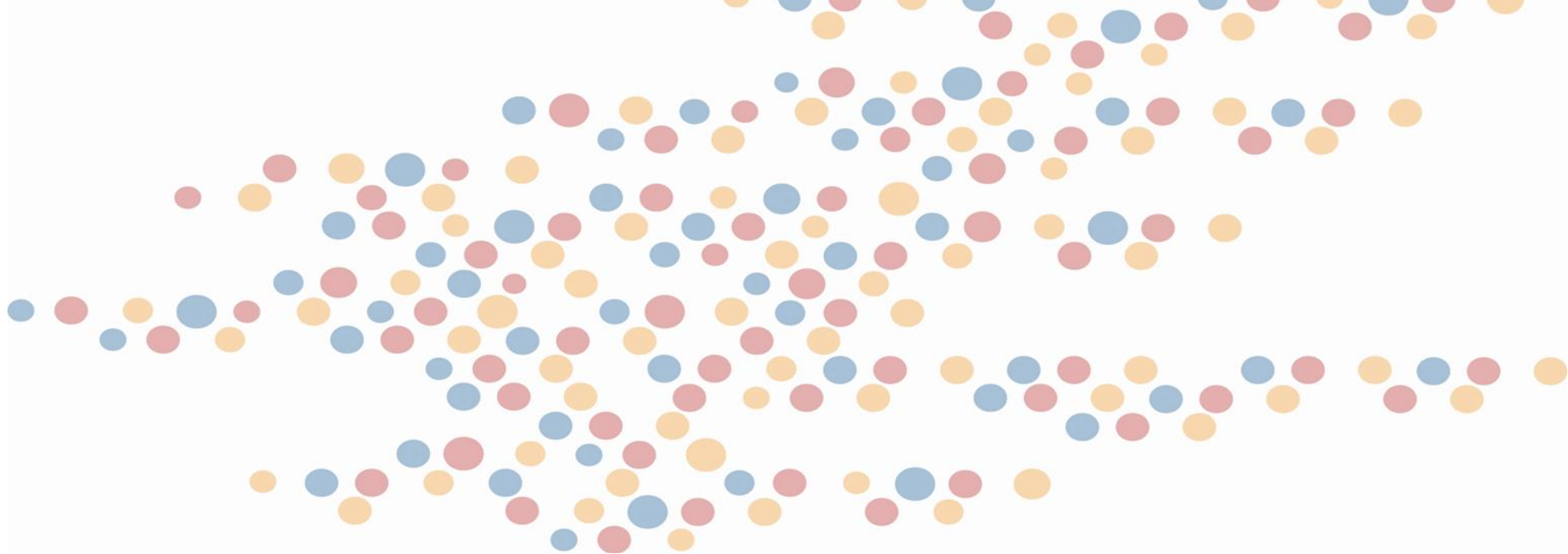
65% of respondents agreed with the reduction of parking in shopping streets to provide a more vibrant environment.

In some shopping streets, parked vehicles can take up over 25% of the available street space. This restricts the ability to:

- Widen narrow pavements.
- Introduce benches and seating.
- Introduce trees or planting.
- Provide cycle parking.



- Those with no cars in the household were significantly more likely to agree strongly (35%)
- People with mobility issues were significantly more likely to disagree with this idea (22%)
- And those in older age groups also disagreed more (55-64yrs 16%; 65+yrs 19%)



Main Findings

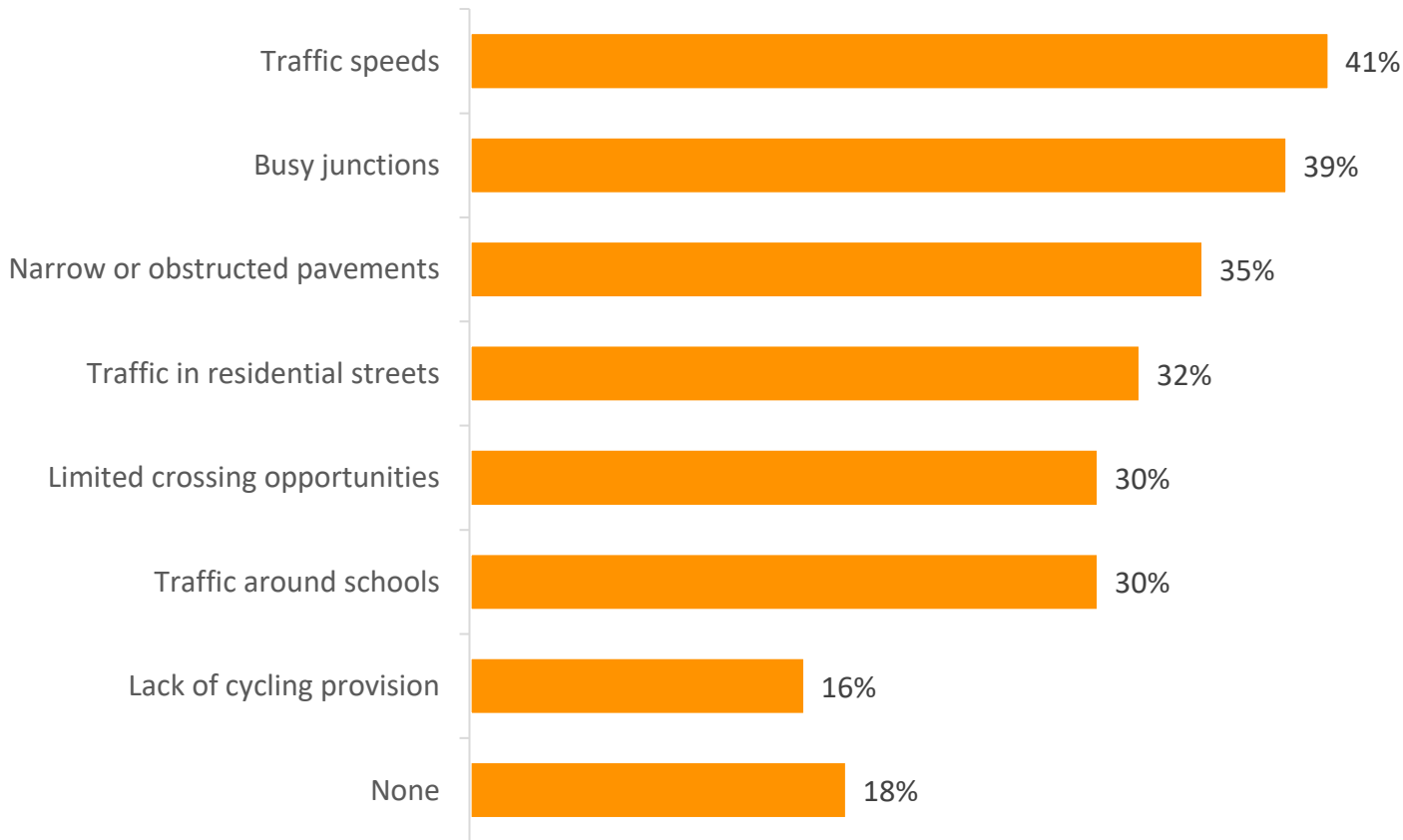
Delivering liveable neighbourhoods

A range of issues were recognised as having a negative impact on walking, wheeling and cycling in local neighbourhoods. Traffic speeds and busy junctions were most mentioned, with narrow pavements, limited crossings and traffic in residential streets and around schools also impacting.

Delivering liveable neighbourhoods:

In some neighbourhoods the speed and volume of traffic can cause safety concerns for residents, especially around schools. This can affect choices to walk, wheel or cycle when moving around the neighbourhood.

Aspects Negatively Impacting Moving Around Locally

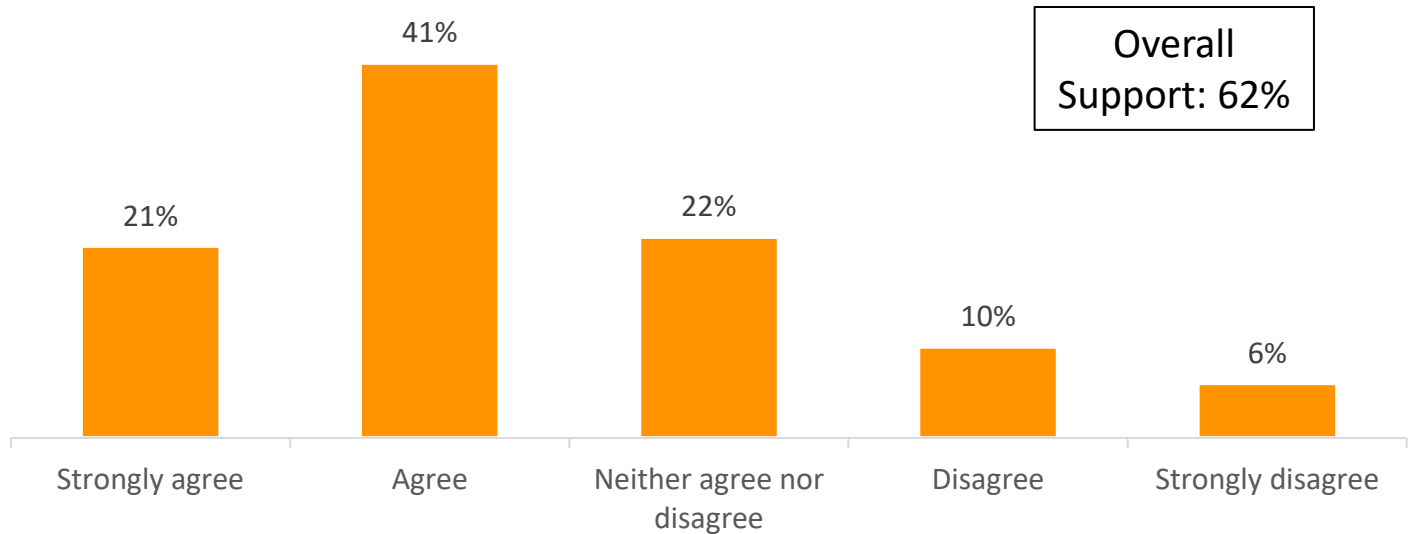


Some significant differences were noted by subgroups:

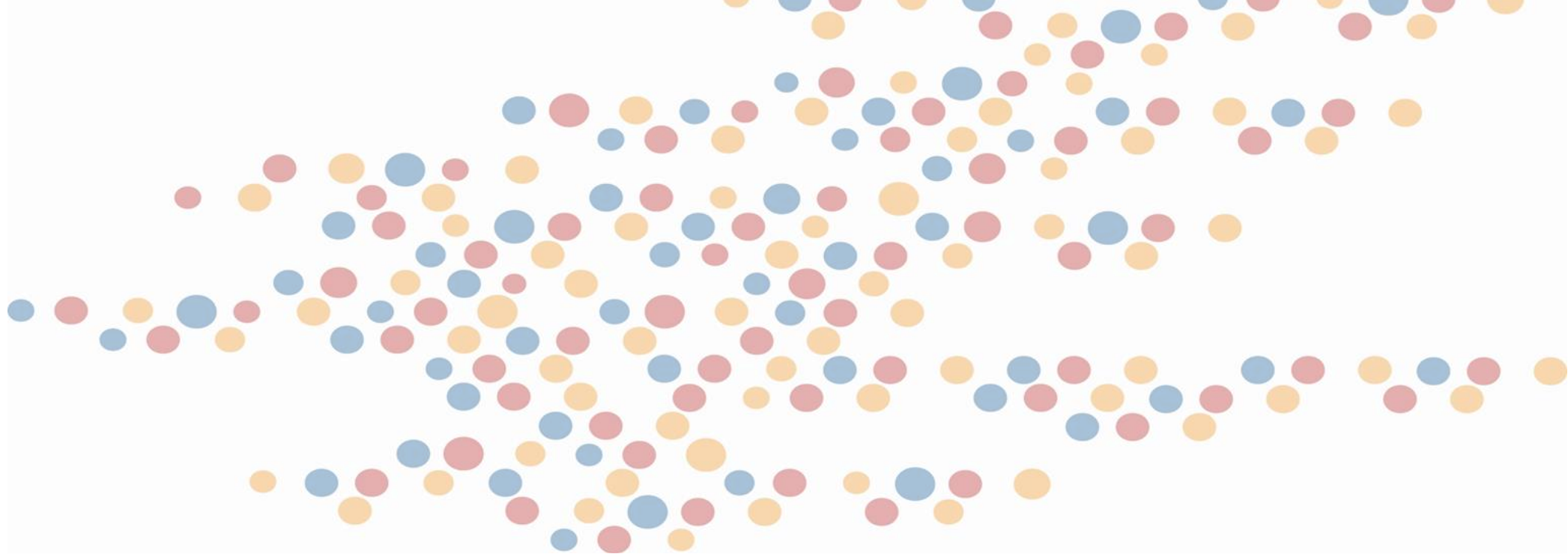
- Those with children at home were more likely to mention traffic speeds (51%) and traffic around schools (41%)
- People with mobility issues were more likely to mention traffic around schools (50%) and narrow / obstructed pavements (49%)
- Those who used wheelchairs to get around in the previous month (although a small sample size) were more likely to cite traffic around schools (76%) and busy junctions (87%)
- Those who used bicycles to get around Edinburgh in the previous month were more likely to mention lack of cycling provision (36%)
- People with no cars in the household were more likely to say narrow / obstructed pavements (43%) and limited crossing opportunities (42%).

More than 6 in 10 were in favour of introducing restrictions to reduce the speed and volume of traffic in their neighbourhood.

Introducing Restrictions To Reduce Speed And Volume Of Traffic



- People with no cars in their household were significantly more likely to strongly agree (32%)
- While the over 65yr age group were more likely to disagree or strongly disagree (38%)



Main Findings

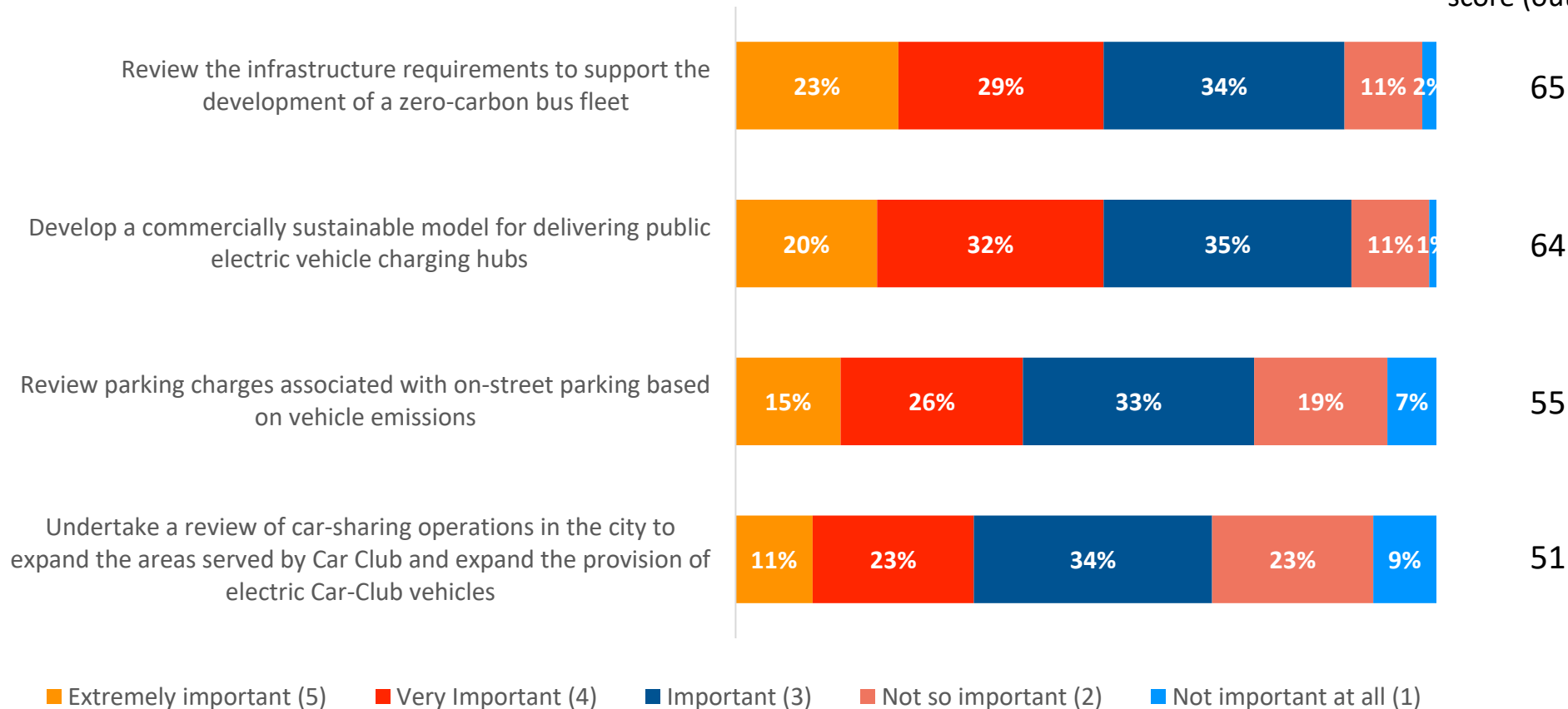
Delivering liveable neighbourhoods

More than half of the sample felt zero carbon bus fleet and delivery of electric vehicle charging hubs were key development areas to reduce harmful emissions from transport. Reviewing parking charges based on emissions and reviewing car-sharing operations were seen as less of a priority.

Supporting the journey to net zero and cleaner air:
Edinburgh's transport system needs to evolve in a sustainable way to support the city becoming net zero by 2030. As well as reducing car kilometres travelled, harmful emissions can be reduced by changing travel choices and adapting to new technologies. To deliver these objectives, CEC propose a number of measures to reduce harmful emissions from transport.

Importance of Measures to Reduce Harmful Emissions from Transport

Average weighted score (out of 100)



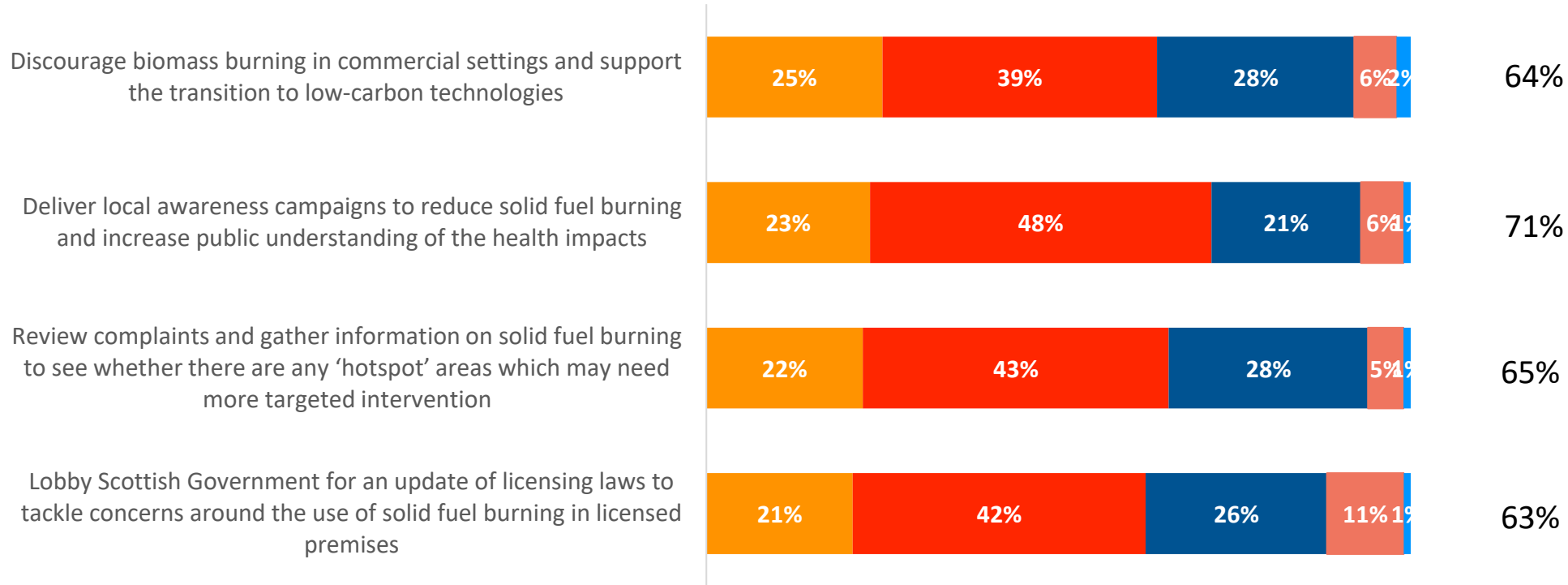
- Those with cars at home were significantly more likely to say the review of parking charges was not important (30%)
- People aged 65yrs or older were more likely to think reviewing parking charges (47%) and reviewing car share options (51%) were not important.

More than 6 in 10 agreed with all of the measures proposed to reduce harmful emissions from domestic and commercial sources.

The draft Air Quality Action Plan includes measures to reduce emissions across the city, from transport, and domestic and commercial sources of emissions like heating. Domestic solid fuel burning (e.g. coal, wood) is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes.

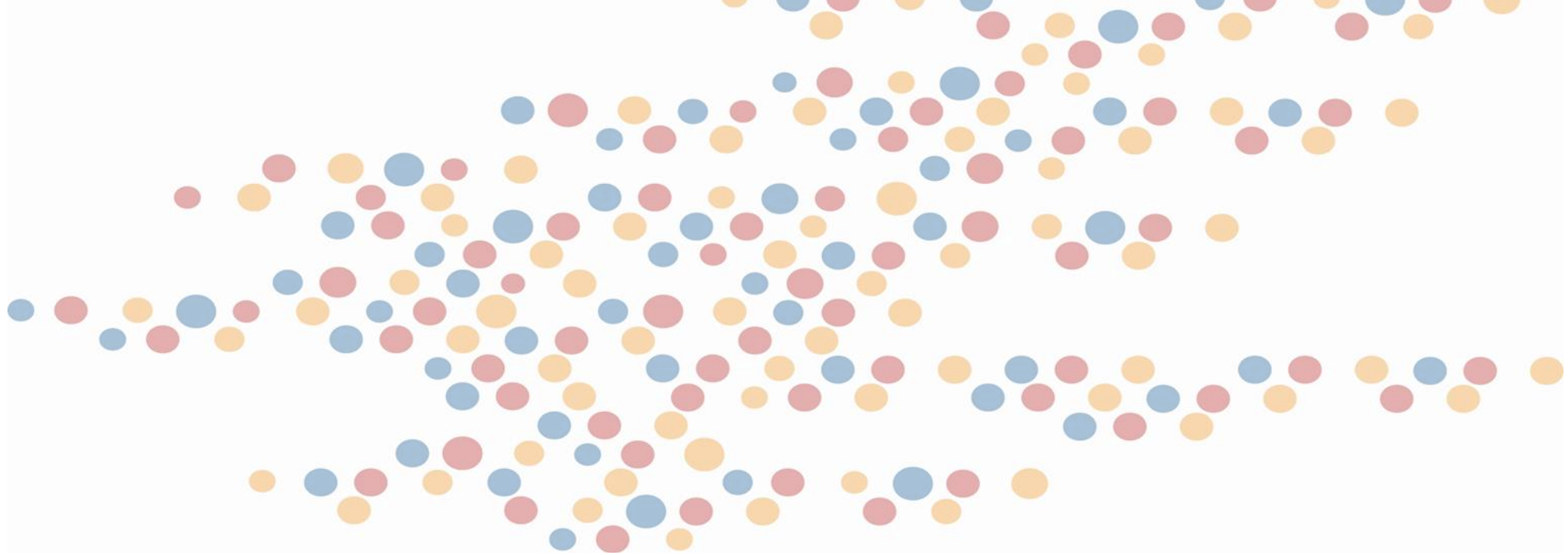
Agreement with Measures To Reduce Harmful Emissions

Overall Support:



• People with children at home were significantly more likely to strongly agree with delivering awareness campaigns (30%)

■ Strongly agree (5) ■ Agree (4) ■ Neither agree nor disagree (3) ■ Disagree (2) ■ Strongly disagree (1)



Appendix

Summary across all measures



Importance of Measure	Average weighted score (out of 100)
Improving footways around the city by providing safe, smooth pavements free from trip hazards	81
Removing clutter on pavements and paths (e.g. unnecessary poles and signs)	75
Provide improved real-time information, including information on available wheelchair spaces	73
Installing dropped kerbs and tactile paving	71
Re-design major junctions in the city to improve the safety of vulnerable road users (e.g. people walking, wheeling, or cycling)	71
Deliver improved bus shelters including the provision of seating and lighting	69
Implementing the power to enforce the pavement parking ban when available	68
Improve the layout of bus stops to make it easier to get to the stop and onto the bus	67
Provide pedestrian crossings with longer or more frequent 'green man' times	66
Review the infrastructure requirements to support the development of a zero-carbon bus fleet	65
Develop a commercially sustainable model for delivering public electric vehicle charging hubs	64
Widen narrow footways in the busiest locations (e.g. city centre, shopping streets etc.)	63
Improve junctions in neighbourhoods to reduce crossing distances and provide more pedestrian priority	63
Introducing more rest places and benches	62
Replace two-stage crossings to make it easier and quicker to cross	62
Expand the number of schools with 'school streets'	61
Bus priority at traffic signals	60
The introduction of additional bus lanes	58
Introduce speed limits under 20mph in busy shopping streets	58
The extension of bus lane operating hours, to 7am-7pm seven days a week	56
Review parking charges associated with on-street parking based on vehicle emissions	55
Review both rural speed limits and 40mph speed limits	54
Undertake a review of car-sharing operations in the city to expand the areas served by Car Club and expand the provision of electric Car-Club vehicles	51

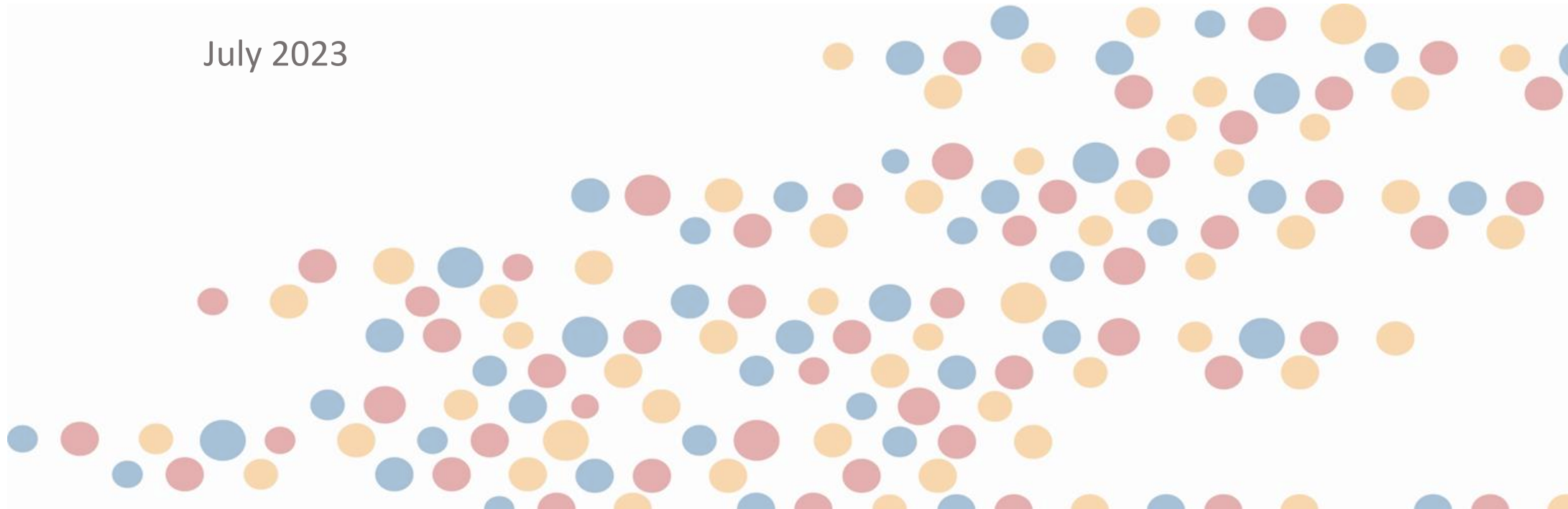


Agreement with Measures	Overall Support
Junctions and crossings should be made easier and safer for walking and wheeling, where this might result in impacts to other ways of travelling	82%
CEC should introduce changes at major junctions which may impact motorised traffic to improve people's safety	74%
Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts	71%
Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention	65%
Reducing parking on shopping streets, to provide a vibrant environment while still providing essential access for deliveries and people with mobility difficulties	65%
Discourage biomass burning in commercial settings and support the transition to low-carbon technologies	64%
More restrictions to through traffic in the city centre, to change the environment for people living and spending time there	64%
Lobby Scottish Government for an update of licensing laws to tackle concerns around the use of solid fuel burning in licensed premises	63%
Reducing parking on main roads to provide more space for walking, wheeling, cycling, and moving around on public transport	63%
Introducing restrictions to reduce the speed and volume of traffic in your neighbourhood?	62%
Expansion of Edinburgh's cycle network, so that every house is within 250m-400m of a high-quality cycle route	61%
Introducing a targeted reduction in kerbside parking within the city centre	60%



Stantec / City of Edinburgh Council
City Mobility Plan Research –
Underrepresented / Vulnerable Groups

July 2023





Background

- Stantec is working with City of Edinburgh Council (CEC) to conduct a wide-reaching consultation on the key detailed action plans that will underpin the City Mobility Plan 2021-2030:
 - Active Travel Action Plan
 - Air Quality Action Plan
 - Parking Action Plan
 - Public Transport Action Plan
 - Road Safety Action Plan
 - And the Street Space Allocation Framework (Circulation Plan) which will inform decision making on how transport modes are prioritised in areas of potential conflict.
- The consultation exercise is designed to allow organisations, representative bodies and citizens to give feedback on the Action Plans and Framework, from their own perspectives.
- As part of this, there was a requirement to engage with groups who CEC identified as being most impacted by mobility issues in the city and/or experiencing inequalities:
 - Those experiencing poverty
 - Isolated communities
 - Women
 - Children and young people
 - People with mobility difficulties and other disabled people
 - The ageing population
 - The gypsy/traveller community*
- These groups are hard to reach through regular consultation methods, therefore specific research was commissioned to engage with these groups to gain their feedback.

*NOTE: it was recommended that engagement with the gypsy/traveller community should be facilitated via CEC and/or other organisations engaging with this audience on a regular basis



Methodology

- JRS undertook a series of online focus groups with the key audiences
- Participants were recruited by our recruitment team using:
 - a mix of methods including existing contacts, snowballing and fresh in-street recruitment. We avoided recruiting via stakeholders to participants were those who would usually not contribute to a consultation.
 - A detailed screening questionnaire to ensure participants met the agreed specification
- Incentives were offered for participation
- A total of **55** Edinburgh residents participated in the research
- Groups lasted 90 minutes and broadly followed the design of the online consultation, with consistent stimulus used
- Each group was given the opportunity to choose up to 4 topics for detailed discussion
- Groups were moderated by experienced JRS researchers
- Groups were recorded and AI transcriptions generated for use in analysis
- Detailed analysis process by each researcher before coming together as a team
 - Resulting in identification of key themes across all groups, and particular themes relevant to specific groups
- All research was conducted in strict accordance with MRS Code of Conduct and UK GDPR legislation.

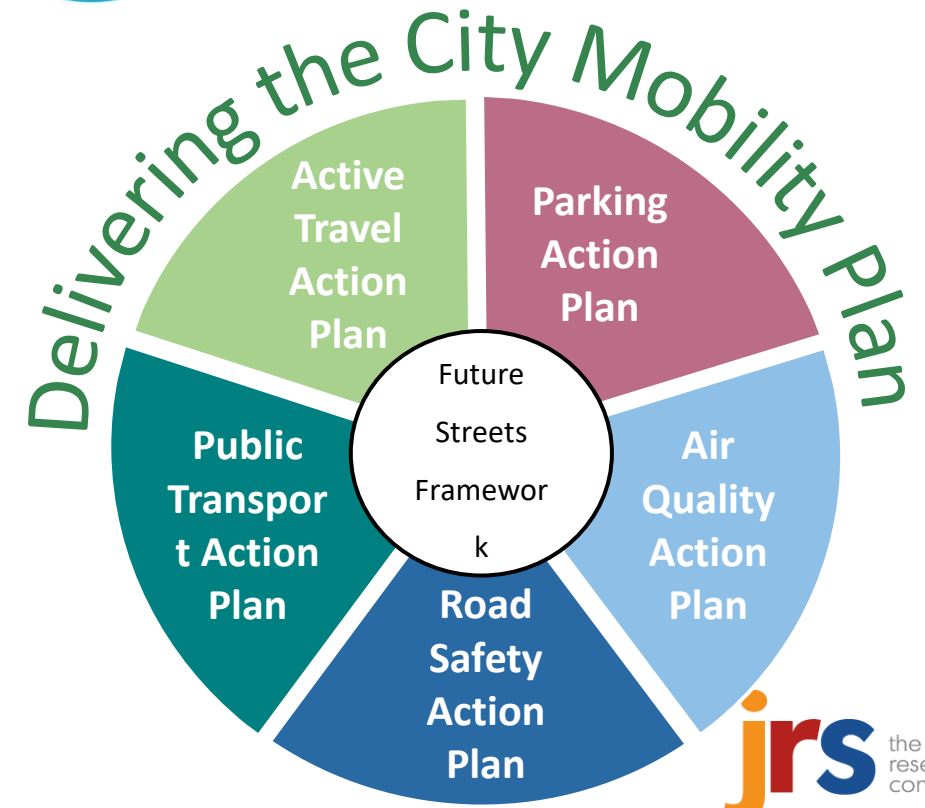
Group 1 – Those Experiencing Poverty <ul style="list-style-type: none"> • Gender mix • 22-45yrs • C2DE • At least half on benefits 	Group 2 – Those Experiencing Poverty <ul style="list-style-type: none"> • Gender mix • 45-65yrs • C2DE • At least half on benefits
Group 3 – Rural Communities <ul style="list-style-type: none"> • Gender mix • Age mix • SEG mix • Living in specific parts of the CEC boundary e.g. Ratho 	Group 4 – Women <ul style="list-style-type: none"> • Women • 22-45yrs • SEG mix • At least half to be living alone • At least half to regularly travel early/late (in the dark)
Group 5 – Women <ul style="list-style-type: none"> • Women • 45-65yrs • SEG mix • At least half to be living alone • At least half to regularly travel early/late (in the dark) 	Group 6 – Parents of Children <12yrs <ul style="list-style-type: none"> • Gender mix • Age mix • BC1C2D • Living with children aged <12yrs
Group 7 – Young People (16-21yrs) <ul style="list-style-type: none"> • Gender mix • 16-21yrs • SEG mix • Mix of full-time education and working 	Group 8 – Older People (65+yrs) <ul style="list-style-type: none"> • Gender mix • 65+yrs • BC1C2D • Mix of retired and working • Mix of mobility issues / none
Group 9 – People with Mobility Issues <ul style="list-style-type: none"> • Gender mix • Under 65yrs • SEG mix • Mobility issues – various types/ levels of severity 	Group 10 – Other Disabled People <ul style="list-style-type: none"> • Gender mix • Age mix • SEG mix • Non-mobility related disability



Information Presented

- The City Mobility Plan for Edinburgh was approved in February 2021 with a vision for people, goods and services to be able to move into and around Edinburgh in a way that is safe, sustainable, efficient and can benefit everyone.
- Alongside this a target has been set to lower the number of kilometres travelled by car in Edinburgh by 30% by 2030, and Edinburgh also aims to achieve Net Zero by 2030.
- A series of action plans has been developed to deliver the City Mobility Plan:
 - Active Travel Action Plan
 - Air Quality Action Plan
 - Road Safety Action Plan
 - Parking Action Plan
 - Public Transport Action Plan
- CEC is now consulting with people across Edinburgh to understand what the priorities are within these action plans.

2030 Key Targets



Key Themes



A. Improving local travel for walking and wheeling

- Making streets and neighbourhoods accessible for everyone to walk or wheel safely and comfortably.
- Making Edinburgh a city where walking / wheeling is the first choice for short journeys.
- Making it more direct and convenient to travel locally – with neighbourhoods better joined up with local services and public transport.

B. Delivering a joined-up cycle network

- Edinburgh to be a city where everyone has the freedom to cycle safely, whatever your destination, at all times of day.

C. Delivering improvements to our public transport network

- Improving the public transport network across the city to provide:
 - faster, more reliable bus services;
 - a high-quality experience for everyone using public transport;
 - flexible and affordable fares
 - reviewing bus stop locations and improving the waiting experience.

D. Delivering a people-friendly city centre

- Delivering a high-quality, people-friendly street environment across the Old and New Towns.
- Including vehicle free streets where traffic is removed / reduced;
- Redesigning streets to be welcoming and accessible for all.

E. Achieving city-wide road safety targets

- Achieving zero fatalities on our roads by 2030 by making streets safer for everyone especially people walking, wheeling and cycling.
 - E.g. lower speed limits and improved routes to schools.

F. Improving our public transport and active travel corridors

- Improving main roads with measures like:
 - widening narrow pavements.
 - improving bus journey times by introducing bus lanes.
 - expanding the cycle network including segregated cycle lanes.

G. Delivering vibrant shopping streets

- Improving shopping streets by reducing parking to allow improvements like:
 - widening narrow pavements.
 - introducing benches and seating.
 - introducing trees or planting.
 - providing cycle parking.

H. Delivering liveable neighbourhoods

- The speed and volume of traffic can cause safety concerns for residents in some neighbourhoods, especially around schools. This can affect our choices to walk, wheel or cycle when we move around.

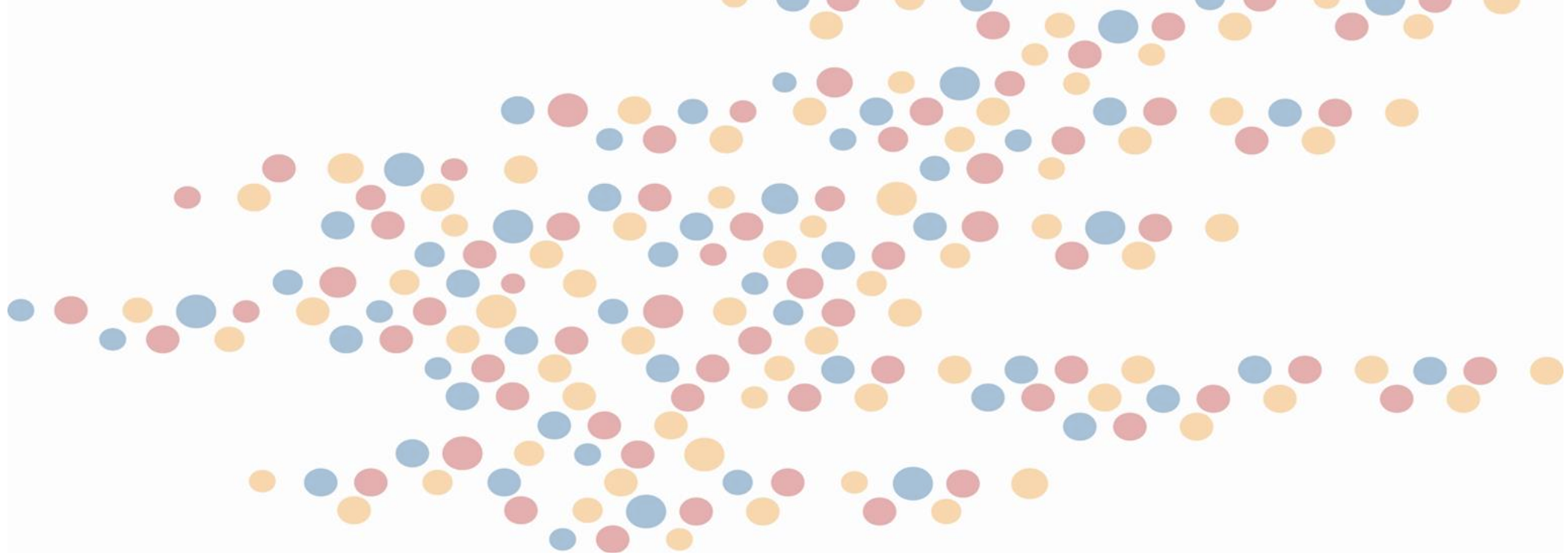
I. Supporting the journey to net zero and cleaner air

- Supporting the city becoming net zero by 2030 by reducing car travel, changing travel choices and adapting to new technologies.
- Also reducing emissions to improve air quality across the city in domestic and commercial settings including heating choices.



Consistent Themes Across Groups

- Not surprisingly, groups came to the topic from their own individual perspectives and experiences
- That said, there were a few clear themes emerging across all groups:
 - A strong feeling that positive improvements should be prioritised, before implementing restrictions
 - Communication about changes was seen as vital – respondents want to know why changes are being made and what the end goal is, in order to allow them to better understand and buy-in to changes – especially those which involve restrictions
- In terms of priority actions, two core areas came through in most sessions:
 - Improving the quality of pavements to better enable walking and wheeling in local areas
 - This includes smooth pavements, no potholes, free from obstacles and clutter (including general and trade waste)
 - Improving public transport provision in and around the city
 - For those living outside the city centre this means improving the number and frequency of bus services
 - For others this means improving reliability of public transport – including faster journey times and improved accuracy of information provision
 - For parents and older people improving provision of space for wheelchairs and prams on buses, and information about availability of these is important



Specific Themes – Individual Groups



Experiencing Poverty

- Two groups were held with those experiencing poverty, and respondents came from across the city
- Most, but not all had cars, however in general these groups were heavy users of public transport
 - Those with a car will only use them when they have to when going into the city centre
 - Some suggesting this is due to congestion when driving meaning public transport and walking are quicker options
 - Cars more likely to be used on trips outside the city
- Views on ease of travel in and around Edinburgh were largely positive, with both groups agreeing that there were plenty of transport options
- Several factors were thought to impact on ease of travel around the city:
 - Mode of transport
 - congestion makes driving difficult, although it is convenient
 - public transport is considered unreliable – some mentioning having to get off the bus/tram and walk to avoid being late
 - Pot holes/roadworks – considered a cause of congestion
 - Time of day – peak times can be very busy
 - Time of year – during the Fringe using public transport is difficult due to the volume of people using / lack of additional buses; and congestion at stops
- It was also spontaneously noted that bus information is unreliable – with buses shown on the tracker / app sometimes simply not turning up at all.
- The younger group spontaneously talked about environmental concerns relating to travel and transport, specifically in relation to the LEZ which they are unhappy about
- Concerns were raised about the impact of the LEZ on them:
 - Making it harder to use their car for short journeys into the city centre
 - They can't afford new cars with low emissions to avoid the LEZ charges
 - While they are happy to use buses for short trips they are conscious of bus prices increasing as well
 - All of this against the backdrop of cost of living rises in rent and food mean the LEZ is a real concern for this group.



Topics Chosen

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering liveable neighbourhoods

Delivering vibrant shopping streets

- The following 3 topics were selected for discussion by both groups experiencing poverty:
 - Delivering improvements to our public transport network
 - Improving our public transport and active travel corridors
 - Delivering liveable neighbourhoods
- The younger group also selected: Improving local travel for walking and wheeling
 - The older group felt their own local areas were already fine in this regard
- The older group also selected: Delivering vibrant shopping streets
 - The younger group did not feel this was as important to them, as they are happy with shopping centres e.g. St James Quarter

“Sometimes you have to wait on another bus because you can't actually physically get on the bus. It's like everybody's getting on at the same time when they finish work so it's a good 15-16 minute wait sometimes because the buses are normally delayed as well” (Experiencing Poverty, Older)

“You can pretty much get a bus anywhere if you are not tied to a time” (Experiencing Poverty, Younger)

“All these low emissions, they're just trying to take more money off the people. We already struggle and have families and that is hard enough with expensive rent, transportation, food. Inflation has taken everything on top of wage rises so it doesn't make a difference.” (Experiencing Poverty, Younger)



Experiencing Poverty

Improving local travel for walking and wheeling

- This topic was selected by the younger group, and spontaneously they felt there were two key issues in their local areas:
 - Steep hills that go around bends which they felt should be fenced off
 - Pavements in poor condition meaning it's difficult to walk and wheel easily
- On prompting the highest priorities were identified as:
 - **improving footways** – respondents felt smooth, uncluttered pavements should not be options, they should be 'givens' and there should be ongoing maintenance
 - They felt the current state of pavements were poor and making it especially difficult for those with prams
 - **remove clutter on pavements and paths** – again respondents felt this should be a given. And in addition to removing unnecessary poles and signs, they would like to see bushes over-growing from fronts of houses onto the footpaths included.
- From the perspective of this group, lowest priorities were:
 - Introducing benches and rest places – these were considered unnecessary
 - Enforcing pavement parking ban – driven by concern about lack of availability of parking, and concern over punitive charges.
- In relation to changes to junctions and crossings, the younger group felt that the highest priorities should be:
 - **reducing crossing distances** and provide more pedestrian priority – respondents felt this was important for older people and children especially who can take longer to cross main roads.
 - provide **pedestrian crossings with longer or more frequent 'green man' times** – the reasoning for this was actually to make it easier for drivers – their hope being that this would reduce the need to wait at pedestrian crossings when no-one is trying to cross the street
- Respondents were less in favour of:
 - **Replacing two stage crossings** – they felt it was important to have a 'refuge' in the middle for older people and children crossing
 - Widening footways – most felt these were already wide enough in busy locations like the city centre and shopping streets
- In general, this group felt that decisions on changes to junctions and crossings should be made at an individual area level, taking into consideration the needs of people who live there.

"A wee crossing point in the middle would be beneficial for an elderly person, and especially if you have kids as well"
(Experiencing Poverty, Younger)



Experiencing Poverty

Delivering improvements to our public transport network & improving travel corridors

- Both groups agreed it is generally easy to get around Edinburgh using public transport, citing:
 - The pricing structure is good - free for over 60s and under 22s and relatively cheap for everyone else with the price cap system. The ability to pay by card rather than cash was also positively viewed
 - Trams, buses and trains are frequent, meaning less need to use cars which keeps emissions and parking expenses down
- However, younger participants felt using public transport 'could be easier'
 - largely due to the unreliability of the bus tracking system which affects their lives on a daily basis making them late for work/appointments etc
 - Diversions due to roadworks also causing issues here
 - Also due to congestion – blamed on roadworks and cycling infrastructure
- Specific issues highlighted by older respondents were:
 - Anti-social behaviour on buses
 - Criticism of the road infrastructure struggling to accommodate bikes and buses – either due to roads not being wide enough and/or introduction of bollards for the cycle lanes
- Improvements to bus stops were considered necessary and welcome
 - Information provision, including availability of wheelchair spaces
 - Given this was a spontaneous issue, the idea of real time accurate information was considered a priority in both groups
 - Older respondents were keen to see tracking information at every bus stop, as they are not all using apps
 - In addition to providing information about wheelchair spaces, older people wanted to see more spaces available across all buses
 - Improving layout of bus stops
 - It was noted that bus stops can be so busy with people that pavements become blocked making it difficult / dangerous for pedestrians to pass
 - Seating and lighting at bus stops
 - This was welcomed – particularly by the older group who would feel safer with better lighting at bus stops
 - Most felt seating would be good – but commented that the 'high bars' were no good for children or older people and that fold down seats would be needed



Experiencing Poverty

Delivering improvements to our public transport network & improving travel corridors

- There were mixed views on the idea of reducing parking on main roads
 - Some mentioned that restrictions are already in place on many main roads
 - Others felt measures in place didn't make much difference
 - And many wanted to see more parking being made available
- Younger participants felt that there could be better planning for parking in the city in general – including clearer signage and reduced fees
- The issue of their inability to afford new cars that meet emissions standards was mentioned again as this feels, especially to the younger group, as unfair as it will restrict their ability to drive in the city
- Older participants felt it is 'a massive priority' to reduce or even get rid of parking altogether on shopping streets because:
 - the meters are so expensive
 - if you do find street parking, it's incredibly hard to get a space in the first place
 - it's easier on the bus.
- They also wanted to see less congestion on Princes Street – as they find it difficult to walk and wheel there
 - Ideally they'd like buses and cars to be removed from Princes St altogether
- That said, alternative parking options were considered important to provide if restrictions are imposed
 - Leith walk was cited as an example where parking restrictions have been imposed without alternatives nearby.
- *"You just need to look at Princes Street....even if you come off the train at Waverley, trying to walk along that road is ridiculous because of the bus stops. I wouldn't really say the pavements are narrow but because the bus stops are there, even trying to walk past is a nightmare. (Experiencing Poverty, Younger)*
- *"You know you have not missed it [the bus] because you have been there 15 minutes already" (Experiencing Poverty, Younger)*
- *"Where I live, there's a service for me that's closer to me, but if I walk up another three minutes, I could get a 30 (which is quicker). You get more options. I do it especially to avoid being late" (Experiencing Poverty, Younger)*
- *"If you pay for an hour on the meter, by the time you get to where you need to be and get back, you have a ticket and that is unfair" (Experiencing Poverty, Younger)*
- *"A lot of people can't afford brand new cars or electric cars and I think people should have the freedom to buy the car they feel that is what they need and what they can do with. And it shouldn't restrict where they can go or where they can't go. So people should have the right to travel with whatever mode of transport they can afford." (Experiencing Poverty, Younger)*
- *"You have to force people's hands sometimes because we're so used to it. Princes Street is beautiful. We do all have a responsibility for emissions so keeping cars out of there when you've got such good public transport options (is good). People are lazy when they get used to their own ways, but they will just have to lump it because the state of the roads and the pavements are just shocking and atrocious and that's because of the volume of traffic." (Experiencing Poverty, Older)*



Experiencing Poverty

Delivering liveable neighbourhoods

- It was felt to be ‘pretty easy’ for participants to move around their neighbourhoods, although some specified that it can be difficult at peak times when there is a concern about speeding cars when children are playing outside
- Respondents are also concerned about ‘rat runs’ where cars try to find alternative routes through local neighbourhoods to avoid the city centre
 - Due to a concern that drivers are not sticking to speed limits and worries about the safety of children out playing
 - Participants feel this will only get worse with the introduction of the LEZ and they want the council to take into account the likely impact of the LEZ on pushing traffic into local neighbourhoods
- Generally, respondents feel walking on pavements in their local areas is usually safe
- However, some wider safety concerns were raised:
 - Cyclists travelling side-by-side causing problems for drivers
 - Speeding delivery vans and the risks to children playing out in quiet streets
 - Electric scooters - they have seen accidents and near misses and feel these are generally dangerous
 - Speed limiters which reduce the width of roads, have limited the amount of parking available in some streets and pushed cars around the corner – some mentioned these cars are then being ‘tanned or knifed’
- On prompting, respondents recognised a range of issues relating to traffic in their local areas:
 - Narrow/obstructed pavements - bushes over-growing from fronts of houses onto the footpaths
 - Bollards on cycling lanes – these were felt to be dangerous due to inconsistent placement, leading to accidents
 - Traffic around schools was definitely a problem as was lack of enforcement of existing measures
 - Cars driving on school streets - one participant had seen the police there for a day or two to enforce the restriction but once they had gone, drivers returned
 - Parking on the zig zags, making it unsafe for children and adults walking
 - Planters at the end of the streets were felt not to work as cars just go over the pavement to avoid them. This was felt to make it more, rather than less dangerous, for children and pedestrians
 - Traffic in residential streets – exacerbated by kerbside parking which effectively makes streets one-way and delivery vans driving at high speeds
- However, both groups were unsure about the introduction of restrictions as they felt restrictions were already in place, including speed limits and road closures – and these don’t seem to be working
 - They were also concerned about the idea of further road closures making it difficult to get to their homes
 - And concerned that more road closures would result in irate drivers becoming increasingly erratic, creating more danger.

“electric scooters do endanger people walking on the streets” (Experiencing Poverty, Younger)



Experiencing Poverty

Delivering vibrant shopping streets

- This topic was chosen by the older group who were keen to discuss it because they felt that Edinburgh's shopping streets are much less vibrant now than they used to be
 - They felt Edinburgh is 'quite old fashioned' compared to other European cities and want to make Princes Street more cosmopolitan with restaurants and tables out on the street
 - On prompting, they could see no real negatives with implementing any of the proposed actions
 - Particularly reducing parking to allow widening of narrow pavements – especially if this allows more of a pavement café culture
 - The ideas of introducing benches and seating; and trees / planting were also welcomed
 - None of the group were cyclists, so cycle parking was not personally relevant to them
 - Although they did mention that it was a shame (and embarrassing) that the cycle hire scheme had been dropped in Edinburgh
 - The only real issue cited was the disruption involved in widening pavements – with Roseburn area mentioned as an example where it took a long time to widen the pavement for a cycle lane
 - The group did feel it is a priority to reduce parking on shopping streets to modernise things especially in the city centre – around Princes Street and surrounding streets
 - They also wanted to see wider pavements on Princes Street and George Street to make it easier to walk and wheel; with no cars or buses, wider pavements and an avenue of trees up the middle of the road.
 - However, there were some concerns about restricting parking on George Street all year round, as during winter months wider pavements are unlikely to be used for cafes / outdoor seating.
- *“Going up to Princes Street when I was younger was a day out. But now a lot of cheaper shops and pop-up shops have opened up and the vibrancy is not as high as it used to be” (Experiencing Poverty, Older)*
 - *“Princes Street is a shadow of itself. Half the shops are empty and have let signs” (Experiencing Poverty, Older)*
 - *“The old shopping malls like Ocean Terminal is a shell of what it used to be” (Experiencing Poverty, Older)*



Rural Communities

- Respondents for this group were recruited from areas including: Ratho, Ratho Station, Kirkliston, Dalmeny and Newbridge
- All were heavy car users
 - For convenience
 - Due to lack of perceived alternatives
 - Through habit
- Spontaneously their issues focused on travel to and from the city centre from home, rather than travel within the city itself
 - Travelling into the city from their home areas (usually by car) raised issues with roadworks; congestion – partly due to number of lanes reduced to prioritise buses or cyclists; and high parking costs
 - Once in the city they felt there were good transport options – walking, bus, tram
- It was also mentioned that getting between the more rural communities on the outskirts of the city was an issue without a car
- The key topics chosen by this group reflected their issues – namely both public transport related topics and the cycle network.
- Net zero and clean air was a mandated topic in this group to ensure coverage across the research.

“With any changes they need to remember we are a part of this – being outside the city centre we’re forgotten.” (Rural Communities)

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a joined-up cycle network

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air



Rural Communities

Delivering improvements to our public transport network & improving travel corridors

- Spontaneously, public transport was identified as a key issue by respondents in rural communities
 - They feel the bus provision into the city centre is inadequate – in terms of frequency, time taken (due to needing to stop everywhere), lack of stops / distance between stops; and lack of late night options
 - Price was also mentioned – with £4 per single journey feeling high
 - Connections were considered a problem – one of the few bus options only goes as far as the Gyle, not into the city centre, requiring a change / longer journey
 - And within their local areas the bus service is quite limited
- They would like to see improvements to the range of bus routes and frequency of service prioritised above any other changes...
 - ...and it is these improvements that would encourage more use of public transport rather than any of the prompted options
- In general people in rural communities were supportive of the proposals around improvements to bus stops
- Having up to date information on bus trackers (at stops and app) would be welcomed, as would the information about wheelchair spaces
 - However, respondents were slightly cynical about how accurate this information would be, having experienced the system not working properly in the city centre
- Upgrading bus stops, and in particular, including lighting was considered a good idea to improve both shelter in bad weather and safety at night
 - Often in the more rural areas it was mentioned that pavements are narrow, therefore they felt there would be a need for longer rather than wider bus shelters to ensure pedestrians could still pass
- Overall however these improvements were viewed more as 'nice to have' rather than essential
 - And respondents were unsure they would walk further to access a bus stop with better facilities
 - The only motivation to walk further that gained any real support was access to express services – but they were keen to note that these would need to be additional services as the buses which stop at all places are still essential for rural communities.



Rural Communities

Delivering improvements to our public transport network & improving travel corridors

- Views were mixed regarding giving greater priority to buses
- While most were in favour of giving bus priority at signals, they were less convinced by the introduction of more bus lanes or extension of bus lane operational hours
 - Respondents felt that bus lanes cause more congestion in key travel corridors in and out of the city – roads they are using frequently – and that this in turn causes road safety issues
 - It was mentioned that a new bus lane out to Newbridge was scrapped due to the volume of traffic
 - The group were also unclear how possible it would be to add more bus lanes alongside greater priority for cyclists – believing the roads are just not wide enough for both
- Those from rural communities felt that drivers were being unduly penalised, when they feel they need to use their cars due to a lack of viable transport alternatives
- Reducing kerbside parking was also largely rejected by this audience
 - Partly due to the length of time it would take to complete pavement widening works, and the knock-on impact on driving in and out of the city
 - And due to a feeling that there is not enough provision for parking in Edinburgh currently, and removing options will make the situation worse.
- *“They need to make a commitment to a regular bus service that's going to come, not just once an hour.” (Rural Communities)*
- *“I like the idea of the real-time information, but my concern with that would then be because that's an extra feature, is that they're going to bump the prices up” (Rural Communities)*
- *“Improving the bus stops? I think of that as a nice to have, as opposed to a necessity for me personally” (Rural Communities)*
- *“I would say buses should have more priority because there's more people that are actually traveling on those buses. People actually pay money to go on those buses and people are trying to get a certain place at a time with buses.” (Rural Communities)*
- *“I think the bus priority at traffic signals would work but extending the bus lanes from 7 a.m. to 7 p.m. would just cause more congestion.” (Rural Communities)*
- *“why is it always the motorist who has to pay for it?” (Rural Communities)*



Rural Communities

Delivering a joined up cycle network

- It became clear that this group chose the cycle topic to express their dissatisfaction with existing cycling provision from the perspective of being a driver
- They feel in the main routes in to the city that there is already too much priority given to cyclists, with segregated cycle lanes meaning reduced lanes for cars, which they feel is causing congestion
- Respondents felt that a disproportionate amount of money has been spent on cycling in Edinburgh compared to the number of cyclists
 - They complained about rarely seeing cyclists using cycle lanes, and seeing cyclists on the roads even where cycle lanes exist – all of which added to their frustration
- In discussing the key aspects on the stimulus relating to delivering a joined-up cycle network respondents felt this was not particularly relevant to them – they couldn't imagine themselves cycling into the city from their homes as it feels too far
- *“we’re making all these allowances and spending millions and millions of pounds for cycle lanes, I think that the cyclists have to be accountable now.” (Rural Communities)*



Rural Communities

Delivering a people-friendly city centre

- This group were concerned about restrictions to driving in the city centre
 - Their feeling was that while the idea of pedestrianizing central streets to give Edinburgh more of a European pavement café culture feel was attractive in general, this was more for the benefit of tourists than residents
 - They questioned whether introduction of restrictions was really supported by those living in the city centre
 - They felt that too many signs would be needed to advise of timings of restrictions, leading to further pavement clutter
 - And questioned how this would work from a practical perspective for businesses getting deliveries, feeling that it would be too difficult to get all deliveries done before 7am or after 7pm in the city centre
 - Respondents struggled to identify any real benefits – even while acknowledging it might be nice to have pavement cafes, they were sceptical about whether restricting usage
 - The group were ultimately concerned that imposing restrictions on city streets would result in local people choosing not to come in to the city centre
 - Discouraging shopping and having a negative impact on the local economy
- *“To me, pedestrianising just means another street you can’t get down.” (Rural Communities)*
 - *“I think it’s an unrealistic expectation to put on companies for deliveries to a time slot.” (Rural Communities)*
 - *“It would be really frustrating for people living there as well – if all your deliveries are getting done at 6am...especially on Saturdays” (Rural Communities)*
 - *“it’s an obstacle, not a benefit for people trying to get in to Edinburgh” (Rural Communities)*



Rural Communities

Supporting the journey to net zero and cleaner air

- Respondents from the rural communities were broadly in favour of the idea of working towards net zero
 - However, they felt the timeframe was unachievable
 - They acknowledged that in order to get to net zero, sacrifices would need to be made – but they wanted to see significant progress by businesses and government before being asked to make personal sacrifices
 - They questioned the impact of infrastructure works – on roads and building around Edinburgh in general – on emissions
- Respondents were in favour of awareness campaigns to help them understand:
 - What is net zero; Why we need to do it; What actions are required to achieve it; How achieving net zero will benefit them
- They felt a zero carbon bus fleet was key – both in terms of reducing emissions, and demonstrating that the council was leading by example
 - And praised the young person's bus pass as a positive scheme that really encourages use of public transport
 - Further suggestion was made that free bus travel could be offered on weekends for local residents to encourage public transport use
- Better infrastructure for EVs, and information about where charging points can be found was considered important
 - However the cost of buying an EV was raised as a real barrier to adoption
- Variable parking charges by type of vehicle was not well received
 - This felt unduly punitive to larger families who need to travel by car, and those who cannot afford a low emission vehicle
- The group were not aware that air quality was an issue
 - One respondent had a log burner and felt that any restrictions placed on use of this at home would be an infringement of personal freedom.
- *“I think it's a brilliant idea...saving the planet. But I need my van. I'd love to get a bus to work every day but I can't.” (Rural Communities)*
- *“I think it's very unrealistic [net zero target] and it's not possible without making people annoyed.” (Rural Communities)*
- *“I think it's a good idea [net zero target] but I don't think that it's a realistic time frame now” (Rural Communities)*
- *“I think the one with the parking charges is quite hard. I get that the older the car the higher the emissions but that might be all a family can afford” (Rural Communities)*
- *“We have a log burner....we're adults, we make our own decisions about what happens in our home. They can't force us not to use it. What about freedom of choice?” (Rural Communities)*



Women

- Two groups were held with women – one with younger age group and one slightly older
- Feedback from these groups often came from the perspective of caring for others – either children or older relatives
- They represented a good mix of areas across the city
- General views on travel in and around the city were mixed – some very positive, others quite negative
- In general the number of travel options open to Edinburgh residents was thought to be good – and respondents use a mix of car, bus, tram and walking
 - Several respondents in the older group were quite committed to car use and felt there was little consideration given to drivers
- Spontaneous issues were raised relating to:
 - Parking availability and costs
 - Congestion on roads
 - Roadworks
 - Quality of roads
- Both groups brought up safety of travelling around Edinburgh at night – particularly in relation to routes outwith the city centre
 - Poor street lighting, lack of black cabs, not enough nightbuses and concern over safety of night buses were all raised – and result in women feeling vulnerable
- A range of topics were covered across these sessions looking at travel in local areas and the city centre, with public transport also important.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Delivering a joined-up cycle network



Women

Improving local travel for walking and wheeling

- This topic was discussed in the younger group only – all of whom had some form of caring responsibility
- They were particularly concerned about the condition of pavements in their local areas – citing loose paving stones, uneven and narrow pavements as an issue
 - While this was a frustration for the respondents themselves, they were more concerned about the impact on young and elderly people they care for when trying to walk or wheel in local areas
- On prompting, improving the condition of paths and footways was the key priority
- Adding benches and rest areas was also mentioned as important by this group as they often find themselves out with people who will need to stop / sit down
- The lowest priority was enforcing the pavement parking ban
 - While acknowledging that pavement parking can cause issues, many felt that this was usually done for genuine, almost unavoidable reasons like delivering a large/heavy parcel, moving furniture etc.
- When prompted on potential changes to crossings and junctions, replacing two-stage crossings was the priority – if this meant they could cross the street quicker
- However, this came with the caveat there has to be long enough for people to cross large roads
- There was some concern that older people / children would not be fast enough to cross the full way on these roads.

“I think taking away the two-stage crossings scares me so much...when I think of that distance, trying to get my gran across, or children...that scares me.” (Women, younger)



Women

Delivering improvements to our public transport network & improving travel corridors

- The women's groups had quite a lot of issues with public transport
 - They felt there are not enough spaces for prams/wheelchairs on buses and no reliable, real-time information on this currently, so you can end up waiting even longer for a bus if you have a pram and the next bus doesn't have space for you
 - Some felt there was a real issue with congestion from buses and pedestrians on Princes Street
 - Bus stops on Princes St were also mentioned – too many close together making it difficult to identify which is the correct one; and too much distance between stops on each route
- These groups were interested in seeing improved waiting facilities, to improve safety (of women) and also safety/comfort of vulnerable people. Lighting was of particular importance
- Improving the tracker and real-time information was also recognised as important in improving safety, by the younger group, as this would reduce the need to hang about at bus stops
- A key priority for the younger group was providing an increased range of bus services outwith the main city centre
 - This was felt to, again, be a key measure that could improve safety, as if more stops further out from the city were acting like interchange services, there would be more people using them and therefore increased safety in numbers.
- Most would be willing to walk a bit further to access an increased range of services, including express buses, and some to reach stops with better waiting facilities
- Bus priority measures were slightly more controversial, with those who use buses (and don't have cars) in favour of all measures that will allow buses to run faster
- On the other hand, those who are more frequent car users were vociferously against the idea of increasing any bus priority measures
- In general the groups agreed that a small extension in bus lane timings would be fine – but not to the full extent proposed (i.e. 7am-7pm every day)



Supporting verbatims

- *“It’s actually much easier for me to get the buggy on the tram. It can be very difficult to get the bus with the buggy – and you don’t always know if there’s space on the bus either.” (Women, younger)*
- *“Princes Street is like a bus station, with everything going through there. But if this was moved out to different points, earlier in the routes, then it’s shifting some of that busyness out of the centre to other points. I think this is the goal – it makes Princes Street less busy, but also if there’s more buses going to these stops, there will be more people there, so it’s more likely you’re going to get a late night bus at that stop, and less likely you’ll be travelling in dark late at night, on your own, as a woman, at a stop with no one there.” (Women, younger)*
- *“I am not a happy commuter in Edinburgh, so going to work I have to go through the centre of town, I work out at Sighthill and it takes me an hour to go from my house at Meadowbank to Sighthill. And that’s basically a walk, a bus and a tram. I appreciate Edinburgh has an excellent transport network, but it astounds me how long it takes to travel anywhere in Edinburgh.” (Women, Older)*
- *“The Apple Store seems to be the hub for hundreds of buses which just creates so much congestion in terms of people on the pavement” (Women, Older)*



Women

Delivering a people-friendly city centre

- Most within the women's groups would like to see a more people-friendly city centre
 - They raised some issues regarding the current situation, namely:
 - Festival busyness can particularly impact those in wheelchairs – participants supporting people in wheelchairs say it's very challenging to wheel them through the city centre during festival times.
 - Road route changes being made too often to the point where it confuses drivers and pedestrians and in turn can make things more dangerous and less people friendly
 - Most felt that reducing traffic in the city centre would be a good thing – as long as there was adequate provision for blue badge holders
 - This, they felt, would result in less congestion and improved journey times on public transport
 - Many were in favour of pedestrianizing more areas like Hanover, Frederick and Princes Streets
 - And improving footpaths, widening pavements and reducing obstacles on paths were all seen as important elements in delivering this to ensure a better experience for those walking and wheeling
 - And in these central areas removing kerbside parking was considered a generally good idea – again making journeys easier on buses
 - However, some were concerned that different rules / restrictions on different streets would become very confusing for drivers.
- *“I think it depends on the time of year. It's not people friendly to those living here during the festival or things like that.” (Women, Younger)*
 - *“Speaking from experience supporting wheelchair users, I don't enjoy supporting someone to go down the street in the height of summer because people are ignorant and don't pay attention.” (Women, Younger)*
 - *“I personally would like to see the only cars in the inner-middle city centre are disabled drivers who, if they don't have access with a car, might not be able to get in at all.” (Women, Older)*
 - *“they would then be able to widen the pavements, put in seating and benches so that there's a bit nicer spaces to spend time in, I guess.” (Women, Older)*



Women

Delivering a joined-up cycle network

- Cycling came up in the older group when discussing several of the other topics, however this was usually in a negative way
 - This group felt strongly that while it is important to make roads and paths as safe as possible for cyclists, this is not an overall priority for most road users
 - They consider cyclists to be in the minority (in numbers) and the amount of money being spent on cycling infrastructure to be disproportionate
 - Issues were raised about cycle lanes adjacent to pavements (e.g. on Leith Walk) which are thought to be a hazard to pedestrians
 - And drivers felt that introducing more cycle lanes on main roads (e.g. Corstorphine Rd, Queensferry Rd) was unfair to drivers as it is removing road space
 - None of the group were cyclists, and although at an overall level they understood that promoting cycling as a mode of transport is good for health and lowering emissions, this was just not personally relevant to them.
- *“I think I think every cyclist, should have insurance and pay some sort of road tax.” (Women, Older)*
 - *I don't think that the money that we've been spending to make the cycling infrastructure or the cycling network better or safer would be justifiable to be perfectly honest. I think the money could be spent better on things that are generally going to benefit the majority of road users.” (Women, Older)*



Parents of Young Children (under 12yrs)

- This group comprised parents with a range of ages of children, from 2 months to 10 years old
- Respondents came from a spread of local areas across the city
- They were using a range of methods of travel in and around Edinburgh – car, bus, train, walking
 - Often using multiple modes in one journey e.g. car, then bus and walking
- Spontaneously Edinburgh’s transport network was praised with good links across the city and reasonable fares
 - Although some issues were identified relating to availability of space for prams on buses
- However, this audience was also quite reliant on cars for travel with kids – for shopping, school runs, taking kids to activities etc
- They immediately mentioned issues with parking – difficult and costly – and general driving in the city centre, which most try to avoid
- Their key priorities for discussion related to local areas and public transport in and around the city.

Improving local travel for walking and wheeling

Achieving city-wide road safety targets

Delivering a people-friendly city centre

Delivering a people-friendly city centre



Supporting verbatims

- *“I’ll usually walk or get the bus, but I do have the car with a little one. The amount of shopping you have to get is just insane. So I found it really difficult to not have the car to be able to do big shops. But driving anywhere around the centre at times is just impossible.” (Parents, Young Children)*
- *“I avoid the bus because of the pram situation...to get the baby out of the pram and if you’ve got shopping bags as well, then fold the pram down it’s pretty much impossible if you’re on your own.” (Parents, Young Children)*
- *“the bus is just so easy to use. There’s so many where I am, can just jump on or off quite regularly.” (Parents, Young Children)*
- *“I’ve lived in London and I’ve lived in other cities and I think Edinburgh has one of the best transport networks, and I think the fares in Edinburgh are cheaper than most cities I’ve lived in. But, regularity is a problem. From where I am [Gilmerton], I only have one bus in and out. it gets to a certain time of the day and it’s just one per hour. So you have to wait, you miss the bus, you have to wait for an hour to get the next one.” (Parents, Young Children)*
- *“I find that if there’s a busy bus stop and you’re walking past, that takes over a majority of the pavement. So, yeah, I’ll struggle to like, squeeze past with the pram” (Parents, Young Children)*



Parents of Young Children (under 12yrs)

Improving local travel for walking and wheeling

- Views on travel in and around local areas were mixed, largely dependent on the specific area, for example:
 - One respondent living in the South Side felt walking was very difficult due to narrow pavements and the volume of people
 - Whereas another, living in a new development in Gilmerton, felt the area had been very well planned with wide pavements, dropped kerbs making it easy for prams and easy access to nature walks
 - In general the main issues raised were:
 - The condition of pavements – broken paving stones and potholes
 - Lack of space on pavements for pedestrians to pass safely, especially with a pram / young children
 - Pavement clutter, including trade waste (e.g. Lothian Rd)
 - Busy bus stops
 - Building works with insufficient/unsafe pedestrian diversions (e.g. Morrison St)
 - Dropped kerbs and better visibility at crossing points
 - Parents felt the underlying priority for any improvements should be safety for pedestrians.
- The parents' group was in favour of improving the condition of pavements as a priority – making it smoother with fewer trip hazards
 - Dropped kerbs were also viewed as very important for those with babies and young children in prams
 - Pavement parking was noted as being an issue meaning sometimes prams are having to be pushed onto the road as there isn't enough space to pass, therefore enforcement of the ban was welcomed
 - While the lowest priority for this group was benches and resting places, these were still viewed as quite important – particularly for breastfeeding mums, and those with toddlers.

“I think anything that have to do with safety of the pedestrian and people walking using the routes should be prioritised.” (Parents, Young Children)



Parents of Young Children (under 12yrs)

Achieving city-wide road safety targets

- Parents in the group were very supportive of the idea of the zero fatalities road safety targets
 - They felt that a number of elements would contribute to achieving greater safety on the roads:
 - Education – raising awareness about road safety in general
 - Clear signage – road markings, speed limits etc
 - Good road conditions
 - More designated crossings and redesigning junctions to give pedestrians easier routes to cross
 - More regulation / education around cycling – mandating helmet wearing etc
 - Specific measures around schools were important
 - In the longer term, building schools within walking distance so fewer cars are needed for drop offs
 - Enforcing school streets
 - Better public transport to schools – taking account of weather / seasons when walking or cycling is not practical
 - The group were unsure about changing speed limits – they wanted to see evidence of the impact of 20mph limits on fatalities, and were unclear about how reducing rural speed limits would help achieve road safety targets
 - A short discussion was had here regarding cycling, but parents were immediately dismissive about the idea – they just don't feel it is safe to cycle in Edinburgh with young children.
- *“I do think there's conflict between pedestrians and cyclists. For example where they put the cycling and pedestrian lane, side by side it can actually be quite dangerous for pedestrians.” (Parents, Young Children)*
 - *I think there should be an education piece for cyclists. I mean, all road users, but definitely cyclists.” (Parents, Young Children)*
 - *“Where I'm from there used to be a sign on the road. I think it used to say ‘there's been so many people died on this road in the past year’ and it frightened the life out of people...it did make you think and slow down.” (Parents, Young Children)*
 - *“Doing something to kind of improve that travel to and around schools is important.” (Parents, Young Children)*



Parents of Young Children (under 12yrs)

Delivering improvements to our public transport network

- Feedback regarding public transport was mixed. Respondents are open to the idea of using public transport more, but want to see significant improvements in:
 - Routes – enabling better linkage to and from local areas
 - Journey times – with more express buses on offer
 - Better / more space for accommodating prams and buggies
 - They were broadly in favour of bus priority at traffic signals, introducing more bus lanes, but feel the current timings are enough, rather than extending times bus lanes are operational
 - In introducing more bus lanes the group were keen that placement should only be on busy traffic routes
 - Improvements in the tracking system was also a priority – including information about wheelchair / pram spaces
 - Some felt improvements to bus stops were needed in local areas where lights and security cameras would be useful in combatting anti-social behaviour.
- *“Public transport is alright, you can get into the centre. If you want to get from the south of Edinburgh to the north, or get around the suburbs, I can't do it from where I live. I can get into town and that's it.” (Parents, Young Children)*
 - *“You have to start actually providing alternatives rather than just restricting everything that's in place at the moment.” (Parents, Young Children)*
 - *If I lived on the tram line, it would be brilliant, it would be so good, but I don't stay anywhere near it.” (Parents, Young Children)*
 - *“I think the information on wheelchair spaces is important because often if you're in the city centre, you've got more than one option of a bus.” (Parents, Young Children)*



Young People

- Spontaneously, young people were generally very positive about travelling around Edinburgh
- They identified many aspects that help to make travel in and around the city easy, such as:
 - the very walkable city centre
 - regular buses (in some areas, e.g. key corridors into the city centre)
 - free bus travel
- This group felt that they were fit, healthy, capable and safe when moving around the city
 - Indeed, on prompting young people said they felt very safe moving around the city
- They struggled to find many negatives about travel in and around Edinburgh, other than busyness associated with festival times in terms of:
 - Crowded pavements
 - Road closures and parking restrictions
- That said, the group found it difficult to choose topics that were of particular relevance to them to discuss. The final topics agreed upon were...

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Achieving city-wide road safety targets



Young People

Improving local travel for walking and wheeling

- The younger group were positive about walking in general
- They felt in their local areas there was minimal traffic, and plenty of walking routes
- However, they did also spontaneously suggest that improvements could be made to the pavements – although this was mostly for others rather than for themselves
 - E.g. widening pavements, making surfaces more even
- On prompting, improving the condition of pavements / footways was the key priority
- Young people felt other changes would make limited difference if the condition of pavements was poor in the first place
- Adding more rest places was also seen as a priority for some – although again mostly for others rather than for themselves
- Implementing powers to enforce the parking ban was the lowest priority for young people
 - Partly as they felt other actions would make more of a difference in improving local travel on foot / wheels
 - Partly as they felt this would be overly restrictive on themselves as drivers when they already find it difficult to park in their local areas
- Regarding crossings, young people were in favour of replacing two-stage crossings as a priority citing two main benefits:
 - They would be able to cross the street more quickly themselves
 - Drivers would benefit as traffic would move through junctions quicker
- Correspondingly, young people were less in favour of any measures that would slow down the flow of traffic.

*“A lot of the pavements in my area are very uneven and slanted which, to me, is not a big deal, but to my mum it is.”
(Young People, 16-21yrs)*

“Providing pedestrian crossings with longer or more frequent green man times – I feel like this would inconvenience the buses and other transport.” (Young People, 16-21yrs)

“I replacing two-stage crossings would encourage people to walk more because they’re not having to constantly wait.” (Young People, 16-21yrs)



Young People

Delivering improvements to our public transport network & improving travel corridors

- Those in the young people group were all using public transport at least sometimes, but often choose to drive because they find it quicker, and/or they prefer not being restricted around timings
- For them, then the main issues of relevance around public transport are speed and convenience
- Key barriers to using public transport are:
 - Bus trackers not working – making choosing public transport an unreliable option
 - Fewer buses for those living outside of the main city centre – particularly late at night / on Sundays
- The biggest priorities to supporting this group to choose public transport more often are:
 - Extending the bus lanes as this would help to speed up the bus as a mode of transport, potentially resulting in this being a faster option than driving
 - Ensuring the tracker / real-time information is more reliable, supporting them to choose this method with confidence
- This group were much less concerned about shelters / waiting facilities etc.
 - If the tracker system is more reliable, they feel they could plan with confidence and would not need to wait
- They would be willing to walk further to access faster / express services, or to access a wider range of services
 - However, improved waiting facilities is not a motivation for this audience to walk further between stops
- Safety was not a factor mentioned at all by this group – even when probed. Their focus was on faster and more reliable services
- The only additional relevant feedback from young people regarding travel corridors was that if kerbside parking was to be reduced or removed, they would expect improvements in other areas, namely:
 - More affordable parking
 - Better public transport provision.

“For me, there aren’t enough buses for the East Lothian area. There’s not enough for me to use public transport as much.” (Young People, 16-21yrs)

“Sometimes the shelters aren’t great, but if I didn’t have to wait there are long it wouldn’t be as much of a problem.” (Young People, 16-21yrs)



Young People

Delivering a people-friendly city centre

- Young people felt the city centre was currently quite people-friendly - with the exception being at peak tourist times in August and at Christmas
- On prompting around potential measures to make the centre more people-friendly, the younger group were actually quite negative – feeling that proposed restrictions would create more congestion
 - There was also a frustration that restrictions to driving in the centre would potentially mean long, circuitous journeys resulting in spending more on petrol, which was a concern as many were earning part-time or apprentice wages
- After some discussion, they began to realise these things might mean they would have to choose public transport
- This meant a return to discussing improvements required in public transport – namely faster services and better tracking information – which young people felt would need to be implemented first, before imposing any further city centre restrictions
- The restrictions around cars would be more palatable to young people if public transport was better, because then – for example – buses would be able to go where they couldn't drive, making this a more attractive option.

“I’m an apprentice and I don’t earn much money. I don’t want to have to spend more money on petrol because I have to go the whole way around now to get somewhere I need to be.” (Young People, 16-21yrs)



Young People

Achieving city-wide road safety targets

- Whilst the younger group picked road safety as one of their overall priorities for discussing, the conversation revealed it wasn't such a big priority for them, as they generally feel quite safe and able when travelling around the city
- Respondents did suggest that, as a pedestrian, road safety could be improved as the volume of vehicles in the city centre can make it less safe to be walking / crossing the road
- But in general this was a tricky issue for this group, giving rise to a lot of inconsistencies – the only measures they can think of to make it safer for them as a pedestrian (speed limits / vehicle restrictions) are also things they really don't want to see as a driver
- The younger group did express willingness to see more speed limits implemented – but as a priority, they would rather focus on improving public transport and making taking buses more attractive to cut down on car use.
 - And with improved public transport making this more of an appealing option for young people, they would be more willing to see the restrictions outlined in 'delivering a people-friendly city centre' such as restrictions on vehicle access / one way traffic, which they felt would make roads safer due to smaller volume of cars
- In short, their overall priority within this theme was to focus on implementing changes in the other aspects of the City Mobility Plan, which they feel will improve road safety.



Older People (65yrs+)

- Respondents within the older group use a mix of methods of transport in the city
- They are frequent users of public transport – bus and tram – using cars, and walking – where mobility allows
- Several respondents within this group had mobility issues, and their feedback chimed with that given by respondents in the disability groups
- Spontaneously, they praised the ‘excellent’ bus service in Edinburgh, but criticised the diversions and delays to buses caused by roadworks
- They also spontaneously mentioned cyclists being given too much priority in city travel planning
- And raised concerns about the state of the pavements and roads
- Key topics of interest for them were more focused on their own local areas, as well as public transport.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Delivering liveable neighbourhoods



Older People (65yrs+)

Improving local travel for walking and wheeling

- Older respondents highlighted the poor state of pavements in their local areas as being a key concern
- They reported a number of issues such as:
 - Broken paving stones and holes in the pathways
 - Pavement parking and cyclists/ scooters on pavements
 - Overgrowing hedges / branches
 - Signage and barriers from works / repairs not being removed once work is complete
 - Vandalised benches
- All of these problems make it difficult to walk in their local areas – especially for those with mobility issues or who are slightly unsteady on their feet
- On prompting, all of the measures to improve local travel were welcomed and considered to be important
- However, the key priority for this group was improving footways to provide smooth pavements; followed by speeding up installation of dropped kerbs and tactile paving
- Of all the options, installation of benches was the least important for these respondents, although still something they would like to see more of in their local areas.
- In terms of crossings and junctions this older audience do **not** want to see two-stage crossings replaced
 - They acknowledge it takes them some time to get across the road – and feel particularly those with mobility issues need the stop in the middle
- Extending green man times was also thought to be potentially beneficial – again to allow those with mobility issues enough time to cross
- Widening pavements was not something this group felt was a priority – they think walkways are wide enough already, particularly in the city centre
- And they were unsure what the benefit would be of improving junctions – feeling this was not really needed.



Supporting verbatims

- *“The pavements could be upgraded....there are holes everywhere” (Older People)*
 - *“Cars parking on the pavement so you can't get a wheelchair or a pushchair passed and there doesn't seem to be any traffic wardens about when you need them.” (Older People)*
 - *“one of the dangers of potholes is that you might be walking along the footpath and then the wheels of the passing vehicle will dash water onto you and you'll be soaked...that happened to me and I had to return home to get changed” (Older People)*
 - *“To be honest walking on the pavement, a lot of the pavements leave a lot to be desired with the cracks and the pavements are sinking in quite a lot of bits as well. And if you're unsteady on your feet, that's a problem.” (Older People)*
 - *“You often see firms that have maybe been repairing potholes or something like that or if there's a road closure....they don't come back to remove their signs, so they're lying about then local kids are getting hold of them and throwing them everywhere.” (Older People)*
 - *“it's not just the cyclists on the pavement it's these scooters...and they've got electric ones now and they just whizz along on the pavement – there's no regulation” (Older People)*
- “I don't think they need to replace the two stage crossings, because for somebody like myself [with mobility issues] it takes a bit longer to cross. I'm going to get across one bit then happy to wait halfway and then cross again” (Older People)*



Older People (65yrs+)

Delivering improvements to our public transport network

- Spontaneous feedback regarding public transport was both positive and negative
- Older people felt that there was a good bus network with enough routes to allow them to get around the city
- They also generally felt that the bus service was good, as is that the tracker system (when working)
- However, three key issues were identified for this audience:
 - Roadworks, diversions, building works and general congestion meaning that buses are no longer running on time
 - Roseburn area was cited as a particular issue
 - Bus stop locations – the older audience felt that changes to bus stop locations on Princes St had been negative, leaving too much distance between stops, and too much walking for those who were not always able to do so
 - And pedestrian congestion on city centre streets around bus stops can make it difficult to pass on foot, and uncomfortable when waiting for a bus
 - Bus shelters – inconsistent provision of bus shelters, and the design of these mean they are not ‘weather proof’
- On prompting, improvements to bus shelters were therefore a priority for the older group
 - They want a focus on bus shelters providing adequate shelter from the weather, and lighting to make them feel safer at nights – seating is much less of a priority
 - Local areas were considered most important for these improvements as they felt bus shelter provision in the city centre was generally quite good already
- Improving the bus tracker system to include information about wheelchair spaces was also a priority for this audience
 - However, like those in the disability groups, they would also like greater clarity on who has priority for these spaces – prams or wheelchairs – and would like drivers to take a greater role in enforcing this
- Given the spontaneous discussion about location of bus stops, the older group were against any changes – not least because they feel unable to walk further, regardless of whether there is an improved offer at these stops
- Bus users in the group were in favour of any measures that would improve journey times, therefore increasing bus priority at signals, extending bus lane timings and introducing more bus lanes were all welcomed
- However, those using cars more often were against the extension of bus lane operating hours as they feel this is unnecessary across the whole city
- They felt it would be better to keep bus lanes purely for buses, rather than allowing cyclists, motorbikes and taxis to use these as well



Supporting verbatims

- *“I know that it [bus] is a very good service. What does hold them up is roadworks.... And new buildings as well getting built where they have to encroach on the road.” (Older People)*
- *“These bus lanes were so excellent when only buses could use them and not buses and bikes and taxis and all the rest. But because the roads are getting narrowed, the bus lanes are getting taken away, the buses aren’t any different to ordinary traffic, which means that they've not got an advantage.” (Older People)*
- *“I hate the thought of standing in a bus stop and the space is not lit up.... the light in the bus stop is quite important for safety reasons.” (Older People)*
- *“I can’t walk too far. I have arthritis in my hips, my knee and my back, my shoulder, so any distance of walking increases my pain.” (Older People)*
- *“I think the point of having a bus service is that it’s convenient, particularly in the outer areas, there should be lots of bus stops because that's what people need.” (Older People)*
- *“When that bus lane is totally empty around midday, 2pm in the afternoon why shouldn't you use it?” (Older People)*



Older People (65yrs+)

Delivering liveable neighbourhoods

- Key issues relating to delivering liveable neighbourhoods were:
 - Traffic at schools – respondents were very conscious of school drop off times meaning local streets are crowded with cars parking over driveways and on yellow lines
 - Traffic speed limits being unclear – specifically where speed limits change between 20mph and 30mph
 - Difficulties with crossing in some areas (e.g. Lanark Road) where there are fewer designated crossings and traffic is travelling at speed
 - Obstructed pavements due to overhanging bushes and roadwork signage – as mentioned in earlier topic
- There was general support for reducing speed limits to 20mph in residential areas
- However, road closures were less popular, as these were perceived to create issues by making essential journeys (e.g. to the supermarket) longer and more difficult.
- *“Lanark Road is a very wide road and the traffic goes so fast it's like they think they are Formula 1 drivers. And we could do with some traffic lights as well as there are limited crossing opportunities.” (Older People)*
- *There's one bit in Leith where my friend lives. And what they've done is they've closed off the road, and it's a main through road there. They put these planters across it. Now to get to the local supermarket, she has to do a detour through three sets of traffic lights to get to something that didn't have any traffic lights to get to before, which used to take her literally two minutes. Now it takes her 15 minutes, depending on the traffic. Now, why have they shut that road off?” (Older People)*



Disabled People

- Respondents in these groups included:
 - wheelchair users; mobility scooter users; walking frame users; those with health issues that make walking any distance difficult; those with mental health issues that create challenges; and two respondents in the mobility group were Blue Badge holders
- Across the groups respondents were using a mix of travel methods, with decisions typically made to accommodate their mobility issues
- All forms of transport (other than cycling) were used by at least some respondents across these groups
 - Bus, taxi, tram, car, walking
- In general terms, opinions varied depending on personal needs and circumstances
- Spontaneously, general criticisms about travel in Edinburgh aired in both groups related to:
 - Quality of pavements and road surfaces
 - Considered to present a real risk to pedestrians and those wheeling; and to cars
 - General issues with buses
 - Unreliability of the information system (on the app and at bus stops); and changes to routes (e.g. loss of 41)
 - General congestion on city centre streets
 - Caused by too many cars, road works, narrowing of roads due to cycle/bus lanes
 - Access to and cost of parking.

Improving local travel for walking and wheeling

Delivering improvements to our public transport network

Improving our public transport and active travel corridors

Delivering a people-friendly city centre

Supporting the journey to net zero and cleaner air

- These topics were selected for discussion, as most relevant to the mobility / other disabilities groups
- However it was noted by the groups that all topics covered important issues
- Net zero and cleaner air was a mandated topic in these sessions, to ensure all topics were covered across the research.



Disabled People

Improving local travel for walking and wheeling

- The key priority in making streets more accessible for this audience is **improving footways** around the city by providing safe smooth pavements free from trip hazards
 - Poor quality of pavement surfaces and number of potholes was mentioned spontaneously in both groups
 - It was notable that most felt that this was more of a priority than speeding up of installation of dropped kerbs and tactile pavements....which were felt to be important to improve but not as relevant to all disabled people as getting potholes and pavements surfaces sorted
 - It was considered crucial that the quality of pavements is improved across the city – in local areas, not just the city centre.
- Pavement parking was also a key issue for this audience
 - Presenting a trip hazard and an obstacle that restricts use of wheelchairs and mobility scooters.
- Other elements are also important, albeit less of a priority for immediate improvement:
 - Installation of dropped kerbs and tactile paving
 - More benches were important for some, but not all – indeed there was some debate about these
 - For some this is important to allow them to take rests
 - But for others benches take pavement space which causes issues for those wheeling
 - On balance, respondents agreed that the crucial issue is placement of benches to avoid creating blockages
- Aspects not considered to be a significant issue to this audience were:
 - Removing poles and signs – respondents felt that placement of bins was more of an issue, as was the need to empty these on a regular basis to avoid rubbish becoming a hazard to walking and wheeling.



Supporting verbatims

“I'd like to say... the potholes in the roads in general are absolutely ridiculous...the pavements are all cracked, they're broken, the surface is breaking down and all they do is spray them with tar and blow this rubbish surface which breaks up or goes smooth within six to eight weeks....And then the potholes come back again or move further down the road. That's all that happens rather than resurfacing it properly.” (Other Disability)

“There is no point having a dropped kerb if you trip over a pothole.” (Other Disability)

“Wheels get caught. Yeah that is a problem [potholes] especially because my son's wheelchair has small wheels at the front” (Other Disability)

“I often want to stay at home [due to quality of roads]” (Mobility Issues)

“I had a hip replacement....and I am expecting another one, and it scares me that I might trip [on a loose paving stone].” (Mobility Issues)

Oh, they [cars parked on the pavement] block the way and it's dangerous for people who have to go around the cars and go on the road themselves. It's a nightmare.” (Mobility Issues)

“I would say more benches, I can only walk so far, and then I have to sit down before I can go on. And there's not a lot of places to stop and sit when you're walking about places.” (Mobility Issues)

“...the benches....I feel sorry about people with buggies or push-chairs and people who are pushing wheelchairs around. I can't understand how they put them [benches] all over.....it's shocking.” (Other Disability)



Disabled People

Improving local travel for walking and wheeling

- In terms of improving local travel for walking and wheeling, the key priority for this audience is widening pavements
 - Narrow pavements in the busiest parts of the town were an issue for people with disabilities, including those with mobility issues who need walking aids, and some who had mental health issues, where the congestion on narrow pavements could cause anxiety
 - As well as being important for personal safety, the widening of pavements was felt to have the potential to bring a more cosmopolitan feel to the city centre- which would be welcomed
 - This issue is becoming more urgent for some respondents as more cafés are putting tables and chairs on the pavements outside their premises
 - The only concern in relation to widening pavements was that there would be an impact on free movement of vehicles on the roads which would impact those with mobility issues who were reliant on cars.
- Some felt that improving junctions to give more pedestrian priority was important
 - Particularly in relation to the relationship between pedestrians and cyclists at junctions
 - Specific examples were given around Leith Walk where the design of cycle lanes at junctions causes issues for pedestrians, and those in wheelchairs or mobility scooters
- No real consensus over changes to pedestrian crossings – some were in favour of retaining two-stage crossings, others preferred removing these
 - It was suggested that countdown clocks at crossings would be useful to help people see how long they have to cross
- Respondents felt that many of the suggested changes were designed to make it difficult to drive in and around the city, which was a particular concern to those with mobility issues
- While supportive of the need to reduce emissions and congestion, respondents strongly felt that:
 - Significant improvements would be required in public transport
 - Blue badge holders should be given priority for driving in the city.



Supporting verbatims

“The issue with less parking on the streets...it could touch on a few things where it's time to make Edinburgh centre more cosmopolitan, like some of the bigger capitals in Europe, where it's pedestrianised, it's open and safe to walk without any fear of traumas. That sounds good to me.” (Mobility Issues)

“There's a prime example on the top right hand picture there. So that shows you the pedestrian walkway coming up, being crossed by the cycle path and then back to the pedestrian crossing. Now if you've got a wheelchair going up there, you're then going across a cycle lane, back on the pavement and then back on the cycle lane again....it is dangerous.” (Other Disability)

“I'm afraid that you're just not going to be able to use your cars like you need. Because with my health, if I take a bit of a turn for the worse, if I'm out somewhere, if there's not very many spaces to stop and sit, I get panic attacks. To know that the car is parked somewhere near so that I can get into my car I feel safe quickly. That's like a safety blanket for me, whereas if it was totally like there's no cars or anything like that and I have to wait on a bus or a tram or whatever, that's just going to increase my anxiety and everything.” (Mobility Issues)



Disabled People

Delivering improvements to our public transport network & improving travel corridors

- Spontaneously, most respondents had their own specific criticisms about the public transport network
 - Most believed that the quality of bus services had deteriorated with poorer quality information, removal of valued services, and ongoing issues with congestion causing delays
- Two key priority improvements were identified:
 - Improvements in the accuracy of information
 - Significant frustration exists with the quality / reliability of information on the app and digital panels
 - A desire for more information to show if there is wheelchair space available
 - A full review of bus network map / routes
 - Respondents wanted the bus route plan to be improved and specific services reinstated (e.g. 41)
 - Issue with lack of buses from west via Queensferry Road
 - Sense that there are too many buses in and from Leith, creating congestion
- Changes to bus stop layout, lighting and shelter were felt to be largely cosmetic and of significantly less priority than these other issues
- In responding to the various scenarios relating to walking further to reach bus stops, this would not be possible for all respondents in the disabled groups
- That said, for those who could walk further, the key motivation would be to access a stop where a greater range of services / routes was available
 - Express bus services were of interest for some, but the issue of general congestion means that these were considered to have relatively limited value
 - Walking further to access stops with improved waiting facilities was the least popular – most felt these changes would be largely cosmetic and of limited practical value
- In addition, respondents felt allowing for more space for wheelchair users on buses was crucial
 - They feel they are often ‘in competition’ with prams for space – it was felt that drivers should be more consistent in asking for prams to be folded down.
- Some also commented on the cost of bus fares feeling high – and would like to see these reduced before cosmetic changes were made to bus stops.



Disabled People

Delivering improvements to our public transport network & improving travel corridors

- In terms of bus priority measures, most respondents felt that some extension of bus priority measures was fine, but that these should not be imposed across the whole city – only in the most congested areas
 - Specifically, respondents were uncomfortable with the extension of bus lane operating times, where it was felt that this would have no meaningful benefit for buses, but potentially a notable impact on car users
- Similarly, respondents felt that in general the idea of improving travel corridors was important
 - But they were keen that transitions should be handled carefully given the likely impact on car users
 - Any improvements to the public transport and active travel corridor, which would restrict easy use of cars, would need to come with a significant improvement to the bus service
- Specifically in relation to reducing kerb side parking, this was felt to be a positive in some areas e.g. Stockbridge and shopping streets,
 - However, from a wider perspective of enabling those with disabilities to use cars where they need to, parking restrictions also need to come hand-in-hand with improvements to the public transport network.



Supporting verbatims

- *“The bus signs is the main thing I would complain about....they tell you there is five minutes and then all of a sudden it changes to 20 minutes.... I don't know if the bus is late or they've just cut that one out the service. People just want to wait the least amount of time....they'll not want to use the bus....you know in stead of their car....if they can't know when the bus is coming.” (Mobility Issues)*
- *“How could bus stops be improved if there are lots of people at the stop....they need to improve the bus service.....and when there are very narrow pavements.” (Other Disability)*
- *“Again, I can walk to certain places, depending on how I'm feeling, to get buses. The closest road to me is Queensferry Road. And without any consultation, the council just changed the bus service.... just changed the route to a new housing development, without any consultation to any people. And that's left us with one bus, which is so unreliable coming in.... if we had more public transport service, I think things would be much better.” (Other Disability)*
- *“All this is fine, I do like the idea of Edinburgh being a place where there is a fantastic bus service....and people can cycle through it, all that. But people still need to use their cars and for work, with vans. They can't just stop people using there cars and stop deliveries and work vans without having a plan that is right for everyone.” (Mobility Issues)*



Disabled People

Delivering a people-friendly city centre

- In both groups respondents felt that there was a deterioration of the level of 'people friendliness' in Edinburgh in recent years
- Key issues related to:
 - quality of pavement surfaces and potholes on the roads
 - narrow and congested pavements in busy central areas
 - general difficulties with using the roads (by any mode of travel)
- Most of the issues with the lack of people friendliness in the city related to particular areas or streets:
 - The Royal Mile was felt to be particular problem- especially in the summer due to too narrow pavements and too many tourists
 - Shandwick Place - too busy, with pavements that are too narrow, often blocked by people waiting for buses
- The idea of a more people-friendly city centre was well liked
- That said, respondents were clear that more restrictions on car use need to come with priority for blue badge holders and improvements to the public transport network
- Three main priority streets for changes were identified: The Royal Mile, Princes Street, and George Street
 - In these locations it was felt that more radical steps could be taken to give pedestrians and businesses greater priority with far less priority given to vehicles.
- Kerb parking restrictions were felt to be, in general, a good idea in the city centre
- However, respondents did not want to see a 'blanket ban' on kerbside parking
 - it was felt that this would restrict parking options and therefore make it more difficult to drive in the city centre, which, while okay in theory presents particular issues for those with mobility issues
- There was support for restrictions to kerbside parking in specific areas— essentially shopping streets – as it was felt this would deliver a more cosmopolitan feel to central areas
 - For example, Castle Terrace was considered a location where there is no need to restrict kerb parking - as there are no shops and limited leisure pedestrian movement
 - In contrast to Stockbridge where there is a café culture and many shops – respondents felt kerb parking should be banned here
- The idea of one way roads was really viewed as a way of restricting car usage with limited / unclear benefits - more stick than carrot
- In general, as discussions unfolded in both groups, respondents accepted that there need to be tough controls over the use of cars in Edinburgh
 - But, from their perspectives, this needs to come alongside provisions for disabled drivers; and significant improvements to the public transport network to allow those with disabilities to still access the city centre
- In addition, respondents felt restrictions to car usage needs to be communicated as part of an overall vision for the future of the city, clearly articulating the benefits of car restrictions.



Supporting verbatims

- *“If you go down to High Street, the Royal Mile, the pavements are so narrow, there's so many tourists and they're spilling on the road especially up near the castle it's just not really suitable.” (Mobility Issues)*
- *“Shandwick Place is a nightmare of a street.” (Mobility Issues)*
- *“I think you could do it [restrict kerb parking]. You know, there are certain streets that can warrant it and others, I don't think it makes much difference to have kerb parking like at Castle Terrace...it's not a huge hardship having parking in there.... So I think it's a good idea, but don't just make it a blanket one. You know, look at areas that need it like the High Street.” (Mobility Issues)*



Disabled People

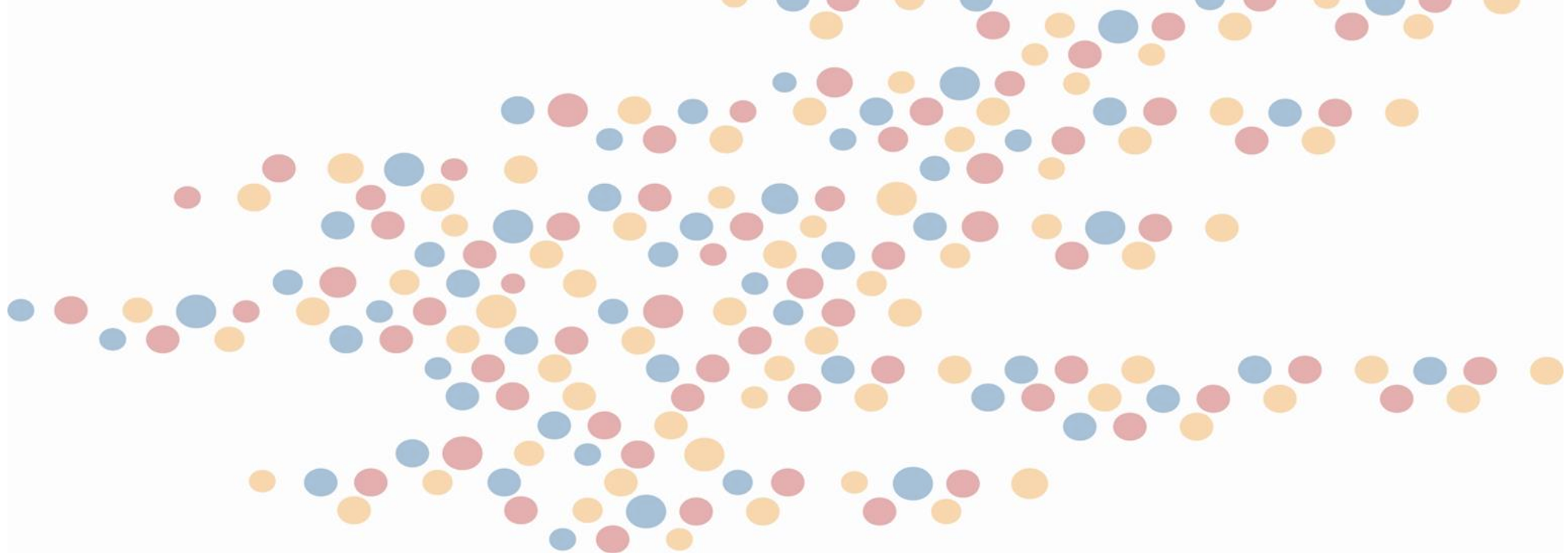
Supporting the journey to net zero and cleaner air

- Overall, respondents in these groups were supportive of the idea of reducing emissions and reaching net zero targets in the city
- However, it was widely felt that this end goal would be very difficult to achieve without the required infrastructure
- Respondents recognised that, within the broad theme of mobility, a number of changes are required:
 - Electric bus network
 - Significant improvements to the bus network to encourage wider usage
 - Focused on an improved network with more services, at a reduced cost
 - Reduced cost of purchasing electric vehicles
 - Along with significantly more electric charging points across the city which should ideally be free to use.
- When prompted with potential actions relating to reducing car kilometres, there was a strong feeling that the starting point should be zero carbon bus fleet
- Provision of electric vehicle charging points was also felt to be a vital part of meaningful progress
- Few had knowledge of Car Clubs, but were generally interested in the idea
 - Further information provision on how they work, pricing models and generally promoting car clubs was thought to be a good idea
 - Respondents did note that to be of meaningful value in the efforts to reach net zero, Car Club vehicles need to be electric
- There was limited support for introducing differential parking charges based on emissions, largely as respondents felt enough was being done already to sanction high emission vehicles, and this was a step too far
- The points relating to air quality were viewed as less relevant to this audience – only one respondent across the two groups had a solid fuel burner at home
 - While this respondent was clear that it was important for him due to the cost of living crisis, most respondents were not really aware of solid fuel burners being an issue
- Against this background, respondents were generally accepting that if emissions are an issue they should be controlled in some way
- Respondents felt that focusing improvements on commercial premises was necessary as these are perceived as the biggest sources of emissions
- If restrictions are necessary in domestic homes, most agreed that identification of hotspot areas was sensible, and also that education / awareness campaigns would be required to inform the public of the issue.



Supporting verbatims

- *“There is a lot of good about the bus service I don't think you could fault it really. But you think by this point in time, you'd be putting only electric buses on the road, rather than diesel.” (Mobility Issues)*
- *“I don't really know but I don't think there are nearly enough charging points across the city. There would have to be far more to make it possible for everyone to use electric cars....even if they can afford an electric car.” (Other Disability)*
- *“I've never seen the car club advertised....I don't know anything about it really. I've never seen it advertised in the metro, or on the radio or anything. I think people have driven past the cars, not realising really what it's all about. They need to make people aware of what it is about and why it is a good idea and how much it costs.” (Mobility Issues)*



Appendix

Research Stimulus Shown.

Note: no stimulus was used for the following themes:

- Improving our public transport and active travel corridors
- Delivering vibrant shopping streets



Improving local travel for walking and wheeling

Making streets accessible for everyone

- speed up installing dropped kerbs, including tactile paving to help visually impaired people
- improve footways around the city by providing safe smooth pavements free from trip hazards
- continue to remove clutter on pavements and paths focusing on unnecessary poles and signs
- introduce more rest places and benches
- implement the powers to enforce the pavement parking ban when available

Improving local travel for walking and wheeling in streets and neighbourhoods

- replace two-stage crossings so you can cross the street quicker and easier
- provide pedestrian crossings with longer or more frequent 'green man' times, making it easier to cross the street
- improve junctions in our neighbourhoods to reduce crossing distances and provide more pedestrian priority
- widen narrow footways in the busiest locations for example city centre and shopping streets

Dropped Kerbs

A sloped ramp between the pavement and the road. It makes travel easier for wheeled users and pedestrians.



Tactile Paving

Tactile paving has a raised pattern which can be felt under-foot. This is important for alerting visually impaired people that there is an upcoming change in surface (for example, pavement to road).



Two-stage crossings

A pedestrian crossing with a central island where each side of the road is treated as a separate crossing.



Provide more pedestrian priority

Prioritising pedestrians over vehicles at crossings and junctions with more frequent and longer opportunities to cross the road safely.





Delivering a joined-up cycle network

- Expand the cycling network so that every household is within 250 to 400 metres of a high-quality cycle route that everyone can safely use at all times of day.

Examples of high quality cycle routes





Delivering improvements to our public transport network

Improving bus stops

- Improve the layout of bus stops to make it easier for everyone to get both to the stop and onto the bus.
- Deliver improved bus shelters including the provision of seating and lighting.
- Provide improved real-time information including information on available wheelchair spaces.

Layout of Bus Stops

Where you can find the key features of a bus stop, in relation to the pavement and the road (e.g. bus shelter, boarding zone, waiting area).



Bus priority measures

- The introduction of additional bus lanes.
- The extension of bus lane operating hours, to 7am to 7pm, seven days a week .
- Bus priority at traffic signals.

Bus Priority Measures

Additional space for buses on roads which gives priority to buses over other vehicles. For example, a bus-only lane.





Delivering a people-friendly city centre

Existing measures

- Victoria Street & Cockburn Street largely vehicle free
- George Street, George IV Bridge and Lothian Road being redesigned to provide a welcoming and accessible environment to all users

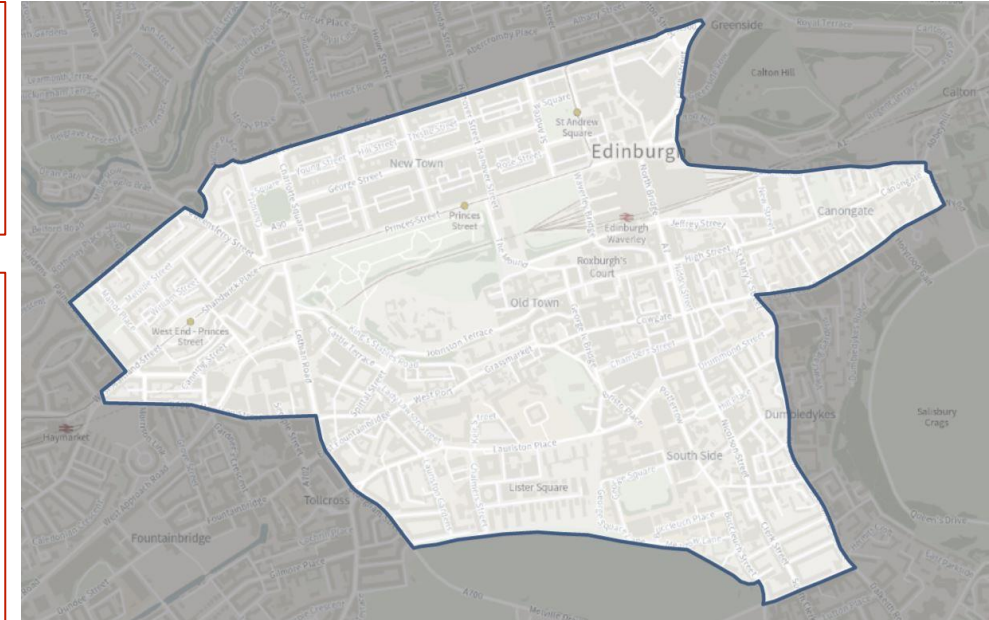
New measures

Restrictions would vary street by street and could include:

- Part-time restrictions (for example from 7am to 7pm).
- Restrictions by the type of vehicle (for example permitting all traffic apart from private cars).
- Restrictions by direction (for example allowing general traffic in one direction only)

Kerbside parking

- Introducing a targeted reduction in kerbside parking

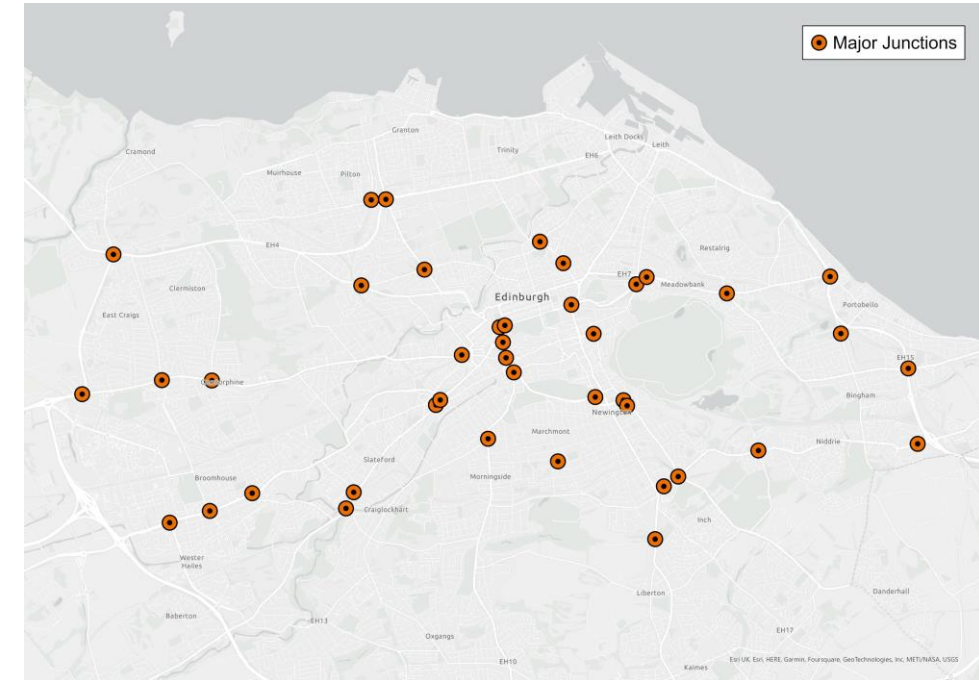




Achieving city-wide road safety targets

Achieving Zero Fatalities

- Re-design major junctions in the city to improve the safety of vulnerable road users.
- Explore introducing speed limits under 20 miles per hour in busy shopping streets.
- Expand the number of schools with 'school streets'
- Review both rural speed limits and 40mph speed limits



School Streets

A road near a school which does not allow private vehicle access at school drop-off and pick-up times.





Delivering liveable neighbourhoods

- Traffic around schools
- Traffic in residential streets
- Traffic speeds
- Narrow or obstructed pavements
- Limited crossing opportunities
- Busy junctions
- Lack of cycling provision



Supporting the journey to net zero and cleaner air

Reducing car kilometres

- Develop a commercially sustainable model for delivering public electric vehicle charging hubs.
- Review parking charges associated with on-street parking based on vehicle emissions.
- Review the infrastructure requirements to support the development of a zero carbon bus fleet.
- Undertake a review of car-sharing operations in the city to expand the areas served by Car Club and expand the provision of electric Car-Club vehicles.

Reducing emissions

- Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts.
- Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention.
- Lobby Scottish Government for an update of licensing laws to tackle concerns around use of solid fuel burning in licensed premises.
- Discourage biomass burning in commercial settings and support the transition to low carbon technologies.

Stakeholder Workshop Summary

The initial stage of the City Mobility Plan consultation process involved conducting three stakeholder workshops. These workshops were attended by a wide range of stakeholders and facilitated by the Stantec project team, with the assistance of City of Edinburgh Council staff.

The following organisations were invited to attend these workshops:

Group	Organisation	
Public Transport	Lothian Buses / East Coast / Lothian Country / Edinburgh Tours	
	Bus Users Group	
	Bus Alliance	
	Fife Council	
	Scottish Borders Council	
	West Lothian Council	
	Sustran	
	Midlothian Council	
	Bus Users	
	Scottish Taxi Federation	
	Central Taxis	
	City Cabs	
	Private Hire Cabs	
	Unite the Union	
	McGill's	
	Stagecoach	
	Borders Buses	
	Edinburgh Coach Lines	
	Prentice	
	EMH Bus	
	National Express	
	Tour Bus Operators (Edinburgh Bus Tours)	
	Local Community Transport	
	Confederation of Passenger Transport	
	TfE	
	Edinburgh Trams	
	Anturas	
	Car Club: Enterprise	
	Network Rail	
	ScotRail	
	Neighbourhoods / Community Councils	Community Councils
		Neighbourhood Networks
	Inclusivity Groups	Access Panel
EVIC		
All-ability bikes (now Thistle)		
NHS Lothian		
Equalities and Human Rights Network		
Inclusion Scotland		
Scottish Old Age Pensioners Assoc (SOPA)		
Age Concern		
Older People's Forum		
Roar connections for life (Age Scotland)		
Playing Out		
RNIB		
Sight Scotland		
Guide Dogs Scotland		
Deaf Action Head Office		
Autism Scotland		

	Mobility and Access Committee for Scotland (MACS)
	ELREC (Edinburgh and Lothians Regional Equality Council)
	WSPP CIP (Women's Safety in Public Places Community Improvement Partnership)
Active Travel Organisations	Living Streets
	Paths For All
	Spokes
	Sustrans
Regional	East Lothian
	Midlothian
	West Lothian
	Fife Council
	SEStran
	Transport Scotland
Emergency Services	Police
	Fire
	Ambulance
Planning / Development	Cockburn Association
	Essential Edinburgh
Freight / Haulage	Road Haulage Association
	Fed Small Businesses
	Edinburgh Chamber of Commerce
	Logistics UK
	General Traffic: Institute of Advanced Motorist
	Cargo Bike Movement
	Farrout Delivery
	Ecostars
	Zedify
Waste Companies	Biffa
	Changeworks Recycling
	Hamilton Waste
	Viridor
	CEC
Business / Other	Forth Ports
	Grassmarket Area Traders
	Edinburgh's West End BID
	Scottish Wholesale
	Transform Scotland
	Edinburgh Airport
Miscellaneous	SEPA
	NatureScot
	Historic Environment Scotland
	Edinburgh World Heritage
	Friends of the Earth
	Public Health Scotland
Universities	Edinburgh University
	Edinburgh College
	Queen Margaret University
	Napier University
	Heriot Watt

A summary of the discussions held at the workshops are presented below.

Tuesday 18th April

The following organisations were represented at the workshop on Tuesday 18th April:

Organisations
CEC (Ecostars)
East Lothian Council
Edinburgh Access Panel
Edinburgh Association of Community Councils
Edinburgh Bus User Group
Edinburgh Chamber of Commerce
Living Streets
NHS Lothian
Spokes
Trinity Community Council
Turley
University of Edinburgh

The Challenges of Limited Street Scape – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- Generally, stakeholders concluded that it is important to avoid incorporating too many modes of transport into one corridor where space is already severely constrained.
- Regarding the prioritisation of transport modes, stakeholders agreed that prioritising public transport and improving bus journey times, particularly through major junctions, is crucial to facilitating modal shift.
- While there was general agreement that parking could be removed from at least one side of the road along some main corridors, it was suggested that each corridor is considered in isolation as there were doubts that a one-size-fits-all system would work across the city. With regards to removing parking, the need to maintain some disabled parking and loading provision was also emphasised.
- In general, stakeholders felt that floating parking was challenging for the elderly, those with mobility issues and people with children to navigate. However, it was also noted that for cyclists floating parking is a better solution than cars parking in cycle lanes and on footways.
- With regards to road space allocation, stakeholders did not support the narrowing of footways to create more road space, citing the need to maintain a 2m wide footway. Additionally, stakeholders did not support the introduction of shared-use (pedestrians and cyclists) paths, due to potential conflicts.
- More generally, stakeholders highlighted the need to consider EV parking infrastructure when considering land use along residential main-road corridors.

The Challenges of Limited Street Scape – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- There was consensus among stakeholders that shopping streets are destinations and, as such, the experience / place function of these locations should be prioritised over the movement of vehicles.

- To facilitate place function improvements, stakeholders supported the removal of parking from shopping streets, while noting the need to retain some disabled parking provision. Stakeholders acknowledged that it is likely that some businesses would want to retain parking for customers, but this is not realistic and public transport should be prioritised over car access.
- With regards to land use, stakeholders supported the widening of footways to improve accessibility and the place function. They also felt that shopping street should also be significantly decluttered to aid accessibility.
- The importance of implementing both high-quality active travel links and efficient public transport services to access shopping streets was emphasised. In general, stakeholders agreed that the inclusion of dedicated public transport or cycling infrastructure through shopping streets themselves was less important than access to the area.
- Stakeholders also highlighted the need to retain loading provision and suggested that loading restrictions could be introduced to restrict deliveries to certain times of the day, while being considerate of local residents.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- With regards to the north-south corridors across the city, stakeholders highlighted the need to consider all three corridors together, citing that the introduction of a bus gate on the mound would result in traffic being diverted onto one of the other routes.
- Stakeholders were in agreement that the Bridges is currently very unpleasant and unsafe for pedestrians due to narrow footways and large traffic volumes. As such, stakeholders felt that a project should be undertaken to improve this corridor, suggesting that traffic restrictions could be reintroduced along this route.
- The importance of retaining the Georgian history of Queen Street was also highlighted, with stakeholders suggesting that the road merited a project to reduce traffic volumes.
- Citing the need to meet 2030 targets, stakeholders generally felt that time / money would be better spent on quick wins, rather than large-scale projects. They suggested that the focus should be on the bigger picture, rather than specifics of individual corridors or projects.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- In terms of prioritisation, stakeholders suggested the decarbonisation of both public transport and commercial vehicles should be prioritised. They felt that this would have the largest impact of meeting air quality targets, particularly in the city centre.
- While the importance of electric vehicles was highlighted, stakeholders noted that the emphasis should not be solely focussed on electric vehicles but also hydrogen. Stakeholders indicated that electric vehicles are not perfect as they still emit emissions from their brake pads and tyres. They added that hydrogen is a more realistic option for heavier vehicles.
- There were concerns raised regarding the price of electric vehicles and potential equality issues of creating electric-only vehicular spaces across the city.
- Stakeholders noted that encouraging motorist behaviour change should also be prioritised. It was believed that this would be achieved through a combination of making it more difficult to drive (demand management measures) and making public transport more attractive.
- With regards to the LEZ restrictions, stakeholders generally concluded that the restrictions already feel outdated and should be stricter.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- In general, stakeholders agreed that different groups of people will have different priorities and felt that all of the interventions presented during the exercise were equally important.
- More specifically, stakeholders suggested that dropped kerbs should be improved at the same time as resurfacing work is carried out and stakeholders felt that street clutter should be reduced to aid accessibility.
- Stakeholders noted that pavements should be a contrasting colour from the kerb and road so that those with sight impairments are able to distinguish between the differing spaces. Paving should also be a single colour, as multiple colours can make it difficult for those with cognitive impairments to navigate the footway.
- There was no general consensus regarding which location should be prioritised. It was suggested by different stakeholders that the following should be prioritised: locations with a large volume of footfall, areas where existing infrastructure is failing and not fit for purpose and local high streets.

Junctions and Crossings

Attendees were invited to comment on both the Princes Street / Charlotte Street and Tollcross junctions. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junctions. The discussion for each junction is summarised in the tables below:

Princes Street / Charlotte Street	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ <u>Too many modes</u> being squeezed into a constrained junction. ▪ Important to consider alongside the Lothian Road / Princes Street junction. ▪ <u>Long wait time for pedestrians</u> leading to jaywalking and a build-up on the middle island. ▪ <u>No continuous cycle lane</u> ▪ <u>Accelerated movement of cars</u> through the junction 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Introduce red-light cameras</u> to deter drivers travelling through amber/red lights. ▪ Alter the <u>signalisation pattern to favour pedestrians</u>

Tollcross	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ The junction <u>prioritises vehicular</u> traffic over all other modes. ▪ <u>Long wait time for pedestrians</u>, especially when crossing West Tollcross. ▪ Cars are able to accelerate across the junction due to its size. 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ Introduce an <u>"all stop" signalisation pattern</u> to allow pedestrians to cross more than one arm at a time and reduce wait time. ▪ <u>Narrow available road space</u> ▪ <u>Widen footways.</u> ▪ Implement <u>advance cyclist lighting</u> to make it safer of cyclists.

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- Stakeholders generally agreed that the overarching goal should be to reduce regular on-street parking, particularly in areas with good public transport provision and heavily discourage car use.
- Stakeholders felt that pricing deterrents should be used to discourage driving into, and parking within, the city centre. There was also agreement concerning the suggestion of introducing variable prices, where it's more expensive to park on some streets (shopping streets) than side streets. Stakeholders felt that this would disincentivise parking directly outside shops.
- In order to discourage car use, it was suggested that parking charges in non-city centre locations should be introduced across the weekend, alongside extending the hours of the controlled parking zone restrictions.
- With regards to off-street car parks, it was suggested that city centre car parks should be repurposed given that they are key car-trip generators. Castle Terrace was specifically highlighted.
- While some stakeholders felt that parking charges for EVs should differ to non-EV vehicles, there were concerns regarding the equality of introducing such a measure.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- Stakeholders generally agreed with extending the hours of bus lanes across the city to 777 but expressed concerns regarding the provision of loading. It was suggested that continuity and consistency across the city would increase adherence to bus lane restrictions.
- While stakeholders fully agreed bus journey times should be reduced, there were concerns raised regarding the impact of removing bus stops on those with mobility issues.
- Stakeholders discussed introducing bus interchanges, where users would transfer onto efficient public transport services into the city centre. This operation would be dependent on additional orbital routes across the city creating a 'spiderweb' of services. Some stakeholders felt that changing buses would be inconvenient and potentially not possible for some users with mobility issues.
- It was noted that public transport should be planned and developed to accommodate the predicted population increase in Edinburgh and the surroundings local authorities (it is predicted that the population of East Lothian is going to increase by 12.5%, and Midlothian by 15%, over the next 15 years).

Wednesday 19th April

The following organisations were represented at the workshop on Wednesday 19th April:

Organisations
City of Edinburgh Council
Climate Emergency Response Group
East Lothian Council
Ecostars
Edinburgh Airport
Equalities and Right Network
Lothian Buses
Mobility Access Scotland
SEPA
Sight Scotland
Spokes
Trinity Community Council

The Challenges of Limited Street Scape – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- There was consensus among the stakeholders that there shouldn't be too many modes of transport squeezed into one corridor as this would be detrimental to the high-movement nature of an urban corridor. With regards to the prioritisation of modes of transport along urban corridors, stakeholders felt that decisions should be location-specific, considering the nature of the specific corridor.
- It was generally agreed that parking provision along urban corridors could be reduced to prioritise efficient movement in and out of the city. However, stakeholders did not agree with mass displacement of all parking to side streets.
- Stakeholders suggested that sustainable transport hubs could be introduced to aid the movement of travel into and across the city and promote modal shift to sustainable transport. It was felt that the implementation of transport hubs would increase the users travel choice and increase the efficiency of the travel. However, some stakeholders disagreed with the latter point, noting that the introduction of transport hubs has the potential to increase overall journey times and would likely interrupt the continuity of journeys, which could be a barrier to use for some.
- Generally, stakeholders indicated that they preferred unidirectional cycle lanes over bi-directional cycle lanes due to them being more accessible and easier to navigate. While stakeholders supported the implementation of segregated cycle lanes, it was noted that there needs to be more awareness that unidirectional cycle lanes are only intended for one-way use, as they are often used bidirectionally which can cause issues for pedestrians, particularly those with sight impairments.
- To improve the safety of cyclists at controlled junctions, it was suggested that cyclists could move during the same green phase as pedestrians, as opposed to vehicles. The rationale of this would be to minimise conflict with vehicles and place the duty of care on cyclists to act safely around pedestrians.
- Stakeholders felt that both floating bus stop and floating parking are difficult for those with mobility issues and limited / no sight to navigate.

The Challenges of Limited Street Scape – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- It was generally agreed among stakeholders that regular parking should be removed from shopping streets to discourage car use and improve the place function of the shopping street as a destination. It was suggested that some of the parking could be displaced onto side streets.
- Stakeholders suggested that the introduction of bus gates would aid the efficient movement of buses to, and through, shopping streets. Maintaining efficient public transport access to these areas was considered paramount. However, Lothian buses expressed concerns regarding the potential resultant displacement of traffic onto other roads, which are also bus routes.
- With regards to street clutter, it was suggested that formal rules should be introduced to direct where cafes/restaurants are allowed to place street furniture. In general, street furniture of this nature was reported to cause accessibility issues, especially for those with limited sight. Adding to this, the importance of effective tactile paving was highlighted.
- While stakeholders acknowledged the importance of deliveries and loading provision along shopping streets, it was suggested that, where possible, deliveries should be consolidated to reduce loading pressures and the overall number of deliveries along the shopping street.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- In general, stakeholders highlighted the need to look at projects within the city centre holistically, rather than as individual projects. This included considering how all the of the major projects link together to ensure a coherent network and the importance of looking at all three north-south corridors at the same time given their impact on one another.
- The Bridges corridor was noted to be a key priority for the future of the city centre. Stakeholders agreed that the corridor is not currently suitable for pedestrians or public transport, and therefore would merit investigation. It was suggested that there could be a consolidation of bus stops in order to reallocate space to pedestrians.
- Stakeholders also highlighted Cowgate to be a unpleasant area, particularly for pedestrians, due to narrow footways and high traffic volumes.
- In terms of public transport accessibility, stakeholders noted that there should not be any additional restrictions for buses crossing the city centre, especially in the context of the future loss of George Street. As such, public transport access should be considered for any future projects.
- The need to consolidate deliveries in the city centre was highlighted again.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- The stakeholders highlighted that hydrogen is a better solution for larger vehicles and should be investigated as such. However, it was acknowledged that the challenge of introducing hydrogen fuelled vehicles is implementing sufficient refuelling infrastructure.
- It was generally agreed that substantial modal shift is required to reach the air quality targets. Stakeholders emphasised that fuel transition alone will not be enough.
- To raise awareness and understanding of air quality more generally, it was suggested that air quality could be incorporated into the school curriculum.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- In terms of accessibility, eliminating footway parking was stated to be a priority as it was felt that this would benefit a wide range of people, including pedestrians, cyclists and both public transport users and operators. Further to this, it was suggested that there should be no exemptions for footway parking restrictions.
- Dropped kerbs, even footways and revolving cones at crossings were also noted to be of great importance, particularly for those with sight impairments.
- Stakeholders had mixed feelings regarding the implementation of rest places, such as parklets and benches. Which the importance of improving streetscape and providing rest places was acknowledged, it was also highlighted that this can add to street clutter and significantly reduce the effective footway width, which can have negative consequences on accessibility.
- With regards to the footways, it was noted that some people with visual impairments struggle to distinguish different paving surface with similar / non-contrasting colours (e.g., grey

footways and grey cycleways). It was also suggested that red cycle ways should be avoided, as this can cause issues for people who are colour blind.

- In terms of location prioritisation, stakeholders felt that local areas should be prioritised over the city centre. This was largely due to the number of existing projects already underway in the city centre.

Junctions and Crossings

Attendees were invited to comment on both the Princes Street / Charlotte Street and Tollcross junctions. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junctions. The discussion for each junction is summarised in the tables below:

Princes Street / Charlotte Street	
<p>Stakeholder Key Issues:</p> <ul style="list-style-type: none"> ▪ Traffic can accelerate through the junction at <u>high speeds</u>. ▪ <u>Long wait time for pedestrians</u>, leading to a large build-up of people either side of the road and to people crossing before the signalisation. ▪ <u>Dangerous for cyclists</u> who have to cross three lanes and tramlines. ▪ Difficult junction for those with sight impairments to navigate 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Altering signalisation timing</u> to reduce pedestrian wait time and increase time for both pedestrians and cyclists. ▪ Junction <u>reconfiguration to reduce space for general traffic</u>, creating more spaces for pedestrians and cyclists. ▪ Informed by desire lines, <u>introduce an additional arm to the junction</u> for those crossing Princes Street ▪ Widen footways.

Tollcross	
<p>Key Issues:</p> <ul style="list-style-type: none"> ▪ <u>Long wait time for pedestrians</u> crossing West Tollcross ▪ <u>Disproportionate space for cars</u> compared to all other modes 	<p>Stakeholder Ideas:</p> <ul style="list-style-type: none"> ▪ <u>Alteration to the order of signalisation</u> to allow more than one road to cross at once. ▪ Infrastructure improvements so that cyclists travel around the outside, with the cars on the inside (<u>Cyclops junction</u>) ▪ Introduce build outs to reduce carriageway space, and increase space for all other modes, including wider footways. ▪ Implement public realm improvements at the junction

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- With regards to implementing on-street EV parking infrastructure, it was suggested that satellite imagery and AI could be used to identify where people don't have off-street parking options. As a result, these locations could be prioritised.
- In terms of the operation of EV charging, stakeholders suggested that EV charging should be commercialised using lease agreements, where the council owns the land but leases the charger to an external company to operate the network.
- Stakeholders raised concerns regarding potential diversity and equity issues regarding EV vehicles and charging infrastructure.
- With regards to the roll-out of car clubs across the city, stakeholders raised concerns over the ability to introduce car clubs in areas where it would not be commercially viable but deemed to be socially necessary. It was suggested that car-club operators should be contracted to provide car club provision in deprived areas, in conjunction with implementing provision in

commercially viable areas. More generally, it was suggested that there needs to be more publicity to encourage car club usage across the city.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- Stakeholders emphasised the need to make public transport attractive and affordable to support modal shift. They felt that positive messaging through advertisement and education was important to promote behaviour change.
- Generally, stakeholders reacted positively to the introduction of 777, with some even suggesting extending this to 24/7. Consistency across corridors and coherent messaging were felt to be crucial for its implementation, alongside effective enforcement to ensure success.
- With regards to cyclists, it was suggested that the implementation of 777 would be a positive initiative. Stakeholders felt that it is safer for cyclists to be in bus lanes rather than general traffic lanes, noting that buses are more reliable than cars.
- With regards to increasing the distance between individual bus stops, it was noted that while this would reduce journey times, it could have negative impacts on the accessibility of public transport, particularly for those with disabilities, mobility issues or those travelling with children.
- Lothian Buses specifically noted that sporadic loading and parking provision in bus lanes would be acceptable if it reduced problems further along routes.

Friday 21st April

The following organisations were represented at the workshop on Friday 21st April:

Organisations
Cargo Bike Movement
Cockburn Association
East Lothian Council
Enterprise
Farr Out Deliveries
Police Scotland
Ratho and District Community Council
Transport for Edinburgh
Queen Margaret University
Zedify

The Challenges of Limited Street Scape – Urban Corridors

This activity encouraged attendees to consider the challenges of limited street space on a high-movement urban corridor. Attendees used the Street Toolkit to discuss the prioritisation of modes and land use along the corridor. The discussion is summarised below:

- There was general consensus among stakeholders that they wanted to avoid squeezing too many modes into one corridor of this nature.
- In general, stakeholders agreed that removing some parking along urban corridors is acceptable, but a corridor-specific approach is necessary. There was also general agreement that one-way operations on the radial main corridors would not be feasible but could be considered for the city centre.

- Further to this, it was highlighted that disabled/accessible parking spaces should be retained due to the aging population. However, on the other hand, it was noted that disabled may actually be less necessary in the future due to increasing accessibility, speed and attractiveness of public transport.
- In terms of land use, the stakeholders did not agree with widening footways, citing that it is a high-movement corridor and widening footways are not a priority.
- There was agreement that bidirectional cycling is generally incompatible with bus lanes and in the case where there is already a bus lane in place, unidirectional cycle lanes are more versatile. It was also noted that cycle lanes need to be wide enough to accommodate cargo bikes.
- Some stakeholders raised concerns regarding narrow vehicle lanes and the issues that this could create for HGV and large vehicle access.

The Challenges of Limited Street Scape – Shopping Streets

This activity encouraged attendees to consider the challenges of limited street space on a shopping street. Attendees used the Street Toolkit to discuss the prioritisation of modes of transport and land use along the corridor, including the consideration of public realm improvements. The facilitators also encouraged attendees to consider the differences between shopping streets and urban corridors. The discussion is summarised below:

- Stakeholders suggested that place-making improvements on shopping streets should be location-specific. For example, there were mixed opinions regarding the introduction of street furniture and other public realm elements, with some stakeholders noting that this would improve the public realm of shopping streets, but others who felt it contributes to street clutter. As such, it was suggested decisions were made for specific shopping streets.
- In general, stakeholders were sceptic towards the introduction of parklets on shopping streets, citing that they didn't believe people would make use of them given the traffic currently travelling along these streets.
- It was suggested that delivery hubs could be introduced on side streets to consolidate and better manage deliveries to shopping streets. Stakeholders also felt that EV charging should be introduced on side streets, and not on shopping streets.
- However, to avoid the overspill of general traffic onto side streets, it was suggested that residential streets could become resident parking only. Otherwise, stakeholders felt that there is a risk that residential streets would become unpleasant.
- There was general understanding across the stakeholders that there is a need to maintain some disabled parking and loading provision on shopping streets.
- Assuming low traffic speeds, stakeholders felt that road space along shopping streets could be shared by general traffic and cyclists. It was emphasised that this is a key difference compared with urban corridors, where segregated cycling is necessary. It was suggested that this could provide more space for pedestrians.
- With regards to cycling, the stakeholders also highlighted the importance of cycle parking on shopping streets themselves.
- There were concerns raised regarding the use of eScooters on footways. Generally, it was noted that it is important to consider how eScooters will be accommodated as part of sustainable transport in the future.

The Vision for the City Centre

Given the large number of city centre projects already identified, attendees were encouraged to discuss what should be prioritised next in the city centre. This included the consideration of potential future major projects and quick wins. The discussion is summarised below:

- Stakeholders agreed that it would be valuable carrying out work to link together the committed major schemes to create a coherent network in the city centre.

- Several areas of the city were highlighted to be currently unpleasant, particularly for walking / cycling. This included: Bristo Square / Teviot / Potterrow, Queen Street, Market Street, Queensferry Road, Western Approach Road and the Grassmarket / Cowgate.
- Stakeholders agreed that both South Bridge and North Bridge are unpleasant for pedestrians due to narrow footways and a high volume of foot traffic. Stakeholders suggested that a one-way system could be implemented permanently on North Bridge.
- With regards to key connections in the city centre, stakeholders highlighted the importance of considering active travel connections to bus stops and train stations, particularly Waverly Station.
- In terms of quick wins, stakeholders suggested that some streets in the city centre could be significantly improved with better lighting. King's Stables Road was highlighted as an example of this. It was also suggested that there should be increased wayfinding and interpretation across the city, making it easier to navigate for a wide range of users.
- Regarding the city centre boundary, it was suggested that the boundary should be extended to include the Meadows given the volume of traffic travelling along Melville Drive.

Air Quality

Attendees were invited to discuss the Air Quality Action Plan. The facilitators encouraged attendees to consider air quality in Edinburgh more generally, how air quality could be improved and anything that the City of Edinburgh Council should be doing in addition to the Action Plan. The discussion is summarised below:

- With regards to vehicular traffic, the stakeholders agreed that there is a need to reduce the length of queues and the volume of traffic in the city to improve air quality.
- Stakeholders agreed that it would be beneficial to rationalise deliveries into the city to reduce the number of vans. It was suggested the introduction of cargo bikes more widely could offset the number of vans.
- Generally, it was noted that the focus should be on reducing congestion, rather than relying solely on the decarbonisation of vehicles.
- Specifically, stakeholders highlighted St Johns Road as an air quality concern and priority.

Making Streets Accessible

Attendees were invited to discuss the Making Streets Accessible Action Plan. The facilitators encouraged attendees to discuss prioritising both the implementation of accessibility measures and specific locations at which measures should be introduced. The discussion is summarised below:

- As is the case in other cities across the UK, stakeholders suggested the introduction of an online portal where members of the public are able to report accessibility street-related issues. It was felt that this would highlight specific areas of concern.
- Generally, stakeholders noted that the poor quality of the footways across the city are a major issue. Further to this, it was noted that footways should be smooth, continuous and have tactile paving where necessary. The importance of maintaining and repairing assets, such as footways, was also highlighted.
- There was also general agreement among stakeholders regarding the importance of introducing more benches and places to rest, especially in the city centre. In addition to this, stakeholders suggest that street trees could be introduced to benefit the local climate in terms of shading and cooling in the summer months.
- In terms of the prioritisation of specific measures, it was suggested that the improvements that will have the biggest impact, or the best value for money, should be prioritised.
- With regards to the prioritisation of locations, stakeholders generally agreed that it was important to prioritise both shopping streets and local neighbourhoods. The stakeholders agreed that the city centre should be the last priority as it is already receiving significant investment through other projects.

Junctions and Crossings

Attendees were invited to comment on the Tollcross junction. Facilitators encouraged attendees to consider road space allocation, the prioritisation of different modes and any changes that could improve the functionality of the junction. The discussion is summarised in the table below:

Tollcross	
Stakeholder Key Issues:	Stakeholder ideas:
<ul style="list-style-type: none">Generally, it was noted that the junction is unpleasant for pedestrians and cyclists.Junction is currently an inefficient use of space, particularly the large unused area in the centre.	<ul style="list-style-type: none">Generally, stakeholder disagreed with idea of changing the junction into a roundabout.It was suggested the option of turning onto Lauriston Place could be removed for general traffic.Closing the West Tollcross arm to the junction

Parking

Attendees were invited to discuss the Parking Action Plan. The facilitators encouraged attendees to discuss the future of parking in the city, the transition to EV cars and the implementation of EV charging infrastructure, and the role that car club has to play in reducing the need for a private vehicle. The discussion is summarised below:

- Stakeholders felt that the current CPZ operating hours encourage people to delay their travel and drive into the city centre later in the evening, rather than encouraging people to opt for an alternative mode of transport. To discourage car travel, stakeholders suggested that operating hours should be extended.
- In addition to extending operating hours, stakeholders suggested that parking charging should be introduced on Saturdays.
- With regards to the size of CPZ, stakeholders agreed that a lot of intrazonal parking exists (i.e., driving within a permit zone to access a shopping street and park for free). It was suggested that there is a need for smaller zones to discourage car use for short trips.
- Stakeholders felt that in order to successfully encourage modal shift, parking must be more expensive than public transport. While the discussion primarily focussed on car-based parking, stakeholders also acknowledged the important of cycle parking to facilitate modal shift to active travel.

Public Transport

Attendees were invited to discuss the Public Transport Action Plan. The facilitators encouraged attendees to discuss the future of public transport in the city and, in particular, the extension of bus lane operating hours and the concept of 777. The discussion is summarised below:

- While stakeholders supported public transport prioritisation, such as the introduction of 777, they felt that it should be a location-specific decision whether to implement or not. However, in general, stakeholders supported extending bus lane operating hours to facilitate the efficient movement of public transport.
- Stakeholders felt that integrated ticketing, information and low pricing were crucial to encouraging modal shift to public transport. It was also suggested that a high-quality journey planner should be developed to raise awareness of various travel choices.
- Generally, stakeholders felt that there is scope to raise awareness of Park & Ride and increase the quality of services serving these sites. It was suggested that DRT could be explored in areas of the city that regular, commercial bus services are not viable and that these services could centre around Park & Ride sites.
- The importance of public transport to surrounding local authorities was also highlighted. This was considered to be particularly important given the scale of developments planned in Edinburgh and the surrounding local authorities.

Written Responses from Stakeholders

This Appendix contains the written responses submitted by stakeholders to the consultation. These responses are a verbatim account of the stakeholders' submissions.

ACTIVE TRAVEL STAKEHOLDERS

Stakeholder: Cycling Scotland

Response:

We welcome the measures set out towards delivering the City Mobility Plan and helping Edinburgh become a net zero city by 2030. We are supportive of the vision to increase rates of active travel, reduce car use and congestion, and improve air quality in the city. We strongly agree with the proposed expansion of Edinburgh's cycle network so that every household is within 250m – 400m of a high-quality cycle route.

A network of safe, easy to use dedicated cycling infrastructure that enables anyone anywhere to cycle in the city centre is required to achieve modal shift towards active travel and improve safety. This entails cohesive, comprehensive and seamless networks of on-road segregated paths in cities and, where appropriate, alongside trunk roads and busier local roads. In the urban setting, such networks will link into and incorporate existing off-road networks where they deliver direct and high-quality routes. 'Success' in this regard should not only be measured in terms of additional kilometres of network but have a qualitative aspect, including following good practice design standards, making routes accessible to more users and integration with public transport.

While very supportive and acknowledging the challenges in implementing what is already committed, we believe the plans for separated cycle lanes should be accelerated as the key priority for making cycling accessible to more of the population and joining up the existing off-road networks.

Where such routes are created, it is important that they are well-connected and of high-quality to allow people to travel safely and efficiently in and out of the city from surrounding areas, facilitating sustainable door-to-door journeys.

E-bikes should be considered in priorities in this regard, as they drastically increase the number and distance of commuting journeys possible by bike. The council should expand co-ordination with surrounding local authorities and SEStran to coordinate action on long distance (up to 10 miles) routes.

While technological advances with regards to electric vehicles are important, it is important not to rely too heavily on fuel efficiency and other technology improvements, as the pace of change and rate of uptake of such vehicles cannot be guaranteed. Electric and other low emission vehicles still contribute to particulate matter emissions, through braking and tyre wear, negatively impacting on air quality, and also, as vehicles, do not reduce congestion in city centre streets. They continue to take up street space and still require space to be parked.

In this regard, continuing to prioritise road development and car-focused infrastructure, places an unequal burden on those in the most deprived communities, and there is a risk that growth in car ownership further isolates those without access to a car. In Edinburgh, almost 40% of households do not have access to a car. Re-focusing on providing integrated and responsive active travel services and infrastructure is essential and will contribute significantly to reducing inequality. Where electric vehicle charging infrastructure does exist, it is important that this is readily accessible by e-bikes.

Stakeholder: Cycling Scotland

We strongly agree with the prioritisation of measures to improve safety for the most vulnerable road users and achieve a zero fatalities target by 2030 or sooner. We strongly support the measures listed, including redesigning major junctions in the city, exploring speed limits under 20mph in busy shopping streets, expanding the number of school streets, and reviewing both rural speed limits and existing 40mph speed limits. Improving enforcement of parking regulations and improving the layout of more junctions are also vital to improve safety for people walking, wheeling and cycling.

Finally, although not specifically the subject of the City Mobility Plan, it is vital that cycle training expands in the city in order to meet the ambitions in an inclusive fashion. Bikeability Scotland cycle training in primary schools gives children the skills and confidence to cycle safely on road, and to encourage them to carry on cycling into adulthood. Every child in every school should have the opportunity to learn to cycle confidently on-road. We would also highlight the utmost importance of having somewhere safe and secure to store a bike.

Stakeholder: Living Streets

Response:

Introduction and Summary

We broadly support the new draft Public Transport Action Plan and the central aim to increase modal share of public transport. Good environments for walking (and wheeling) are absolutely fundamental to successful public transport systems because (as acknowledged in this draft Plan) virtually every public transport journey (certainly for bus) begins (and ends) with a pedestrian phase.

However, as with other City Mobility plans (such as for Active Travel, Parking and Road Safety), we think that many of the proposed actions are too slow, too vague - and possibly too numerous. The proposals - and especially the envisaged timescales - cannot possibly deliver the scale of change needed to achieve the 2030 target of a reduction of car travel by 30%.

Delivery of essentially sound plans has been problematic for the Council for at least a decade, and we suggest that the 40 "actions" should be reduced to the most important ones so that budgets, staff time and energy are directed to the most effective measures. Accordingly, we suggest that several 'actions' could be omitted: around 'Behaviour change' (PC1), MaaS (PT12), 'Data Driven Innovation' (PT13) and City Centre Transformation (PV 1 and 2) for example. We would favour a tighter focus on tangible service improvements to bus priority and public realm infrastructure including bus stops.

Safety and Accessibility

We welcome the intent to improve access to bus and tram stops (PT1), but the action should be more ambitious, in line with the EASI (Edinburgh Accessible Streets Initiative) outlined in the draft ATAP. The focus on improved lighting is welcome, but other aspects of the quality and accessibility of pedestrian routes to stops need to be included too. Previous versions of the ATAP included targets (not delivered) to improve at least 20 routes a year to public transport stops and we would like to see a similar target maintained.

Stakeholder: Living Streets

Bus Services

We strongly support the proposed measures to give buses more priority, particularly through PG3, PG4 and PG6. We want to see early implementation of the 7-7-7 model of enhanced bus lanes (bus lanes operating seven days a week, from 7.00am to 7.00pm). It should be noted that bus lanes also give significant improved protection to cyclists from other traffic. We would like to see the Plan say more about enforcement of bus lanes (and protection of bus stops from parking). We welcome the PG4 intent to give buses priority at signals and suggest that this should also consider enhanced pedestrian priority 'ABC' measures outlined in the ATAP.

We welcome the various references to the Bus Service Improvement Partnership and the Council's intention to access the Scottish Government's £500 million fund to promote bus use. However, we would like to see a clear explanation of what the Council's plan is for this fund (or a date when it will be produced). On the other hand, we do NOT support the notion of seeking to stop buses crossing the city ("to not through", referred to on page 32); and we suggest that the action referring to 'bus stop realignment' (PG5) should be deleted. Bus stops which are unnecessarily close together can be removed but a wholesale programme to review the spacing of bus stops is unwarranted and would be a waste of valuable staff resource.

Bus Stops

The plan does not give enough priority to the need to improve bus stops. PT7 focuses solely on 'continuing bus shelter replacement' which is inadequate. We need to improve the standard of bus shelters and seats. Crucially, buildouts (sometimes termed 'boarders') are needed at many bus stops. These ensure that passengers can have level boarding onto the bus, act as a strong deterrent to stopping/parking at bus stops and provide more space on the pavement for pedestrians to pass. The lack of such a programme is a serious omission in the plan at present.

The Plan (like the ATAP) is silent on the conflict with pedestrians which can be introduced at bus stops by cycle infrastructure. 'Floating bus stops' undermine the confidence of some bus users, especially blind people, to the extent that some people will avoid using them altogether. Their value in terms of providing priority and safety to cyclists needs to be balanced against the risk to pedestrians/bus users. We consider that the best way to manage these conflicts is to use floating bus stops sparingly: only where the case for cyclist safety is especially compelling. This may mean, for example that they should not be used in low-speed or low traffic streets (certainly, for example, where bus gates significantly reduce general traffic).

Trams

Living Streets Edinburgh has been a strong supporter of the tram for many years. However, with the welcome completion of the Newhaven extension, it would be prudent to pause and consider whether future major developments should take the form of tram or 'Bus Rapid Transport' (BRT). The cost, disruption and amount of public space taken up by the trams (which are poorly integrated with bus stops) are significant downsides. We note an inconsistency in the draft Plan which should be clarified: in the text, the section on Mass Rapid Transit (PR6) refers to a "mass rapid transit solution" which could be tram or BRT. However, in Appendix A, PR6 refers only to tram.

Response:

Active Travel

Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland. Active Travel is about improving quality of life and quality of place. There is a need to achieve a significant shift to walking, wheeling, and cycling as the most sustainable forms of transport.

The Smarter Choices, Smarter Places (SCSP) programme is Paths for All's grant scheme to support behaviour change initiatives to increase active and sustainable travel modes. Encouraging behavioural changes.

Walking is often described as the perfect exercise. Almost anyone can do it, it can be done just about anywhere, at any time. In recent years, it has also become clear that everyday walking brings enormous benefits to our society, from improving our physical, mental and social health, to reducing inequalities, contributing to economic growth and vibrant communities, to reducing carbon emissions, road congestion and air pollution on Scotland's journey to net-zero.

The need to maximise the wide-ranging benefits of switching our journeys from car to walking and sustainable modes of transport are very clear. Transport Scotland reports that 80% of households had access to one or more vehicles in 2021; representing a 9% increase in car ownership in comparison to pre-pandemic statistics. In the meantime, there has been renewed focus on improving our walking environment, urban and rural infrastructure across Scotland – from delivering more paths to improving accessibility, maintenance, signposting, lighting, improving access to shops, transport links and other facilities, or measures aimed at reducing traffic congestion and limiting vehicle speeds.

As well as the infrastructure, we are pleased that there has been greater recognition of the need for behavioural initiatives to achieve mode shift from driving to walking. Indeed, research shows that while increased investment in active travel infrastructure is important, it is "insufficient" without behavioural changes. Therefore, providing people with encouragement, support, and guidance to change their behaviour is essential to maximise positive changes for our communities, health, and environment in the long term. We are pleased that the importance of changing social norms and increasing positive attitudes towards walking and active travel has been recognised by Transport Scotland, and we hope that it will continue to be backed up with appropriate actions and investment.

We believe that walking and other modes of active travel play a vital role in Scotland's response to the current challenges posed by health and transport inequalities and the climate emergency. Considering our increasing collective interest in enjoying the great outdoors, we need to ensure that everyone can benefit from accessing natural environments. It is important to realise that investment in physical infrastructure is important, but it may be insufficient in achieving the switch to sustainable modes of transport. Paths for All is proud to be contributing to this change and we trust that policy and decision makers will continue investing in and otherwise supporting our communities, health, and environment in the long term.

Paths for All is Scotland's walking charity. Established in 1996, we work in partnership with 30 national organisations with a shared vision of a healthier, happier, greener Scotland, where everyone can be active every day. Walking is the easiest and most

Stakeholder: Paths for All

accessible way to be active, and our work to change the way people move, travel, and enjoy life in Scotland is focused on the following three themes:

- Walking is for everyone.
- Walking is for everywhere.
- Walking is for every day.

Our strategy sets out our vision for tackling physical inactivity, poor mental health, increased health and transport inequalities and the climate emergency.

Stakeholder: Spokes

Response:

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5. Appendix – Council draft CMP delivery documents

1. Introduction

Spokes strongly welcomes the new set of City Mobility Plan (CMP) draft delivery policy and action documents (listed & linked in the appendix below).

The ambition “*to create a city where you don't need to own a car to get around*” mentioned in several of the documents (e.g. Parking Action Plan, p8) is to be applauded for reasons of climate, public health, congestion and equalities. Of course, there will be exceptions, but such an overall ambition is also essential if the Council is to achieve its ultra-ambitious target to reduce car-km 30% by 2030.

NOTE: *Italics* denote quotes from the documents.

2. Demand Management

A top level issue, relevant to all the action plans, is the inadequate coverage of demand management, in terms both of policy and, most important, implementation.

Research is clear that ‘carrots’ (such as improved bus, bike and walk facilities), whilst essential, will not alone bring about anything like the transition needed to achieve hugely ambitious targets such as the Council’s 30% traffic reduction by 2030, or the Scottish Government’s 20% commitment. A combined carrots/sticks approach, with demand management including forms of charging, is vital. Charging, of course, also assists the investment required for active and sustainable transport.

We are very concerned that the draft CMP delivery plans, such as PTAP, ATAP and the Parking Action Plan are inadequate in not integrating this issue sufficiently.

Responding to questions on the government’s Climate Change Plan at a Scottish Parliament Committee, Chris Stark, CEO of the UKCCC, stated [20.1.21] ..

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“The Scottish Government has notably moved towards the carrot approach as its major way of encouraging people out of cars. However, all the evidence suggests that some sticks are needed too.”

Prof Iain Docherty of Stirling University, and renowned expert on Scottish transport policy, stated..

“The first stage is for the culture of carrot-ism in the transport debate to end, and for some very straight talking to be done.” [article “Tell It How It Is” in Transport Times, Oct 2020]

Edinburgh City Council’s draft policy documents fall into a similar danger. Yet it is vital that demand management, including charging, is built into the transport strategy from the outset, so that everyone from the council, to developers and the general public is aware that it is an integral part of the overall picture. Measures such as charging are less unpalatable if they are part of an **overall package** including much improved public and active travel, with public understanding and expectation of the entire package built in from the outset. A policy of ‘introduce carrots then wait and see if charging is needed’ is a recipe for conflict and failure at that later date.

The City Mobility Plan, CMP [pages 42-44] does have a section on demand management, but this concentrates heavily on **parking controls** – which are indeed vital but are only one part of the story.

Roadspace reallocation is not mentioned in the CMP demand-management section, although that is probably inadvertent since it is clearly intended, given what is said elsewhere, and the contents of PTAP and ATAP.

The **Workplace Parking Levy** is covered (policy M38) and we are pleased that the Council is working on this, although no firm decisions have yet been taken. The administration and the parties who support WPL need to find a solution which tackles any genuine concerns (noting Nottingham’s successful approach) and move forward rapidly on this. Furthermore, the Council should continue to lobby the Scottish Government to extend WPL powers to a wider premises levy, which allows charging of car-based leisure and retail operators (such as out-of-town) for the number of customer car spaces over a certain minimum.

However, despite the CMP content, and support for WPL at the Council’s Transport Committee, there is little mention of WPL in the draft CMP delivery documents. It is mentioned briefly in the **Parking Action Plan** (p20 & p27) but CMP policy M38 is only referenced in the introduction (not in the relevant table on p21) and a starting date of ~2027 is suggested – making it a likely controversial issue at the next Council election, rather than an issue for this Council. If this date is correct, it is also a **significant backslide** from the Council’s **Business Plan** (Action 9e) which proposes WPL implementation in year 2 of that plan, i.e. 2024.

Road User Charging appears not to be mentioned in any of the new draft CMP delivery documents – although it is particularly crucial in relation to **PTAP** at commuting times. Speaking at a Spokes public meeting shortly after taking office, Transport Convener Cllr Scott Arthur outlined an intention for a combined commuter package of greatly improved bus corridors into the city, together with road user charging, to deter car commuting into the city. This he had already raised at SEStran with, apparently, initial support from surrounding Council representatives.

Again, road user charging is covered as a serious option in the Mobility Plan (policy M39 and page 44), and there is a passing reference in the Business Plan [end of action 9e] to

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assessing charging opportunities. However, as far as we can see policy M39 is not referenced even once in any of the new draft CMP delivery documents such as PTAP. This appears to be a second **significant backslide**.

3. Active Travel Action Plan 2023, ATAP

3.1 Top takeaway

The Plan states...

*“The (off road) traffic-free routes will continue to play a vital role, and we will seek to improve their comfort, safety and security. However, we now plan to develop a **joined-up network** of routes that **feel safe to everyone at all times of day**. This network (the “primary” network) will need to use **segregated cycle tracks on main roads**, as well as **unsegregated on-street routes that have low volumes of motor traffic**.”* [ATAP, chap 5, p29-32].

The four highlighted phrases above [our emphases] neatly summarise important major developments, which we strongly welcome, in the Council’s approach to cycling policy, and we urge determined implementation. The ‘joined up’ must apply with particular force on the main road routes, where even a short lower-quality section may deter potential or nervous cyclists from cycling the entire route, reverting to a less sustainable mode instead.

Perhaps our greatest concerns are over delivery, given the Council’s poor record on this, and on ensuring adequate staffing resources.

3.2 Specific welcome commitments (when implemented!)

Specific commitments we particularly welcome for their importance and/or innovation include the following. And this is far from an exhaustive list! However, to repeat our above concern, **implementation**, together with the requisite **adequate staffing**, is a critical issue if these commitments are to be realised.

- [p40] **A8 Roseburn to Gogar** - segregated cycling [presumably extending CCWEL westwards]
- [p41] **A70 Juniper Green to Dundee Street** - segregated cycling
- [p41] **Gilmerton to Cameron Toll and City Centre** - segregated cycling [the existing project, Lady Road to RIE, will be extended outwards to Gilmerton and inwards to the city centre]
- [p41] **Portobello to Musselburgh** - segregated cycling
- [p48] **Lothian Road Boulevard** (including West End & Tollcross junctions) “we’ve started work” – what does this mean? Appendix 3 states implementation “after 2026.” Note that the West End junction is a *priority action* in the City Centre Transformation document, following the fatality. Spokes has proposed an interim ‘quick win’ [Spokes Bulletin #123, p3] if full redesign and implementation has to await the complete Boulevard project
- [p40/41] **Travelling Safely main road ‘covid’ routes** – “*making permanent and improving junction infrastructure, subject to current ETRO experimental process*” See detailed our detailed comments and suggestions in 3.3 below. NB: Obviously, non-junction infrastructure needs improved also.
- [p49/50] Dalry & Portobello town centre schemes “by 2026” – these will be a true test of how far the Council decides to prioritise active travel and ‘place’ over motorised traffic. The Leith Connections project, now partially installed, is a hopeful sign.

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- [p33 p50] “Sub 20mph limits would require amendments to national regulations and signage. With this in mind, we propose to explore the potential for pilots with the Scottish Government”
- [p33 p51] “Action J6: Implement the Major Junction Programme” - a rapid and transformative approach would be a real tribute to the three cyclists killed at major Edinburgh junctions in recent years, and whose deaths helped instigate this project
- [p74] “Continue to engage with the Scottish Government to ... remove (legal) barriers to efficiently delivering Active Travel infrastructure” including Automatic Number Plate Recognition (ANPR) for enforcement, low cost zebra crossings, and tackling arcane Traffic Order processes [See 3.3 below for detailed comment on TRO processes].
- [p78] Traffic light innovation including... “radar (to) detect the person cycling approaching and call the crossing or lights to go green” and “software at major junctions on (bike bus routes) that allow the lights to be held on green, giving the bike bus enough time to pass through in one go.” (we understanding this already happens in Glasgow)
- [p55] Active-Travel bridges (action J11) funding opportunities to be sought, e.g. for major problematic locations such as Slateford aqueduct and the main line rail at Roseburn and at Waverley.

3.3 Significant concerns

- [p36 p40 p86] We greatly welcome the intention that **main road segregated routes** should become the core of the Edinburgh Cycle Network. **However, if this important major *policy change* is to be believed by the public, then it must be reflected early on in the *implementation programme***, not leaving it until 2026 when the existing Active Travel Investment Program (ATINP) is due to be complete. Given the availability of much-increased government AT cash it should be possible to add to or modify ATINP. We recognise that work on the A7 (Cameron Toll to Bioquarter) is due soon, and CCWEL is underway, but to demonstrate the new intent we urge *early work* on at least one other main road route such as the A70 (Lanark Road to Dundee Street), the A199 (Portobello to Musselburgh) or extending the A8 CCWEL westwards to Corstorphine. Moreover, the recent low-cost cycle segregation work on Holyrood Road, if found to be successful, is a model which could be used to upgrade multiple Travelling Safely schemes [p101 on] much sooner than had been anticipated.
- [p32] In our **Circulation Plan comments** we have already expressed concern that main road segregated routes may be replaced by less satisfactory facilities in some locations where space is at a premium. The draft ATAP does attempt to ameliorate such negativities, but any breaks which deter less confident cyclists from using a particular section of route are likely to mean they will choose not cycle the entire journey, and therefore choose a different transport mode instead.
- [p46] Almost every city which has substantially increased bike use has a wide **bike hire** scheme, and Edinburgh badly needs this. It is puzzling that so many other cities have found acceptable financial and other arrangements, and yet Edinburgh apparently has been unable to do so.
- [p75/76] ATAP implies a major step up in Council activity on active travel. **Will staffing be adequate to ensure rapid and quality delivery?** - particularly given the many other CMP delivery elements. For example, the plan envisages an increased emphasis on walking – this is very welcome, but needs to be achieved through the additional resources now available to the Council from the Scottish Government rather than by any slowing down in work on cycling infrastructure.
- [p74] One very significant cause of delay, which is not in Council hands, is the inconsistencies and anomalies in **Scottish Government Traffic Order rules**,

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whereby the government retains powers for very local decisions which should be for councillors to decide. Some (for example, that which delayed CCWEL for literally 2 years) have been revised, but others remain and are a significant drag on Council resources and timescales. *The Council must keep pushing the government hard for action here.* Specifically, RSOs should be abolished (as in England) or, at the least, the final say on objections should lie with councillors, not with Ministers. Secondly, Councils have the power to prohibit loading at specified locations during peak hours, and many other powers to take final decisions on local Traffic Orders, yet objections to loading bans outside peak hours have to be referred to Ministers for a hearing. Not only is this inconsistent but, again, such highly-local decisions should be for councillors, as in England, and not for Ministers.

- [p75] Will staff **across the Council**, in all areas of activity (such as Planning, Housing, Education) be sufficiently cognisant of active travel and other sustainable transport policies to ensure that all relevant Council actions are compatible with and support the transport programs?
- [p28] **Joining up journeys with public transport** This section covers rail only but should also include cycle parking at bus & tram stops, as well as safe and attractive routes to them. This, and bike carriage on buses, also need attention in PTAP (4.2 below), not just in ATAP.
- [p75] We'd welcome more **information about ATAP progress** being published regularly, at least 3-monthly, on the Council website. Just to take one small example, the ongoing 'minor improvements' program [p57] is quite opaque and few people even know it exists. A regularly published list of completed actions would grow public confidence in the Council 'acting' and would also encourage more people to propose minor improvements to benefit their own local area.
- [p59] We welcome the Council's **Street Design factsheets**. These are intended to complement the Scottish Government's *Cycling by Design* standards, and to go further in facing up to difficult realities, such as where space is highly constrained, with competing demands, and a 'streetspace' approach is necessary. However, the Leith Walk experience, where Trams to Newhaven claims that (most of) the footway and cycleway works are compatible with the guidance, suggests that the existing factsheets may need revision. Finally, we are disappointed by the slowness in preparing the promised factsheet on best practice in catering for *active travel at roadworks and temporary road closures* – an issue which arises very frequently, with seemingly random approaches each time, ranging from the deprecated '*Cyclists Dismount*' to the desirable '*Do Not Overtake Cyclists*' (at appropriate roadworks) and '*Cyclists Go Slow*' at appropriate works on shared paths.
- [p99] The future of **Morrison Street** is of great concern, given its important role as a cycle connection, recognised in the Transformation Policy and City Mobility Plan, and connecting to the recognised dangerous junctions of Haymarket and Tollcross. Yet it is being modified to cater for additional (and particularly polluting) motor traffic as part of the LEZ plans [Spokes commentary 1 2]. Spokes urges that the long-promised improvements for cycling here include segregation and are designed and implemented rapidly, and certainly by the July 2025 date in this draft ATAP.
- [p108] The listed **Queensferry** ambitions do not correspond sufficiently to the actual current proposals. Indeed, Sustrans is refusing to fund the project on the grounds that excessive parking is included, to the detriment of cycling and walking conditions.

3.4 Other specifics

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- The **cover picture** should reflect walking, wheeling and cycling, not one mode alone
- [p16, p122] The draft ATAP classes **wheeling** with walking, and certainly if it is to be classed with either walking or cycling then this is the most appropriate. However, the strong overlap with cycling needs recognised. For example mobility scooters are classed in ATAP as 'wheeling' but often use cycle-only infrastructure, and indeed offroad facilities designed primarily for cycling tend to be more amenable to all forms of wheeling than the narrower, unbound surfaces often provided for recreational walking. Conversely, users of some disability-adapted cycles (categorised as cyclists) would avoid roads entirely and restrict themselves to off-road paths only. Indeed, some vehicles, such as the trishaws extensively used by Cycling Without Age, could perhaps be classed both as cycling and as wheeling.
- [p4, p14] A common perception, particularly on social media, is that it is inappropriate to aim for cycling to be a "**realistic choice for all.**" Obviously there would be some exceptions, but to counter the misperceptions we suggest an additional sentence at an appropriate place, on the lines that "Through deliberate policy, cities such as Copenhagen have largely achieved this."
- [p32] **Bus Lanes** are better for confident cyclists than are all-traffic lanes, but many novice and potential cyclists, and many parents with children, still find them too daunting to use. They should therefore not be counted as part of a primary cycle network intended to attract large numbers of people to change mode to cycling.
- [p45] Obviously the Council needs to, and has the powers to, ensure safe access routes and high quality bike parking at new developments – this needs to happen more consistently both in granting permissions and in ensuring compliance. However, we are equally concerned about bike parking *and safe bike access* at **existing** retail parks, standalone supermarkets, and other locations which attract large numbers of the public. Craighleith Retail Park is an example where both cycle and pedestrian access are very poor, offputting and potentially dangerous – even though it is adjacent to the North Edinburgh path network. Whilst the Council has no powers in existing centres, proprietors could be encouraged to do better and offered advice.
- [p66] **'Recreational' paths** should be accessible to everyone, including wheelchairs, adult trikes, etc. Surfaces, widths and other design features should enable this.
- [p17, p82] **Tactiles** on or adjacent to cyclist routes, and running parallel to them ('tramline' layout) can cause bikes to skid, and there have been serious injuries and concussion. Whilst national rules have to be followed, use of tactiles in such layouts should be minimised. For example, cyclist routes should be edged with kerbing (with height difference as required for blind people) rather than tactiles; tactiles on cyclist routes should only be in single rows; and tactiles should have non-skid surfacing.
- [p109-110, p11] In comparing **ATAP expenditure** on walking/wheeling with that on cycling it is important to bear in mind that the existing walking network, in terms of footways, whilst needing many upgrades, is already omni-present; whereas the cycling network is still in a highly rudimentary condition. Furthermore, 30% of the carriageways renewal budget (the total budget is normally around £13m, though with an additional £11m for 23/24) is invested in footway renewals, a welcome sum and the highest of any Scottish local authority.
- [Appendix 1] It is difficult to categorise some actions as between walking, cycling or joint; but the appendix should be scrutinised in this regard. Several 'joint' actions [e.g. J20] appear to be cycling-only; some 'cycling' actions [e.g. C3] are joint; and

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some of the 'walking' actions should also cover cycling aspects [e.g. W15, and toucan crossings in W9]

- [Appendix 6] As in previous discussions over the CMP, we support non-numeric **targets** for sustainable modes, as in the monitoring appendix. The overall policy to reduce car-km by 30% by 2030 needs to be supported by increases in use of bus, walking and cycling; but competitive targets between the sustainable modes will not assist this process – see the above link for a summary of the issues. In terms of **monitoring**, although automatic counter data is available, we would like to see summarised Council figures published more regularly. Our bi-annual counts suggest significant peak-period cycle flows (as a % of all vehicles) even on bike-unfriendly Lothian Road, and this may well be the case for other city centre roads such as South Bridge and Leith Walk. Anecdotally, there are also suggestions of cycle use rising further as a result of the new Leith Walk cycle lanes, despite their many flaws. The Sustrans Bike Index reports are useful, particularly for public attitude research, but are not a substitute for regular monitoring and publication of actual usage.

4. Public Transport and other CMP delivery documents

In general, Spokes supports all the delivery documents, with the major caveat in (2) above about demand management, and concerns about staffing and resourcing similar to those for ATAP above.

Note that we have not had the resources to study these plans in detail, and thus our comments below are somewhat random and certainly not intended to be comprehensive.

4.1 Parking Action Plan

Parking controls are one of the major tools available to the Council in working towards its traffic-reduction target. Many European cities have achieved significant urban traffic reduction, and increased walk, cycle and bus, in part by a phased programme of removal of urban parking spaces. We suggest a similar programme here.

Furthermore to achieve successful 24/7 bus lanes and cycle lanes on main roads, parking and loading has to be undertaken by other modes, such as cargobikes where appropriate, or moved to nearby locations. It is similar on shopping streets, where footways may need widened and, where appropriate, cycle lanes installed. The changes to Scottish Government **Traffic Order rules** mentioned above (3.3) are vital here, to avoid inordinate delays and the tying-up of staff resources, and the Council must continue to press this case.

Enforcement is vital for safe and convenient travel by bike. The existing level of blatant and illegal or antisocial parking on footways and cycleways, in particular, is a source of endless complaint and danger. The Council must also increase pressure on the Scottish Government to improve enforcement options, including use of ANPR and allowing higher penalties for illegal parking.

Illegal Blue Badge parking is a growing concern, particularly given the increasing major exemptions allowed such as the George Street proposals and the LEZ. Not only are genuine blue badge's inconvenienced when spaces are occupied illegally, but the Council's objectives to create people-friendly streets and places are challenged.

See also our comments on **Workplace Parking Levy** (and its extension to a wider **premises levy**) and **road-user charging** [2 above].

Stakeholder: Spokes

4.2 Public Transport Action Plan [PTAP] - alongside tough demand management (2 above) quality public transport is vital to help drastically reduce unnecessary motor use, with its consequent impact on congestion, emissions and the enjoyment of local streets.

[PG3] Consultation on **7-7-7 bus lane hours** should be only as part of the Traffic Order process, given that there has already been wide consultation, to avoid another year of delay

[PR5] The **design of tramline layouts** must cater *far better* for cycling safety – a major council failure in the past, contributing to many unnecessary injuries and, arguably, a death. This is so essential that it should be *in the policy statement*, not just in general text. For example, Princes Street could have been laid out with a wide footway and tramlines on the south side, and segregated cycling on the north side – without doubt this would have reduced the number of unnecessary injuries, some life-changing, that have occurred and continue to do so.

[PT1] **Cycling to public transport** should be recognised, adding the word ‘cycling’ in this policy

Bikes on buses, especially for longer-distance and rural routes, needs included to cater for and encourage joined-up bus/bike travel. In particular, we urge a review by Lothian family company bus services, noting the successful bike-carriage schemes by Borders Buses and Ember.

See also our comments on Workplace Parking Levy (and its extension to a wider premises levy) and road-user charging [2 above]. In relation to PTAP, a combined package of **congestion charging** and **high quality bus corridors** is likely to be more effective than either measure alone.

4.3 Road Safety Action Plan

Every injury remains a family and workplace tragedy. It is disturbing that pedestrian and cycling deaths and serious injuries have remained largely unchanged over the last 10 or so years. The report should discuss why this has happened when slight injury has apparently fallen substantially – indeed it raises the question of whether the latter is merely a reflection of reporting or recording patterns rather than an actual decline?

In terms of cycling, deaths still occur once or twice most years, which is unacceptable in a city with a ‘Vision Zero’ ambition. Given that deaths are frequently at junctions, we urge priority for action on the **Major Junctions Review** [3.2 above].

Speed reduction, and particularly the **enforcement** of limits are critical to the reduction of injuries, as well as making streets into places where people are happier to walk and cycle. Engineering should aim to discourage speeding; 20mph cameras should be installed at speeding or danger locations, and the Scottish Government should be pressed for greater powers to allow the Council to enforce limits.

Many ‘quick wins’ should be possible **when roads are resurfaced** – for example removing wide splays at side-road junctions.

4.4 Circulation Plan

We have already submitted comments on the early draft, and we await a fuller version

Stakeholder: Spokes

Whilst welcoming the concept, our top concerns are potential breaks in segregated main road routes, which would render sections of the Edinburgh Cycle Network not 'suitable for all'; and the need for more detail on the creation of traffic-reduced areas through features such as bus gates and modal filters.

Encouragingly for the city centre, the Feb 2023 Circulation Plan update says that such restrictions "*could now be considered*" for the Bridges, Lothian Road, Lauriston Place and Cowgate – though this welcome statement was brought into question recently when North Bridge was reopened to 2-way traffic following a closure of over a year for bridge repairs.

Stakeholder: Sustrans Scotland

Response:

We welcome most of the measures suggested in particular those that aim to reduce the number of vehicles on the road, emissions and speeds. We are pleased to see that high-quality cycling infrastructure, reduced crossing times for pedestrians and accessibility for people walking, wheeling, cycling and using public transport are high on the agenda. We would like to add the comments below for the action plans proposed.

Active Travel Action Plan

- We welcome further rollout of cycle hangars as part of the solution to transport poverty and the focus on providing cycle hangars for communities within areas that score highly on the Scottish Index of Multiple Deprivation.
- SCORES Scotland's Pedal and Thrive project is mentioned to increase confidence and skills in women and people from ethnic minority background, it is targeted and measured campaigns and projects like these that are needed when creating campaigns around modal shift as in Edinburgh as a whole women are less likely to cycle than men, with 17% of women cycling at least once a week compared to 35% of men. Those from an ethnic minority are less likely to cycle compared to white people with 15% and 27% cycling once a week. (Walking and Cycling Index, Edinburgh 2021).
- We support the action of compulsory land purchases as suggested to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that do not currently connect. This could help improve connectivity and low traffic and liveable neighbourhoods. The new Cycling Framework for Active Travel - A Plan for Everyday Cycling also references this as a way to ensure cycling is well connected and safe.
- The Network planning development tool currently in development could provide an provide opportunity to tackle some of the actions mentioned such as creating safer streets around schools, improving active travel infrastructure and making cycling more direct and pleasant.

Air Quality Action Plan

- It is vital that Edinburgh continues reducing air pollution as many people live within the core of the city center and therefore are likely to suffer more from the health impacts of pollution, including children who are more likely to feel the direct harms of polluted air. The pandemic showed that the air becomes cleaner when there are fewer cars on the road.

Stakeholder: Sustrans Scotland

- Fewer cars on the road make it safer and healthier to walk, wheel and cycle. The incoming Low Emissions Zone is a positive step towards reducing pollutions and we would welcome a similar visual tool that monitors traffic and emissions in the area to the Glasgow Tool recently developed Glasgow-lez-traffic (sepa.org.uk).

Road Safety Action Plan

- We welcome the actions towards Vision Zero the section on 20mph speed limits introduction, but think that this could be stronger. Currently, it reads that 'We will also continue to review speed limits across our network and reduce them where there are high levels of walking and wheeling. This will include further extensions of the 20mph network in Edinburgh but also in our more rural settings.' More work needs to be done to ensure that roads become 20mph in Edinburgh as much as possible with very limited exemptions.
- Councils such as Scottish Borders and Highland have recently expanded their 20mph rollout. Glasgow Centre for Population Health (GCPH) found road casualties could be reduced by over 10 per cent if speed limits in residential and urban areas were dropped from 30mph to 20mph. Further research was carried out by Edinburgh Napier University in the Scottish Borders in 2021 that showed 20mph reducing speeds.

Public Transport Action Plan

- The actions look at improving bus services and facilities and need to consider cycle storage facilities near main bus services and hubs as well as integration of active travel and public transport e.g. bike space on buses. Additionally, it is important to ensure that walking and cycling to public transport hubs is safe. A way to do this is to implement recommendations in the Women and girls' safety on public transport report from Transport Scotland.

EQUALITY GROUPS

Stakeholder: Home Royal House Residents Association – Retirement Housing

Response:

1. OUR REQUESTS TO THE COUNCIL

We very much welcome the provisions of Chapter 4 of the Plan and its twelve action points. We request that safe pavement links and road crossings be provided around and between our sheltered housing complex and local shopping facilities and to local public transport links.

We also request a more comprehensive review of the needs of elderly and disabled walkers, those that the Plan terms "less steady on their feet." This distinct category could be designated as Vulnerable Walkers to distinguish them from able bodied walkers.

2. HOMEROYAL HOUSE AND ITS RESIDENTS

Homeroyal House contains fifty flats, and we are a community of retired people aged between sixty and over one hundred years. A high percentage of us, some thirty percent, continue to be active walkers. Our safety is however significantly challenged whenever we go out from our building.

Most of our mobile residents are vulnerable walkers to some degree through age or infirmity. We are at significant risk on worn, uneven or moderately sloping surfaces of neighbourhood pavements and road crossings.

3. RESIDENTS EXPERIENCE OF WALKING ON LOCAL PAVEMENTS

The experience of residents was researched at a meeting held in the complex on 11 May 2023.

Overall, the feedback from the attendees highlights numerous issues with local pavements and roads. The common concerns include uneven surfaces, large and steep curb steps, deep roadside drainage and fragmented pavements with different surfaces. These conditions underfoot pose significant challenges and risks for pedestrians, particularly for the elderly, disabled individuals, and those using mobility aids such as walkers and wheelchairs.

First to provide comment was XX who reported the following:

- Had to stop and rebalance 16 times while walking around Roseneath Street.
- Requested improvement of local pavements and road crossings around Homeroyal House.
- Emphasised the risk of the return journey home when energy is depleted.
- Desires a safe route at least to the local bus stop.

The attendees emphasized the need for safer routes, especially to the nearest bus stops, as the return journey home with depleted energy is considered the riskiest point of travel. They expressed the desire for a more comfortable and balanced walking experience, free from constant vigilance for potential trip hazards. The heavy vehicle traffic, including buses and trucks, has contributed to the deterioration of road corners, making them unsafe.

Stakeholder: Home Royal House Residents Association – Retirement Housing

The attendees' personal experiences of accidents, falls, and injuries due to the poor conditions of the pavement further emphasize the urgent need for improvements. They expressed frustration, limited options, and concerns for their safety and independence while navigating the local area.

Based on the feedback provided, it is evident that comprehensive measures are required to make the pavements and roads easier and safer for everyone. This will not only improve the daily lives of residents but also encourage active travel and promote a more inclusive and accessible community.

The plan in chapter 3 under the heading “so, ...what’s stopping them” states that people with disabilities feel significantly less safe when walking or wheeling locally than other residents.

4. CONDITION SURVEY OF LOCAL PAVEMENTS AND CROSSINGS

A comprehensive survey of a local walking circuit reveals a number of challenges to the safety of vulnerable walkers.

5. CONSEQUENCE OF A FALL

The consequence of a fall can be severe to the wellbeing of the person who has the fall.

6. CONCLUSIONS

We commend the Council for its farsighted provisions for the comfort safety and wellbeing for all pedestrians in the pavement improvement proposals in Plan Chapter 4. We also commend the recognition of the needs of walkers who are less steady on their feet. The experience of mobile residents in our complex is that walking on pavements in our local area is frequently uncomfortable, tiring and too often leads to falls. All such issues can be addressed through careful pavement design that consider the specific challenges faced by vulnerable walkers.

We request that safe pavement areas and road crossings be provided at, our building and safe pathways to local amenities and transport links. We also consider that the Council may receive a high social return if our request was delivered as part of a citywide programme for sheltered housing and care homes, reducing pressure on NHS and social care facilities.

Stakeholder: Portobello Older Peoples Project

Response:

Please note that I have answered this on behalf of the older peoples lunch club that I run. Many of whom are unable to get out and about in the current situation with limitations on bus access, uneven pavements etc.

Stakeholder: Sticking up for your rights – advocacy group for people with learning disabilities

Response:

Accessibility and the rights of blue badge holders and commuters with mobility needs should be taken into account when redesigning streets, parking spaces and transport provisions.

Stakeholder: Let our voice be heard - advocacy group for people with learning disabilities

Response:

The accessibility of city streets to people who use cars with a blue badge should be considered in regards to parking and access. Not everyone's mobility is good so if moving any bus stops, you should consider who uses them and how easy it is to get to the next bus stop, especially for those using mobility aids who depend on having a bus stop close to their home.

Stakeholder: Positive Help (HIV and HepC)

Response:

Positive Help is a charity supporting adults and children living with HIV and Hepatitis. We have run a transport service taking people to vital medical appointments for over 34 years. Ensuring there is access, stopping and parking for Blue badge holders is vital throughout the city. Roads that Blue Badge holders can access if other transport is not is extremely important. Not all people can walk 50 metres to get to a car.

Our staff and volunteers are very experienced of the issues questioned in this survey. Volunteers use their own cars and also Enterprise Car Club to hire cars by the hour.

We want it to be known that the Car Club run by Enterprise is not a reliable business. There are regular complaints made to them which they do not act upon. They present themselves as a supportive business but this is not the case in practice. My staff have to regularly deal with problems that volunteers experience - cars not in the location they were meant to be, not having fuel, dirty cars, invoicing not correct. Themes emerge due to the number of cars we use per week. If a car sharing operation was to be explored and expanded we offer to be involved in the consultation process of this.

Stakeholder: Surging Ahead - advocacy group for people with learning disabilities

Response:

- Disabled people, especially those of us with visual and/or mobility impairments, we need to take cars or taxis to reach our destination. There should be enough parking available for blue badge holders, as well as space for people to get dropped off from by a car or taxi. Public transport is not accessible to everyone.
- Bigger pavements would provide valuable space for wheelchair users
- Murals on buildings could make our city more colourful.

Stakeholder: Surging Ahead - advocacy group for people with learning disabilities

- Street cafes are also a good idea, as long as they don't take up too much space and people can still pass comfortably
- More street lighting is needed as some streets are not bright enough at night
- Planters and any other facilities should be placed strategically so they are not in the way of more walkers and expanded we offer to be involved in the consultation process of this.

Stakeholder: RNIB

Response:

Introduction:

RNIB Scotland welcomes the opportunity to respond to the City of Edinburgh Council's City Mobility Plan. As the country's leading charity working with blind and partially sighted people, we support children and adults with sight loss and help them to live full and independent lives, campaigning for their rights.

While targets are being set to achieve zero-emission transportation and encourage healthy activities, such as walking and cycling, it is imperative Edinburgh's streets are safe and accessible for everyone, including people with sight loss.

The priorities identified in City of Edinburgh's City Mobility Plan consultation are ambitious. However, due to the specific and localised nature of questions in the document, we have restricted our response to Question 27 in the consultation. Ergo, RNIB Scotland is not submitting an online response to this consultation, given the individualised nature of questions posed.

Our consultation response draws heavily on our recently published report, "Street Credibility; making Scotland's streets accessible for sight loss".¹ The Street Credibility report outlines various challenges which blind and partially sighted people continue to face amidst continuing and rapid alterations to streets and public spaces. The report also sets out recommendations based on three key principles which visually impaired people highlight as key to making independent walking journeys:

1. Reducing the hazard of cluttered pavements and street clutter
2. The importance of having kerbs and signalised controlled crossings
3. Avoidance of moving vehicles.

Should you wish to discuss any of these issues please contact RNIB Scotland on the contact details at the end of this document.

Consultation question

Question 27:

- **Are there any other measures that you think we should consider helping achieve a net zero city by 2030 and meet our ambitious target to lower the number of kilometres travelled by car in Edinburgh by 30%?**
- **Are there any of the measures proposed where you have concerns about the potential impacts?**
- **Any other comments?**

Stakeholder: RNIB

We have summarised our response under question 27, using under the four headings below which are linked to some of the priorities and proposals detailed in the consultation documents:

1. Making streets more accessible
2. Delivering a joined-up cycle network
3. Car parking/traffic and electric vehicles
4. Delivering improvements to our public transport network.²

1. “Making streets more accessible”

“Making streets more accessible” is a key aim covered in this consultation. The consultation gives definitions of how streets can be made accessible. Respondents are asked to rate these in order of priority.

Clear, unobstructed pavements are essential to enable blind and partially sighted people to navigate streets and public spaces independently and with confidence. They also depend on detectable kerbs and signalised controlled crossing points to keep them safe and avoid moving vehicles, including cycles, cars and buses. Often a degree of planning and preparation is required before a person with sight loss can undertake any walking journey independently. When routes are changed or altered rapidly, they can experience great anxiety.³

RNIB Scotland’s “Street Credibility” Report ⁴, highlights the significant role local authorities have in ensuring there are consistent design features. There must be sustainable solutions and accessible features embedded from the outset in designs and proposals. Consistent standards should be set from the beginning to avoid the need for costly repairs and a random approach.

Visually impaired Edinburgh residents have told us about areas where accessible features have sometimes been an afterthought. For example, we received complaints about new features including pavements continuing over road junctions on Leith Walk (so-called “continuous footways”), with no detectable features such as crossing points or kerbs to signal it is a road junction. Tactile paving is now being laid down to mark the continuous footways. However, the results so far are haphazard. The use of tactile paving must adhere to guidance to be a reliable and consistent feature.⁵

2. Delivering a joined-up cycle network

In the consultation document and overarching plans there are references to cycling as a mode of transport, including:

“Our vision is that everyone will feel safe to make cycling a natural choice for local and longer trips around the city.”

Cycling for everyday trips around the city is not an option for blind and partially sighted people to get around. However, they do depend on having high quality safe cycling infrastructure and actions which prioritise road safety for vulnerable users.

RNIB Scotland believes that safe cycling infrastructure should allow for segregation between cyclists and pedestrians. Near misses, anxieties or worries about cyclists travelling too close to pedestrians can be avoided if there are clear physical separators between cyclists and pedestrians such as a kerb between the pavement and cycle lane. Research has shown that a kerb height of at least 60mm is the minimum detectable marker for blind and partially sighted people to identify when a footway changes to a road

Stakeholder: RNIB

or other surface.⁶ Long cane users and guide dog owners are reliant on kerbs as a means of orientation and guiding.

Designs such as the bus stop bypasses and bus stop boarders emerging in parts of Edinburgh (and elsewhere) cause anxiety for blind and partially sighted people.

Bus stop boarders require passengers either arriving at or alighting from a bus stop to cross an active cycle-lane to get to and from the bus stop from the footway.

In a bus stop bypass, a segregated cycle lane, or track, continues through the bus stop area behind the shelter thereby creating an island for bus passengers boarding and alighting at the stop. It requires a crossing for pedestrians to access the island across the cycle track.

These designs accommodate safer travel for cyclists, so they do not have to stop and wait to overtake a bus on the carriageway when a bus is stationary at a stop. However, such bus stop designs have unintended consequences for blind and partially sighted people (and for other pedestrians).

It can be difficult for visually impaired people to detect the direction of travel of oncoming cyclists due to lack of sound. In addition, cyclists may assume a pedestrian has detected their presence, and can adjust their position to avoid collisions, which is not always the case for a person with sight loss.

If there are no obvious physical markers to separate the bus stop and pavement from the cycle lane such as detectable kerbs, it becomes extremely difficult to tell where the pavement ends, and the cycle lane begins. Sometimes tactile paving is used as a separation marker. However, if tactile paving appears without any other distinguishing features such as a dropped kerb or an incline on the pavement to indicate a crossing point or road junction, it becomes meaningless.

Allocating space for associated cycling infrastructure, including bicycle parking and cycle hire schemes, from the road or carriageway is also better than taking up valuable space from the existing pavement. This helps to create clear pavements, in turn reducing the risk of accidents or injuries which people with sight loss often fear when navigating public spaces.

3. Car parking/traffic and electric vehicle charging points:

Question 18 in the consultation document asks respondents to rank in order of preference moves to reduce kerbside parking within the city centre to provide a more welcoming environment for everyone.

Within the City Mobility Plan there is further information on limiting parking in new developments (see quote below):

“Parking in New Developments - Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, car club and bike hire space.”

Blind and partially sighted people are unable to drive, so for journeys beyond walking distance they rely on public transport, taxis and lifts in vehicles from friends or relatives.

Stakeholder: RNIB

Adequate numbers of accessible parking spaces as well as drop off and pick up points near essential services must be available in new and existing developments.

Kerbside parking as well as other accessible parking space, is crucial for blind and partially sighted people particularly if they require sighted assistance to and from a vehicle to the entrances of destinations.

The consultation document goes on to state that the council may introduce restrictions in some Edinburgh streets to reduce traffic:

“As we continue to prioritise walking, wheeling and cycling in the city centre, we want to identify further streets where we could reduce or remove through traffic. Any restrictions would still allow essential vehicle movements such as access for city centre residents, to multi-storey car parks, and access for deliveries and blue badge parking.”

There must be consultation with local people on the potential impacts of vehicle restrictions in streets. These may include increased pressures for car parking elsewhere or diversions through quieter streets.

Travelling as a passenger in a car or taxi remains the only means of transport for some blind and partially sighted people to safely access amenities and services. Therefore, restricting traffic altogether on certain streets of Edinburgh may only serve to exclude people with sight loss further.

In addition to parking requirements, there is a need to carefully examine where electric vehicle charging points will be located as the need for them increases. This includes consistent standards so that charging points do not create footway obstructions. Cables trailing from vehicles to charging points across footways are a trip hazard and must also be avoided.

RNIB Scotland welcomes the enactment of Scotland’s pavement parking ban, which is due to come into effect towards the end of this year. We hope adequate resources will be made available to ensure compliance across the City, so that motor vehicles do not create unnecessary obstructions on the pavements.

The provision of accessible, reliable and affordable public transport including bus stops close to key services is vital to reduce reliance on private vehicles (see points raised below).

4. Delivering improvements to our public transport network

As stated in the consultation document, there is a need to review the city’s bus network to better align with the Council’s strategic priorities including improving accessibility, integration and reducing congestion in the city centre.

This also includes measures such as access to bus stops, locations and other infrastructure.

For blind and partially sighted people, travelling independently is a critical factor in improving their quality of life and achieving a sense of autonomy. However, using public transport can prove to be a daunting experience for people with sight loss.

Stakeholder: RNIB

As Edinburgh sees its public transport network upgraded, including the extension of tram lines, there must be consistent application of accessibility features, including tactile paving at stops, which follows guidance.

In a recently published RNIB report on the accessibility of public transport for people with sight loss in the UK over half found it difficult to navigate public transport facilities.⁷

This research also found that buses remain the most popular mode of transport amongst blind and partially sighted respondents.

When asked if there was anything stopping them from being able to use public transport as much as they wanted to, those who said “yes” mentioned the following issues:

- 17 per cent said public transport runs too infrequently;
- 16 per cent said it was due to a lack of accessibility such as bus numbers not being clearly displayed;
- 15 per cent said they lacked confidence;
- 11 per cent said they were unable to go out alone as they needed some form of assistance;
- Nine per cent found it difficult getting to public transport (bus stop);
- Nine per cent said it was due to a lack of specialist support on some transport operators.

Participants had an option to provide further detail around the challenges and the most popular answer was concern about boarding and disembarking transport followed by unclear visual information (too high up, too small or scrolling too quickly).

Other responses included difficulty navigating through crowded areas, unexpected layout changes, lack of help provided by staff and public and a lack of available disabled seating/space for guide dogs.

When asked if there was anything else that would help them have a better experience when using public transport, the most popular answer was more reliable transport services, better assistance from staff and individuals having more confidence when travelling.

While more than half of participants (65 per cent) were able to make the journeys they wanted or needed to using public transport, 35 per cent of participants said they were unable to make such journeys.

Locations of bus stops are crucial as this quote from the report highlights:

“It is a quarter of a mile to walk to the bus stop and if I were on my own, I would feel vulnerable and I would definitely not go on my own at night.”

Access to real-time information when travelling is critical – not just for delays and updates but also to establish which bus is approaching, exactly where they are at any point in time, and when they should be getting off.

There is a need for environments and transport modes to incorporate best practice in accessibility such as:

Stakeholder: RNIB

- Physical features such as tactile paving, detectable kerbs, handrails, lifts, clear routes, step-free access;
- Visual clarity: Clear signage and markings, colour contrast;
- Audio design: Accurate, frequent, and clear audio announcements on buses and trains.

Bus driver training and awareness of how to make journeys easier and safer for people with sight loss is another example.

RNIB Scotland, in partnership with Lothian Buses, run a series of 'Swap with me events' amongst trainee bus drivers. These have been a successful in raising awareness and improving the experience of blind and partially sighted bus people travelling on Lothian Buses. The partnership also recently won an award.⁸

Going forward, the City of Edinburgh Council has a role in ensuring bus and coach operators provide routes which are not just commercially viable but also socially necessary.

The surrounding regions of Lothian, Fife and the Scottish Borders also require frequent and affordable bus services into Edinburgh so people can travel for work, education, healthcare and other essential services.

Getting around our streets is a fundamental aspect of our daily lives, whether it is for transportation, taking care of our health, or visiting friends and family. However, for blind and partially sighted people, navigating streets can be a challenge. As we strive towards zero-emission transportation and encourage healthy activities, such as walking and cycling, it is imperative we keep Edinburgh's streets safe for everyone, including those with sight loss.

Stakeholder: Edinburgh Access Panel**Response:**

CEC must:

- Protect blue badge access.
- Protect pedestrians from cyclists.
- Promote better behaviour by cyclists.
- Allow access by taxi, esp for disabled people who rely on taxis.
- Ensure dropped kerbs are in place at floating parking and at driveways if driveways otherwise prevent access to shops, community centres etc by wheelchair user.
- Ensure 7x7x7 bus lanes don't erode blue badge parking opportunities
- Ensure EV charging points are accessible by wheelchair users.
- Ensure cycle parking facilities don't obstruct the footway.
- Improve access at suburban rail stations, eg Slateford (if in scope).

Stakeholder: A Place in Childhood

Response:

APiC Response to The City of Edinburgh Council's City Mobility Plan Action Plans consultation:

A Place in Childhood (APiC) is a community interest company. We facilitate projects which enable the rights of young citizens to participate meaningfully in societal improvement, while building lifelong skills for a prosperous and equitable future. Children's lived experience combines with our research, policy, and action expertise to help their communities adapt to the unprecedented challenges and uncertainty we all face. Through this we promote superior environments for children and young people which align with the UN Convention on the Rights of the Child.

We are writing to submit our response to the **City Mobility Plan Action Plans** consultation. We have reviewed these documents in relation to our core area of interest and expertise - children and young people.

The response below this letter explores overarching themes we consider relevant found throughout the five Action Plans and Future Streets Framework.

Overall, we are happy to observe that many of the actions outlined within the plan already promote and support children and young people's mobility across the city. Therefore, we would summarise our response in the points below as a guide to continue the City of Edinburgh's commitment to supporting the safe, efficient, and inclusive movement of people and goods around the city:

- Prioritise all measures that lead to improved safety, especially recognising the positive impact this can have for girls in utilising active travel and public transport.
- Prioritise all infrastructural and community-based actions that support behaviour change with regard to supporting active travel and public transport opportunities.
- Build the meaningful engagement of young people into programmes of public works from Stage 0 (Strategic Definition) and establish a plan of engagement for the entire project at the start.
- Work on the principles of 'trustful dialogue' and transparency when engaging with young people. This means being clear and upfront about what young people can and cannot influence and why. It also means feeding back how their views have and have not been taken on board, and utilising opportunities to deepen the conversation wherever possible.
- Acknowledge and work with the fact some communities will require more work to establish trust and meaningful engagement with children and young people. This is especially true in areas with high levels of deprivation, where children and young people will most benefit from improved public and active travel opportunities.

We are happy to provide further views and clarifications on any part of our response as required. We are also happy to provide further information with regards to any of the evidence and research which we have referenced throughout this response.

We are keen to continue to be a proactive partner in the development and implementation of the City Mobility Plan and consider it to be a significant opportunity to realise the policy ambitions set out under broader policy frameworks to improve the lives and wellbeing of young citizens across Edinburgh and the wider region.

Stakeholder: A Place in Childhood

APiC Response to The City of Edinburgh Council's City Mobility Plan Action Plans consultation:

It is well established that there has been an ongoing decline in children's independent mobility (travel and play without adult supervision) across the UK over the last three decades. This decline is a concern as independent mobility is linked to healthy child development and increased physical activity. There are many interlinked reasons for this decline, including increased car traffic, declining numbers of safe routes, increased distances between places and guardian concerns about safety.

The City Mobility Action Plans provides a key opportunity to further prioritise children and young people's movement across the city. We acknowledge and support the inclusion of key actions within the plans which specifically seek to improve the active travel opportunities for children and young people, such as Action J5: Undertaking school travel plan reviews, Action J7: Creating pleasant, people-focused Liveable neighbourhoods and Action J8: Programme of land purchases to create connections for people walking, wheeling and cycling between existing, adjacent neighbourhoods that are not currently connected.

However, we note there is limited discussion of how the perspectives of children and young people will be gathered and utilised in the design and implementation of sustainable transport and transport systems. For example, whilst we support the inclusion of Action J5 and its intention, active travel and mobility considerations for children and young people reach far beyond the scope of travelling to and from school. It is critical that the actions outlined within the plans are mindful that what will be successful for a fit, employed and capable adult will differ from that of a 12-year-old child.

We would encourage the City Mobility Action Plans to consider how active travel routes should be designed from the perspective of an unaccompanied 12-year-old child. This is a topic we explored in a participatory research report for Sustrans – Enabling Independent Active Travel for Young Scots – Leith was one of our four case studies on this project and the findings highlight how their access could be improved. It also expounds a systems diagram in the penultimate chapter which can help inform child and youth centred decision-making on effective active travel and behaviour change approaches.

Our recent Children and Teenager's Neighbourhood Plans project and recent engagement with North Edinburgh Teenagers, has provided further insights from children and teenagers as to the key issues they experience when trying to utilise active travel or public transport. This included antisocial behaviour on key routes and transport networks, perceptions of unsafe or unattractive routes because of litter, poor lighting or isolation and a lack of connectivity between routes and places they are seeking to go. This form of direct engagement on specific places and projects can provide significant detail and context surrounding the issues relating to connectivity and mobility in an area. It can also identify the interplay between key issues which may not be drawn out in detail by typical community engagement activities. For example, the safety of girls in North Edinburgh was a key issue, and many felt too scared to go out and about by themselves. Instead, they would get a bus to another part of Edinburgh. When asked about designs for the new proposed public spaces on Pennywell Road, they were clear that the best way to make it a place for teenage girls is to make it a family-friendly place that feels welcoming to all members of the community. As this shows, through understanding and applying the needs of children and young people from the outset to systems design, the outputs typically also benefit other vulnerable users (including the elderly and those with disabilities that affect mobility) as well the rest of society.

Stakeholder: A Place in Childhood

Across our projects APiC has sought to engage with children and young people living in lower SIMD neighbourhoods as far as possible, as the benefits of identifying and acting on key issues relating to place improvement will support a higher number of beneficiaries as private vehicle access and ownership are typically lower in these areas. We would encourage the prioritisation of implementation of the Action Plans in lower SIMD areas to support the ambitions of the City Mobility Plan to deliver a safer and more inclusive transport system which supports a higher quality of life for all residents, including children and young people. This would also align with the strategic vision of the National Transport Strategy (Transport Scotland) to reduce inequalities and child poverty through providing access to the services people need, being easy to use and affordable for all.

With regard to the physical infrastructure changes outlined in the plans, we would outline our support for all of the proposals. However, we would consider that the following physical infrastructure features outlined below are vital to support children and young people to engage in active travel and utilise public transport opportunities.

- Ensuring routes connect areas that are motivating and accessible for young people to visit.
- Improving and increasing lighting of urban areas and key locations for meeting and hanging out everywhere. This is vital for young people to feel safe, have opportunities in the winter and after school, and to allow parents/carers to feel more confident with their child/ren being outdoors.
- Safe road crossing points that align with the places young people need and want to go and that do not involve unnecessary detours or barriers.
- Improving the maintenance of areas such as transport stops, pavements, and roads. These should be free of hazards and signs of lack of care, including fixing potholes.
- Building/improving cycle paths that are safe, and with a strong preference for explicit separation from traffic.
- Encouraging access to bikes and bike hire schemes, including ensuring they are genuinely accessible to young people for their everyday journeys, and making them affordable to young people and families on low incomes. Our Enabling Independent Active Travel report notes young people's views on how the Just Eat bike hire scheme could have been improved for them. The more recent loss of this scheme altogether is detrimental to the mobility of young people, and reviving it in a new and improved form would be highly beneficial.
- Ensuring routes are well and appropriately signposted so that young people can navigate effectively, and parents/carers feel confident that their child/ren will not get lost.
- Improving internet and mobile phone coverage so that young people can consistently connect with one another and their parents/carers, as well as access maps and location information on the go.

It is positive to note that many of these physical infrastructure changes are identified across the Actions Plans. However, as indicated earlier, our research with children and young people has indicated that a lack of maintenance to physical infrastructure is a critical barrier to their mobility across the country. The interaction of this issue alongside other place-specific considerations cannot be underestimated, as it seriously affects their ability to travel across the city. For example, whilst the recently launched free bus pass for children and young people has improved connectivity, a lack of deep investigation as to the suitability of existing bus routes means that often children and young people are still prohibited from getting to the places where they need to access by public transport due to

Stakeholder: A Place in Childhood

having to change buses multiple times. Our recent work at Tynecastle High and Portobello High noted that while the bus services are generally good, the accuracy of bus tracker information and ability to travel to places outwith the city centre easily can be a barrier. We would advise that a combination of both quantitative and qualitative knowledge of where children and young people and their communities need to travel to is necessary to understand the key routes which are vital to them. This is essential for efficient and effective long-term benefits of publicly funded intervention.

PUBLIC AND SHARED TRANSPORT

Stakeholder: Lothian Bus

Response:

Public Transport Action Plan (PTAP) – Consultation Response

I refer to the above and to the meeting we had to discuss this on 26 June. My thanks to you and other CEC colleagues for the group discussion that took place. It has been very helpful in the context of formulating our response to the consultation.

Context

In general terms, Lothian is very supportive of the PTAP. We were heartened to read the introductory comments that the Transport Convenor considers 'what is good for public transport, is good for Edinburgh.' Lothian has been serving the city for more than 100 years and has, over that period, continued to evolve, innovate and deliver for our customers.

Earlier this year, we launched our Business Plan for 2023 and beyond (copy included). It sets out the need for collaboration as we deliver the 4 key objectives listed below:

1. An inclusive and accessible service for all
2. A reliable affordable network delivering patronage growth
3. Commercial sustainability
4. The road to decarbonisation/net zero

In considering the PTAP there are a large number of synergies which align to our Business Plan. In order to prioritise these and deliver maximum value and benefit to the public transport network and its users we have focussed on the areas where we can work together to jointly deliver our objectives. These areas can be identified as follows:

1. Bus Network
 - Ongoing development of the network
 - Serving new areas and housing developments
 - Bus Priority Measures
2. Improved Infrastructure
 - Bus Stop Realignment
 - Mobility Hubs
 - Strategic Bus Network Infrastructure
 - Edinburgh Bus Station
 - Major Events
 - Regional Termini
 - Future Transport/Infrastructure Projects
3. Bus Partnership Fund
4. Journey to Net Zero

The detail for each of these areas is explained in Appendix 1 included with this letter.

I appreciate the vast amount of work involved in progressing to the delivery stage of the plan and so would like to offer some assistance with this in the form of a 6-month part-time

Stakeholder: Lothian Bus

secondment to you. In broad terms, I envisage this to be a dedicated resource from within the Lothian team who is able to work with you to further develop the thinking on the projects referred to within this response. If you would like to discuss this further then I would be happy to arrange a meeting.

When we met on 26 June, we committed to give comments on the action plan and to annotate it with any progress/activity from a Lothian perspective. We intend to complete this and get it to you in the next couple of weeks.

Appendix 1

Bus Network

Bus Network "Review"

Lothian are fully supportive of proposal PG1; however, the term 'review' is misleading as the bus network is continually evolving to meet customer demand and operate as efficiently as possible. A description such as Bus Network Development would more accurately describe the ongoing evolution of the network to match the ongoing growth and development of the city and region.

Serving New Developments

Lothian have had good early engagement in Bio Quarter and Granton developments however we must learn lessons from the past to ensure that bus services are provided for new developments;

- Serious issues have been identified in the timeline for delivery of interventions to allow for bus provision in West Craigs. Bus provision will arrive far too late for sections of the development that have already been occupied and have established travel patterns.
- Developments like new Greendykes at Milligan Drive have already been designed without consideration for primary bus routes – tight geometry and poor accessibility at bus stops.
- Developments in the south of Edinburgh at Gilmerton have been built with little or no input from operators. We have lost a critical stop on Lasswade Road due to land rights issues, there has been no future proofing for potential new stop locations and there is extremely poor permeability of walking routes through to Hyvots Bank where existing bus services could be accessed.

New developments can only be served efficiently if operators are involved from the start and any potential new bus routes, extensions or rerouting can be provided for, through delivery of the correct infrastructure, to ensure the optimal operation of services and maximising ridership opportunity. S75 developer contributions should be used to introduce infrastructure and help assist operators cover initial financial losses as bus services become established and developments become fully occupied.

The end goal of developer, local authority and operator should always be for bus services to become commercially viable and not to become a further drain on the budget of local authority tendered networks. CEC planning and transport must be the conduit between operators and developers – it should not be incumbent on operators to facilitate initial discussions.

Stakeholder: Lothian Bus

Bus Priority Measures

Active travel projects have seen significant growth in the city in recent years because there has been a bold agenda to drive genuine change, with objections to projects dealt with in this context. Public transport projects, no matter how big or small, must now be considered with the same appetite and affection in order to achieve the volume of modal shift required to meet future city targets.

Lothian are keen to make progress on bus lane enforcement at the earliest opportunity and already offered free travel for attendants so that they can travel across the city and issue on the spot fines to those making bus lane parking or loading infringements. Additionally, Lothian are open to discussions with both CEC and Transport Scotland about how on-bus CCTV can be used to automatically record and enforce bus lane parking or loading infringements.

There are a number of locations across the network where additional bus lanes would be of significant benefit to bus operations (for example, between Craigmillar and Fort Kinnaird). However, before additional bus lanes are sought, the priority must be to use existing policy to enforce current measures and deliver a consistent 7-7-7 approach for all bus lanes. With the pandemic having shifted societal and travel habits, weekends can now be just as busy and congested as weekdays and it is important that policy is revised to reflect this so that bus continues to be an attractive and viable option on all days of the week.

Lothian fully support the initiative to link AVL and UTC to provide bus priority at key junctions. A trial is proposed as part of the Bus Partnership Fund (BPF) and it is our desire to move forward with this at the earliest opportunity, analyse initial results and see a wider roll out across the network.

Bus Gates have been discussed in the context of 20-minute neighbourhoods and mobility hubs. While Lothian are broadly supportive of the principle, any adverse impact on displaced traffic and unintended consequences must be fully modelled and understood before progressing (for example a full analysis of the impact of each stage of the Leith LTN must be undertaken).

Improved Infrastructure

Bus Stop Realignment

A trial has been proposed as part of BPF to review bus stops on the A70 corridor. Lothian have a strong desire to progress the trial and the methodology for review. There is a real opportunity to reduce journey times and to save on capex and opex for CEC and Lothian with the end result quicker journey times and a more attractive service for the majority of customers.

Where possible, city projects that are already in progress should be used to consider desire lines, interchange and sensible relocation of bus stops. For example, all southbound corridors; Lothian Road, George IV Bridge and North/South Bridge have stops which could be realigned to create better interchange and speed up journey times (the Bridges doesn't currently have a planned project but was discussed at a recent city mobility workshop). Any consolidation of bus stops on these streets releases premium kerb space for other uses. There are many examples where a high level of bus infrastructure has been achieved in a busy city centre street, for example in Ljubljana.

Stakeholder: Lothian Bus

Mobility Hubs

Lothian have had very constructive early-stage workshop engagement on Mobility Hubs and have requested consideration be given to include opportunity charging (as appropriate) and driver toilet facilities. These facilities could be developed to represent a best practice example of shared use if they were also utilised by CEC vehicles and employees.

Strategic Bus Network Infrastructure

Lothian's commercial priority **must** be to retain core local services across the city centre, ensuring a viable business, operational efficiency and providing an equality of access to the city centre, and across the city, benefiting the greatest number of customers. Consideration could be given to reviewing regional services **only** if suitable termini are provided at both east and west sides of the city centre. We have already compromised the commercial success of the business and reduced capacity in a key location by temporarily relocating Tours to Waterloo Place for the 2023 season.

Edinburgh Bus Station

The future location of Edinburgh Bus Station will have a major impact on the location and size of proposals for new regional termini. No credible single alternative exists within the city centre to enable the full relocation of all Bus Station services. This will result in either a location out with the city centre (result is less attractive services and poorer integration with rail) or the fragmenting of services to smaller locations around the city centre (result is the loss of premium locations for regional hubs, special services, city tours, day tours and coaches). As such, Lothian are fully supportive of the Bus Station being retained in its current location. Whilst we do not utilise it regularly, the unintended consequences of it being moved could have a detrimental impact on our network.

A plan for a fixed departure point for city tours and a departure/drop point for day tours/coaches must also be considered and developed in conjunction with operators – these issues are all inextricably linked as the availability of space around the city centre is at an absolute premium.

Major Events

As an international city, Edinburgh is increasingly drawing large events which contribute to its reputation and stature but also underpin its economy. A key aspect of delivering successful events is the movement and dispersal of large numbers of people safely and quickly. To achieve this, it is critical that space for special event services can continue to be provided when required. For the Royal Highland Show [event capacity 220k over 4 days] Lothian operates special service 98 with departure space provided on George Street (the full length of Frederick Street to Hanover Street).

Consideration and planning are required to understand where this level of space can be provided following the planned closure of George Street to vehicle traffic in the next few years without serious detriment to customer experience and commercial viability.

Regional Termini

Any plan to consider the introduction of new regional termini must be fit for purpose and provide all the elements that passengers will require; safe, well-lit and sheltered with CCTV and RTI provided as a minimum. To achieve a good standard that would encourage uptake;

Stakeholder: Lothian Bus

walking routes to/from stops with good wayfinding, seated/heated shelter/waiting room, driver and customer toilet facilities and an information point should all be considered. Providing only a bus stop is simply not an acceptable level of infrastructure required for this type of behavioural shift or reflects the commercial risk being placed on operators, were they to turn short of the city centre.

In terms of regional interchange, lessons must be learned from missed opportunities. For example, the poor customer experience when interchanging between bus and tram at the Foot of the Walk. Key interchange nodes must be identified where public transport should be prioritised, supported by Active Travel. This isn't always multi modal and could be bus to bus. For example, the existing user-friendly level of bus to bus interchange at Cameron Toll is currently under threat by an Active Travel project.

Future Transport/Infrastructure Projects

Future Mass Rapid Transit as outlined in STPR2 will likely take the form of a combination of Feeder Bus, Bus Rapid Transit and Tram, and as such it is imperative that operators are involved from an early stage to ensure maximum integration and efficiency. Operator experience, local knowledge and data is key to fully unlocking the potential of such projects. We commit to sharing passenger data in order to ensure that Route Appraisals can be conducted in an evidence-based approach.

Lothian are keen to realise opportunities and identify any challenges from the Major Junctions Review. The Review details the number 1 priority on the CEC list as the West End junction. This is also on Lothian's list as the location that could have the single biggest positive impact on the bus network, if opportunities for a seamless north/south journey across the west end of the city centre can be realised. Similarly, Maybury junction listed at number 10, is critical to allow bus service provision for West Craigs.

Any junction designs used regularly by service buses must carefully consider the dimensions of vehicles. Recent junction designs at York Place into North St David Street and London Road into Leith Walk have proved unsuitable for buses to make these manoeuvres without having to straddle both lanes on approach. This will have a detrimental impact on journey times, increases the risk of incidents and affect the ride quality experienced by customers. Vehicle tracking must respect that bus drivers are not always able to make the 'perfect' turn, and allow for reasonable tolerances in the design.

It was encouraging to see the note in the PTAP given to how Chicago apply the hierarchy of public transport compared to Scotland and the recognition that when there isn't enough space for all users to be given priority it's imperative that a proportional approach is applied when considering the Streetspace Allocation Framework. A key frustration in recent years has been the silo working of public realm, active travel and other developments. Lothian strongly urges coordination between adjacent projects in a fluid manner and when appropriate, the public transport team takes the lead.

Bus Partnership Fund

Bus Partnership Fund offers potential to realise benefits for which funding has not previously been available. Key to any successful fund bid will be the buy in of all parties from operators, officers and elected members.

As such it is imperative that the priorities for Edinburgh are refined, sensible and deliverable focus on a few key corridors. Whilst the initial bid has had a regional focus, we must not lose sight that there are a number of opportunities that would benefit areas of the city that have slow existing journey times as most of these opportunities can be linked to improving

Stakeholder: Lothian Bus

mobility in areas of deprivation. Alongside BPF, active travel funding streams and capital renewal budgets could be used to take a more holistic 'place' approach in these areas.

By identifying and prioritising a few quality corridors with a range of sensible and potentially radical solutions it will be possible to show that journey times can be not only reduced but consistently reduced and reliable. Above all any bid must concentrate on what is practical and deliverable rather than what is political with the emphasis on improving the public transport offering for existing as well as new passengers.

Journey to Net Zero

Lothian are committed to decarbonising its fleet and reducing our carbon footprint across all facilities and operations. It is already in a strong position with all vehicles Euro 6 standard and therefore compliant with the forthcoming Edinburgh LEZ.

The shift towards zero emission technology will require a number of infrastructure changes at each of our depots and require the provision of opportunity charging across our network to facilitate the conversion of routes to EV. We are already working closely with CEC on this and continued support is critical to both accessing future funding opportunities and navigating planning applications for new or changed infrastructure.

The map of key areas identified as strategic locations for opportunity charging is enclosed as Appendix 2. The first 2 areas that will be required (by 2025) are Edinburgh Airport and in the city centre at South St David Street.

Over the next 12 years the fleet will transition to zero emission technologies and our environmental footprint, particularly in the city centre will significantly lessen. This will represent the next evolution of the city's bus fleet as it will completely revolutionise the environmental impact. For example, a fully electric vehicle with no tailpipe or noise emissions should be considered differently to diesel vehicles. Doing so could allow buses to access parts of the city restricted to other types of vehicles, for example Waverley Bridge. This approach could also be key to continued future lifeline bus provision in other heritage areas, such as the High Street or Grassmarket.

It is expected that the journey to net zero will take until around 2035 to deliver. An important aspect of the plan is its ability to be flexible. This is vital due to the evolving technology for all alternative fuel vehicles. Discussions are ongoing with CEC colleagues as partnership working will be key to the delivery of this

Appendix 2

Stakeholder: Lothian Bus

In Service Opportunity Charging Requirements

Rank	Yr Req	Location	Potential Service(s)	Land Owner	Notes
1	Year 3	South St David St	100	CEC	Would supports continued operation from current city centre termini
=	Year 3	Airport	100	Private/EAL	Strengthens longer term partnership
2	Year 4	Silverknowes	16, 27, 29	CEC	Potential for multiple services
3	Year 4	Granton Harbour	22	Private (unadopted)	Opportunity as part of new development. Potential issues re land ownership
4	Year 5+	RIE / BioQuarter	7, 8, 21, 24, 38, 49	Private (unadopted)	Potential for multiple services. Partnership opportunity with UOE
5	Year 5+	Granton Redevelopment	8, 9, 24, 38	CEC	Potential for multiple services. Opportunity as part of new development
6	Year 5+	Western Harbour	11	CEC	Opportunity as part of new development
7	Year 5+	Cammo	47	CEC	
8	Year 5+	Torphin	16	CEC	
9	Year 5+	Gyle Centre	12, 21, 22, 36	Private	Potential for multiple services. Bus terminus subject to development



Stakeholder: Edinburgh Bus User Group

Response:

Comments on The City of Edinburgh Council’s draft Public Transport Action Plan

In commenting on the six Action Plans which underpin the City Mobility Plan (CMP), Edinburgh Bus Users Group is:

- Submitting the commentary below regarding the Public Transport Action Plan (PTAP)
- Submitting a general statement regarding the Active Travel, Road Safety, Air Quality and Parking Action Plans

Stakeholder: Edinburgh Bus User Group

- Submitting the commentary below, and the general statement, with regard to the Circulation Plan, taking account of the iterative relationship between PTAP and Circulation Plan.

General Commentary on the Public Transport Action Plan

Before commenting on specific details in the PTAP, we reflect on some key contextual issues.

General transport policy

UK transport policy since the mid-20th century can be divided into three periods:

- The post-war period when the car and the lorry was 'the future', with society built around them
- The late 1980s onwards, when the drawbacks of 'the great car society' began to be understood
- A 'backwash' when the challenges of reversing post-war policy became clear

We are now into a 'second wave', characterised by a greater sense of environmental urgency. We sense a mood of impatience with the speed of change, or lack of it.

Transport policy in Edinburgh

In Edinburgh, transport policy has been remarkably consistent since the 1990s. Nevertheless, we detect some exasperation with apparently endless consultation, often over issues which have already been discussed ad nauseum. There is some justification in the criticism that Edinburgh is good at drawing up policies and plans, but not so good at delivering them.

We recognise that there are constraints to how the Council must work. Medium to long term projects take inordinately long, and are over-expensive, in the UK. This has been recognised by the UK government, which launched 'Project Speed' in response, which is still working through the system.

Our view, expressed in a [deputation to a Full Council meeting in September 2022](#), is that in recent years the Council rather took Edinburgh's bus network for granted, and lost sight of its earlier successful partnership with operators

We highlight the transformation of the 'Greenways years' in the 1990s, when not only was transport policy substantially reshaped, but delivery literally on the ground was achieved. We suggest three major factors were at play:

- Substantial political commitment, which generated cultural change throughout departments
- Sufficient funding
- Simpler, more streamlined processes compared to today (also limiting cost)

Dealing with the constraints

Stakeholder: Edinburgh Bus User Group

Few would dispute that Councils such as Edinburgh are now considerably more constrained in their ability to shape local transport, particularly because of finance. Therefore they need to pay ever closer attention to using their resources effectively.

Transport policy is plagued with fanciful 'silver bullets', canards, and distractions. The constraints noted above mean the Council needs to avoid ruthlessly any wild goose chases. Therefore, the Council should be ambitious but absolutely hard-headed about its priorities. We hope our following comments help provide some focus on these.

Commentary on the Actions proposed in the draft PTAP

For convenience, we have copied the full list of Actions as amended by Transport and Environment Committee in February 2023, but comment only where we believe it is required.

Addressing Climate Emergency

- PC1 Deliver a programme of behaviour change interventions, focusing on key priority groups
- PC2 Work with operators to deliver options for a net zero carbon fleet
COMMENT 1: generally, actions beginning 'we will work with' are vague. Operators determine vehicle procurement, albeit sometimes influenced by Scottish Government funding. It would be prudent to ensure that PC2 does not require significant Council staff time.
- PC3 Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric/hydrogen fleets
- PC4 Review of depot infrastructure and charging requirements to support a fully electric/hydrogen fleet
COMMENT 2: we cannot see a Council role, except perhaps as Planning Authority if/when appropriate.

Providing Safe, Affordable and Accessible Public Transport

- PT1 Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations
- PT2 Improve travel experience for disabled users including more information on space availability
COMMENT 3: preventing parking at bus stops needs particular attention. We also agree with Living Streets Edinburgh Group that Floating bus stops undermine the confidence of some bus users, especially blind people, to the extent that some people will avoid using them altogether.
- PT3 Deliver Edinburgh Tram/Lothian Buses integrated ticketing
COMMENT 4: PTAP aims for tap tap cap to be integrated by "end 2025". While it doesn't impact on concessionary fare users, it runs counter to PC1 (Changing minds, changing behaviour) for the vast majority of car users, thereby undermining the overall CMP. This element needs to be accelerated.
- PT4 Continue engagement on concessionary travel/free under 22 travel on tram
- PT5 Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail
COMMENT 5: as above, vague; perhaps understandably, as the subject has been discussed for many years with little progress. It would be easy to

Stakeholder: Edinburgh Bus User Group

waste a considerable amount of unproductive staff time on this. It is likely that Transport Scotland will lead any progress on this.

- PT6 Complete Trams to Newhaven operations and handover
- PT7 Continue ongoing programme of shelter replacement
COMMENT 6: as EBUG's bus stop audits show, the quality of the infrastructure and environment at the beginning of each bus journey, which is a key factor for impacting travel behaviour, is inconsistent. Along with PT8 this needs prioritised attention.
- PT8 Replace existing on-street bustracker signs with multi operator information signs
- PT9 Strengthen partnerships with the taxi and private hire car trade and car club partners as key providers of the city's shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility
- PT10 Ensure existing taxi-rank requirements are protected –general locations and capacity; continue to review provision to deliver additional capacity in consultation with the taxi trade
- PT11 Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable

COMMENT 7: DRT is a 'no-brainer' concept that has been discussed for years but rarely progresses except in specialist situations. We understand that Edinburgh's Dial-a-Bus is highly valued by its users, but is a specialist service. We recall two attempts by larger operators to introduce generally available DRT, but these were discontinued. EBUG is as perplexed as many others as to why DRT is not more widespread. We can only offer our impression that a key factor is a very close connection to its potential ridership; it may well be best delivered by small operators who can provide a highly personal service.

- PT12 Support development of Mobility as a Service (MaaS) in Edinburgh
COMMENT 8: given our earlier comments, we feel it is time to challenge MaaS. It appears to be a concept that has been aired for some time, but does not address the question 'what is it for?' It has the hallmarks of other tech products touted by their developers as futuristic or innovative, but actually less useful and more expensive than traditional products; often designed to lock users into a buy-replace cycle.
- PT13 Deliver enhanced public transport solution through use of Data Driven Innovation (DDI) experts

Delivering a Reliable and Efficient Network to Support Growth

- PG1 Deliver outcomes from the Circulation Plan to ensure that the bus network continues to support strategic priorities including improved accessibility, integration and traffic reduction,
- PG2 Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments
- PG3 Extension of bus lane operating hours
COMMENT 9: very welcome, but needs to be accompanied by consistent enforcement.

Stakeholder: Edinburgh Bus User Group

- PG4 Deliver bus priority through the UTC/UTMC and AVL at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times
- PG5 Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure
COMMENT 10: We strongly welcome the motion at TEC (February 2023) to note previous concerns regarding 'Bus Stop Rationalisation', and that any plans to move/combine bus stops should consider accessibility, be mindful of service reliability, aim to increase patronage, and be informed by public engagement etc.
Nevertheless, given recent history, we are wary of the wording in the draft PTAP. Note Comment 3 above: preventing parking at bus stops, and improving the bus-footway interface, would generally improve boarding times; as would the elimination of bus bays (especially if linked to installing bus boarders). That is the kind of 'realignment supporting faster journey times' that we support.
- PG6 Deliver additional bus priority interventions through the Bus Partnership Fund (BPF) and
- other funding sources, helping to support the aim of a 25% reduction in peak bus journey times on key corridors and hotspot locations
COMMENT 11: very welcome.
- PG7 Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area
COMMENT 12: as with Comment 8, we are far from convinced by the Mobility Hub concept. We understand the nature and benefits of Interchanges, but the Mobility Hub concept seems to be an overdeveloped, overcomplicated, and expensive case of Interchange suffering from Scope Creep. What is needed are clearly sign-posted and easily navigated interchanges throughout the on-street PT network.

Enhancing Regional Connectivity

- PR1 Identify additional city centre terminating capacity (East and West Ends) to support growth
- in regional bus services
- PR2 Consider future options for the bus station
COMMENT 13: Edinburgh Bus Station is, in many respects, an exemplar of an unpretentious, functional and practical facility. There is, of course, always room for improvement, but we would urge the Council not to throw the baby out with the bathwater.
- PR3 Enhance interchange:
 - between rail, tram, bus and active travel
 - between radial and orbital bus services
 - across the city centreCOMMENT 14: see also Comment 12. As set out in this draft, this is an important and pragmatic approach. We are much more convinced of its benefits than 'Mobility Hubs',
- PR4 Deliver regional Park & Ride/Choose strategy so as to expand existing and deliver new park and ride capacity.
COMMENT 15: We recognise the role of Park & Ride in the transport mix. However, sometimes it is seen as a panacea. It is often forgotten that there are already many thousands of P&R spaces, both rail and bus-based, around Edinburgh. We refer you to the 'Round up' section of this item on

Stakeholder: Edinburgh Bus User Group

EBUG's website <https://edinburghbususers.group/council-election-manifestos-2022-whats-in-them-for-buses#more-8252> . Existing P&R need to be better sign-posted, attractively priced (parking+travel combined, with city centre shopping discounts) and along reliably enforced bus lanes.

- PR5 Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region
- PR6 Deliver North/ South tram line linking Granton to the Bio Quarter and beyond
- PR7 Implement express and regional bus services (limited stops). This must be done in a way that avoids reducing public transport options for Edinburgh residents.
- PR8 Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects

COMMENT 14: as with Comments 1 and 2, the Council needs to be careful of overreach. In reality, Councils have few or no levers to pull with regard to Scotland's railways. One exception applies to PR9, given the Council's role as Planning Authority.

- PR9 Deliver Waverley Station Masterplan subject to Network Rail programme
- PR10 Consider future use of South Suburban Rail Line
- PR11 Working with partners, explore the opportunity for a Cross-Forth ferry

Place; Reducing Vehicular Dominance

- PV1 Support Edinburgh City Centre Transformation (ECCT) initiatives to reduce city centre traffic volumes on key streets
- PV2 Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance

Improve Governance and Coordination

- PS1 Deliver new governance arrangements for council owned public transport operators
- PS2 Align strategic business planning and operational management of the council owned public transport companies with the city's transport policies and programmes

COMMENT 15: Transport progress in the UK is bedevilled by debates about organisation and structure. It is difficult to avoid the conclusion that such debates often illustrate that discussion is often a substitute for action. Therefore, the Council should avoid unduly expending time, energy and resources in this area. A key outcome of any organisational structure for Edinburgh Tram and Lothian Buses must be collaboration resulting in an integrated travel experience for all PT users.

- PS3 Deliver Edinburgh Bus Alliance/Bus Service Improvement Plan

Comments on The City of Edinburgh Council's draft Active Travel, Road Safety, Air Quality and Parking Action Plans

In commenting on the Active Travel, Road Safety, Air Quality and Parking Action Plans, we submit this general statement which applies to all these Plans.

We have submitted separately comments on the Public Transport Action Plan, but note this general statement regarding overarching issues with all the Plans:

Stakeholder: Edinburgh Bus User Group

EBUG believes in a working partnership between the Council and bus operators which recognises that each should focus on what it can do, and what it does best.

The Council must increase the budget and capacity of the Council bus team and focus more pro-actively on delivering tangible improvements for bus users.

Investment

- Improve coordination of bus and tram timetables and integrated ticketing
- Radically improve the funding for “commercially unviable” routes such as services calling at key destinations and from poorly served rural and suburban communities.

Better Bus Stops

- Complete a programme of bus stop renewal and improvement
- Review the provision of bus shelters, always prioritising bus user needs
- Complete early renewal/refreshment of real-time information on street displays
- Reduce walking distances at interchanges (e.g. bus/tram/train).

Highways

In order to improve travel times and reliability, more bus-friendly highway infrastructure is needed;

- Expand the overall number and extent of bus lanes, and their width where possible
- Extend bus lane/gate operating hours to 7am-7pm, 7 days a week
- Ensure that bus lane rules are properly enforced.

Bus Users' Needs

Access to appropriate public transport is fundamental. Bus users are all pedestrians for part of their journey. Pedestrians are at the top of the urban transport hierarchy.

- Protect the needs of people with visual, mobility or other impairments;
 - Current Floating Bus Stop designs do not meet these needs and should not continue to be rolled out
 - Cutting stops and increasing the distance between bus stops discriminates against older and less able bus users
- Bus services should be reviewed, to meet user need /demand, including a focus on orbital routes and linking neighbourhoods
- Bus services through the city centre must be retained, rather than cut back by a 'to not through' policy.

Additionally, with regard to the Active Travel Action Plan:

Action J17: Annually review & update of ESDG to align with emerging best practice/reflect lessons learned from use

***COMMENT:** We would like to see a clear commitment that whenever the Edinburgh Street Design Guide is updated, proposed changes which may impinge on bus use are clearly flagged in advance.*

ATAP EIA

'Floating bus stops, floating parking spaces and continuous footways can be difficult for some people to navigate and there is some concern from user groups that these may increase pedestrian/vehicle conflict resulting in stress and/or confusion over user priority...

Stakeholder: Edinburgh Bus User Group

Mitigation: A fundamental principle of the floating bus stops is that the street markings clearly indicate to people cycling that they should give way to people embarking/alighting buses'

COMMENT: Note the widely cited phrase 'Paint is not segregation'

Stakeholder: Uber

Response:

Edinburgh City Mobility Plan 2030: Uber response

Thank you for the opportunity to respond to this consultation. Uber supports the overall objectives set out in the City Mobility Plan and we believe that we can play our part in supporting its delivery. We welcome proposals to strengthen partnerships with the taxi and private hire car trade and to develop an access strategy for taxis and Private Hire Cars (PHCs) in the city centre. Below we set out our response to the proposals as they relate to access for Private Hire Cars (PHC).

Uber in Edinburgh

Around 2.4 million Uber trips have been completed in and around Edinburgh so far this year, with over 1,400 licensed drivers active on the Uber app. We also know that people from 127 countries have used an Uber when visiting Edinburgh.

We have committed to becoming a zero-emissions mobility platform in Europe and North America by 2030, and globally by 2040. To realise this goal, we have launched partnerships with EV providers in the UK to offer discounted vehicles to drivers and are sharing insights with cities around the most suitable location for charging infrastructure. We have also launched Uber Green in London - enabling riders to specifically request an electric vehicle in our app – and hope to roll it out to more UK cities in the coming years. In the UK, our goal is to become a travel super app following the launch of Uber Travel in Autumn last year, making international and domestic train tickets available through the app, along with intercity coaches, international flights and nationwide car rental, building on the existing options of PHCs, e-bikes, e-scooters and Uber Boat by Thames Clipper in London. In the context of Edinburgh, our platform has the capacity to bring people to the city and ensure they travel around by the most efficient and sustainable means possible, using the right mode for the right journey.

Providing PHCs with access to George Street

Given our work to date on sustainability and multimodal travel, we are supportive of Edinburgh's City Mobility Plan, including efforts to improve air quality and access to cleaner forms of travel.

However we believe the specific aspect of the George Street regeneration proposals that restricts access of PHCs runs counter to these goals while also offering a poor experience to customers in the city. Limiting access to the most direct route between points, while also restricting PHC use of bus lanes, will result in longer, less efficient journeys for passengers and will likely increase congestion and carbon emissions, while worsening air quality, as PHC drivers are forced to take circuitous routes.

Stakeholder: Uber

In addition, a large proportion of passengers who use PHCs do so as they have access and mobility requirements - further limiting the ability of PHCs to navigate the city's streets therefore has the potential to disproportionately impact this community.

We would welcome an opportunity to discuss these points further, and potentially what more we can do to realise Edinburgh Council's vision for transport in the city, by sharing our insights on multimodality and electrification. As things stand however, creating an unlevel playing field between taxis and PHCs will not achieve these goals and result in a worse experience for consumers and businesses in the city centre.

We formally request a meeting with yourselves to discuss these matters further.
Yours sincerely,

Matthew Freckelton

Head of Cities, UK

Stakeholder: Enterprise Holdings**Response:**

Dear Cllr Arthur,

I am writing you as Business Rental Sales Manager for Enterprise Holdings in response to your ongoing consultation on the City Mobility Plan.

As the current car club provider for Edinburgh City Council with c.185 low emission vehicle car clubs in Edinburgh, along with two city centre daily rental branches, we would be delighted to work with you to strengthen your shared mobility offering and we look forward to achieving the Action Plan's target to expand car clubs by 2030.

Car clubs reduce reliance on private car use by providing cleaner vehicles to the local community, tourists, and local businesses. This significantly contributes to air quality improvements and reductions in congestion as consumers use a car as and when they need it rather than as their default mode. In this way, car clubs complement a range of action you are proposing including public transport and active travel action plans. They play an important role in ensuring your overarching transport matrix can support the range of differing needs, ages and abilities of Edinburgh's residents and visitors.

Recognising your ambition to build tens of thousands of homes over the next decade set out in the Local Development Plan and to remove the need for residents to have to own their own cars, we would like to highlight daily rental as a viable sustainable supplement to support this.

Daily rentals provide access to low emission vehicles on demand without the structural requirements for car ownership. Importantly, we strongly support your ambition to reduce transport poverty alongside this, as a complex issue requiring a range of resources, daily rentals remove the additional pressures of needing to own a car.

As the UK's largest vehicle rental and mobility provider, we support the council's City Mobility Plan in recognising that a sustainable transport system not only addresses

Stakeholder: Enterprise Holdings

climate change but also contributes to increased economic productivity, reduces transport poverty, and creates more resilient communities.

We would like to discuss in more detail your car club expansion plans and to understand your vision for introducing new technology to improve safety, standards, and accessibility in shared mobility to ensure the highest standards are upheld. Enterprise is already involved in Scotland's biggest Mobility as a Service trial in partnership with HITRANS which was recently named Most Innovative Transport Project of the Year Award at the Scottish Transport Awards. and would welcome the opportunity to discuss with you the opportunity to incorporate a Mobility as a Service solution into the City Mobility Plan. If this is of interest, please do let us know a suitable date. We would be delighted to host this at one of local branches or at a location of your convenience.

Kind regards,

Murray McAdam
Business Rental Sales Manager
Enterprise Holding

COMMUNITY COUNCILS

Stakeholder: Grange and Prestonfield Community Council

Response:

“The programme’s ambitions must be attainable, deliverable in measured steps: Pedestrian focused; Mobility enhancing; Cyclist sensitive; Business economy supportive; Led by Lothian Bus; Car driver compatible; Value for money; Reappraised readily, with an open mind; Not compromised by yet further tram expansion ‘fantasies’. (No single issue or element within the ‘plans’ can dominate. But above all, the local economy which keeps the city alive must not be jeopardised.)

Stakeholder: Southside Community Council

Response:

“Enforcement of current and future traffic violations would have a huge impact on driver behaviour, even if it was only for a short period. At the moment, because there is almost no enforcement of speeding, pavement parking, close passing and driving through red lights, drivers do not feel the need to obey the law.”

Stakeholder: Sighthill, Broomhouse & Parkhead Community Council

Response:

“Removing lampposts that are in the middle of pavements is a must. Removing all parking is unfair in the older generation that may not qualify for a blue badge. Pushing traffic out of the town will only bottleneck surrounding communities which in turn pushes up carbon emissions where residents live, opening up all streets will filter out all traffic as not everyone lives in the one area.”

Stakeholder: Morningside Community Council

Response:

“Encourage electric bikes for short journeys. Develop Park and ride to reduce traffic on the A702. More bike priority lights at traffic lights. Reduce large lorries through the shopping areas. Extra charge for parking of large cars, SUV etc. Increase council tax on business car parking.”

Stakeholder: Murrayfield Community Council

Response:

“Promote use of rail travel for journeys from outwith the city e.g. Winchburgh. Parking restrictions must be accompanied by continued provision for loading and unloading. Lessons must be learned from the construction of the CCWEL.”

Stakeholder: New Town and Broughton Community Council

Response:

Questions on Walking and Wheeling

Question 6.

We believe that all of these measures are important or very important to make walking and wheeling in Edinburgh easier and safer, but their relative importance will vary according to the specific location in which the measures are being considered. Maintenance of footpaths is critical to ensure that they provide a safe place for people to be walking around the city. It is important that there is a suitable balance between investment in new infrastructure and continued expenditure on the maintenance of existing footpaths. Likewise, there is no point building wider footpaths if the Council subsequently grants table licences to businesses to allow them to use this space for commercial purposes, especially in busy areas where the 3m minimum width should be respected at all times.

Question 7.

Our prioritisation does not take account of specific requirements that may exist in particular locations. There should have been an option to prioritise areas near schools as this should be an important focus in making it easier and safer for people to walk to school often while wheeling.

Question 8.

While improving junctions and crossings to make them easier for pedestrians is to be welcomed, the widening of footpaths to meet or exceed current guidance is by far the most important of these options, not just in busy locations. Too many footpaths are below the absolute minimum let alone the recommended widths specified in the Edinburgh Street Design Guidance. This should be a clear focus in the Active Travel Plan as it can contribute more to pedestrian safety than many other proposed initiatives.

Questions on Cycling

Question 10.

The question is too simplistic and is unachievable in many parts of the city. The examples illustrated are not viable on all routes as is suggested by the question nor justified by the numbers of people who are likely to use that infrastructure. Given the planned investment in cycling infrastructure outlined in the City Mobility Plan it is surprising that more effort has not been made in this exercise to understand the community's views on cycling and the impact of cycle infrastructure on pedestrians and other traffic. There has been a large increase in the number of electric bikes including cargo bikes. These bring additional hazards for pedestrians and other road users. Many of the existing cycle ways are too narrow for the larger cycles now being used. Also, the lack of any restrictions on the

Stakeholder: New Town and Broughton Community Council

speed of cyclists is a cause for concern which should be addressed in the Active Travel Plan especially where they are sharing space or in close proximity to pedestrians.

Questions on Public Transport

Question 11.

Getting more people to use public transport is critical to the achievement of the Council's goals for reduced car mileage and atmospheric emissions. The location and design of bus stops/shelters are important to making public transport viable especially by those with mobility limitations. The introduction of new cycle paths on space previously allocated to pedestrians has resulted in new hazards for bus users. There needs to be adequate space around bus stops to allow passengers to wait. The use of individual bus stops by multiple services creates problems for passengers getting on and off buses as well as adding to congestion and delays for bus services. We note that there is no mention of the promised network review of bus services. Until this review is undertaken there is a danger that the options identified will merely be tinkering around the edges of addressing the major issues with public transport. We also note that the section does not mention Trams but is totally focussed on buses. Given the investment that has been made in the tram system and that planned for the future it is important use of this mode is encouraged to reduce the number of other vehicles including buses that are sharing the tram routes. While we have said that improved seating and lighting is not so important, we recognise that particularly in quieter areas with less street lighting having adequate lighting will be important to people waiting at bus stops in these areas to feel safe.

Questions 12, 13 and 14

From a Community Council perspective these questions cannot be answered with a simple yes or no response; we understand that different members of our community will make different decisions based on their individual circumstances and mobility. "Little further" to one person can mean something totally different to another.

Question 15.

The presence of bus lanes will only help if there is effective enforcement of the parking and loading restrictions already in place. Before new infrastructure is added to streets, the overall impact on traffic movement and congestion must be assessed. It may be appropriate to identify certain routes into the city as being bus priority routes to encourage people living in areas outside the city centre to transition from using their personal cars for commuting to using the buses. During the time that these bus priority lanes are operating all loading, waiting and parking should be completely prohibited and rigidly enforced. As noted above, however, there needs to be control of the number of buses using these routes and any bus stops along these routes to avoid congestion created by the buses. This requires that the network review of bus services is undertaken as a priority. One area that is not mentioned are the tourist buses including the hop-on hop off services over which it appears that the Council has no control. The excessive number of these vehicles operating on the busiest streets and at the busiest times has a detrimental impact on the free movement of service buses. The Council should lobby the Government for the ability to control the number and operation of these buses.

Questions about providing People Friendly City Centre

Question 16.

The city centre is not an appropriate route for vehicles travelling through the city. There however need to be a clearly marked and suitable alternatives. Just closing roads to through traffic will encourage drivers to seek diversions which may increase the traffic on residential streets. Although it is not mentioned there need to be efforts to reduce the

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number of vehicles coming into the city centre for leisure purposes. After 5.30pm and at weekends many streets become clogged with cars and coaches bringing people into the city centre to the detriment of those living there and those using public transport.

Question 17.

Princes Street has too many buses passing through from one side of the city to the other resulting in congestion and lack of pedestrian space in parts of the street. The promised network review should consider the potential for a reduction in the number of buses using this road.

Question 18.

In Glasgow city centre kerb side parking is restricted to two hours maximum which encourages drivers to leave their vehicles outside the city centre and use public transport or alternatively use off street parking which is expensive and again avoids roads becoming car parks. There does however need to be a recognition that some drivers due to mobility or other issues will need to be able to park close to their final destinations in the city centre. Enforcement of existing restrictions and any planned further restrictions will be critical in achieving the expected benefits of this proposal.

Questions on Road Safety

Question 19.

While all of these measures may have a positive benefit for road safety, the enforcement of current speed limits and use of effective traffic calming measures to reduce traffic speeds will be more important. These elements need to be prioritised in the Council's planning and spend in most cases ahead of more expensive infrastructure changes. The Council currently regard an average speed of 24mph in a 20mph limit as being acceptable, but this does not recognise the hazards created by a minority of drivers who continue to travel at speeds well above this average. Council policy on reducing speeding should look at more than just the average speed of vehicles. At present there are no limits on the speed that cyclists can travel both on the road and on cycle paths adjacent to footpaths. Excessive speed by cyclists is a danger to them and to pedestrians. The Council should lobby the Government to allow them to introduce speed limits for cyclists.

Questions on Parking and Traffic

Question 21.

Clearly it depends on what space is available and the impact of any loss of that space is having on other road users or pedestrians. Again, proper enforcement of controls on waiting, loading and parking will have a greater impact.

Question 22

These streets should not be used for long term parking but often the businesses rely on people being able to make short stops nearby for their trade and for deliveries. Also, some drivers due to mobility or other issues will need to be able to park close to their final destinations in these streets and there should be suitable provision on or near the designated shopping streets.

Question 23

Across our community, all of these factors will play a part in the decision making of individual residents. Traffic speed and poor infrastructure for pedestrians are the most commonly mentioned factors.

Stakeholder: New Town and Broughton Community Council

Question 24.

There is not a simple answer to this question. Traffic calming may be a more appropriate tool for managing traffic volumes and speeds rather than road closures that can just transfer the problem to adjacent streets that remain open.

Stakeholder: West End Community Council

Response:

INTRODUCTION

The West End of Edinburgh currently faces several issues, unacceptable to residents, in relation to traffic management in the area. These are:

- Traffic (all types of vehicle) use the residential streets as through routes, instead of the main routes, such as the A8 i.e. 'rat running' is highly prevalent in these streets. It is a direct consequence of the displacement of traffic due to the trams, compounded by CCWEL. This displacement is likely to be increased with the introduction of the LEZ.
- There is a high volume of vehicles (cars, vans, HGVs) using residential streets as through routes, many not adhering to the 20 mph speed limit. This raises significant concerns for residents, both in terms of safety but also in terms of the liveability of these streets.
- The West End is predominantly a residential area, but current traffic levels and flows are not compatible with that i.e. we believe it should be a Low Traffic Neighbourhood (LTN).
- The residents of the West End have seen few benefits, if any, from the current infrastructure for traffic management. The focus of CEC appears to have been on people travelling in, out, and around the city for work or tourism. Few projects have, or are, being pursued to improve the experience of residents living on a street.
- Due to the focus on 'major' projects (e.g. trams, CCWEL, LEZ), there has been no resource (i.e. time, money) to address the problems facing West End residents, to mitigate issues resulting from such projects.
-

Therefore, we have reviewed the City Mobility Plan (CMP) for Edinburgh and its associated Actions Plans and Future Streets framework, with reference to the above.

2. CONSULTATION RESPONSE

2.1. Summary

- The CMP does not sufficiently recognise the competing demands between MOVEMENT and PLACE. The plan contains 39 MOVEMENT policy measures, and only 7 PLACE measures. Of the place measures only one action is proposed to address through traffic – a low traffic neighbourhood.
- Due to the issues with high volumes of through traffic the West End should be selected for a low traffic neighbourhood (LTN). If the West End is not selected then the CMP, and associated action plans, offer nothing to address the issues of through traffic in the West End. Rather, application of the street space allocation framework, which has a limited concept of place, is likely to increase through traffic in residential streets. Place in the street allocation framework is limited to a good street environment for walking and wheeling, not place as a good place to live.

Stakeholder: West End Community Council

- The Active Travel Action Plan proposes extending the number of 20 mph streets. However, it contains no realistic actions for enforcing the speed limits in 20 mph streets. Speeding is a barrier to active travel, specifically cycling, but also a significant concern to residents in the West End. The current Council policy for enforcement focusses only on safety, with the bar set too high for any action to be taken. This policy needs to be changed, and short term actions added, to also look to improve the liveability of a residential street (CMP PLACE 4 Liveable Places).
- CMP PLACE 7 Street Design. The action plans only look to apply the Edinburgh Street Design Guidance to new streets and those streets selected by the Council for changes. To address speeding the CMP and associated action plans need to include actions to apply this guidance to existing residential streets where mean speeds are greater than 20 mph. Specifically, to apply guidance G6 Speed Reduction and traffic management.
- Trialling new street layouts (Active Travel Action p76) should not be limited to main roads, but apply to all residential streets where speeding has been raised as a concern and the mean speed exceeds 20 mph.
- There is too much focus on large, expensive projects. More budget should be allocated to make smaller changes to more residential streets to improve residents' experience of living in the city, not just moving around it. As speeding is a big concern the re-design of existing streets is essential to address this to make a street both more liveable for residents, and to create a safer environment for cyclists. The strategic use of existing budgets and Participatory budgeting both have a role here.

2.2. Detailed response

Mobility and Place

- It is called a mobility plan which suggests that mobility takes priority over place. The plan does not sufficiently recognise the competing demands between MOVEMENT and PLACE. The plan contains 39 MOVEMENT policy measures, and only 7 PLACE measures. Finding the right balance between the two is fundamental to getting it right. The planning and development of the transport network needs to consider the breadth of community needs, expectations and aspirations for the places they live and the roads and streets they pass through.
- There is no PLACE action plan.
- For the West End there is clear tension between PLACE and MOBILITY. PLACE (community needs, expectations and aspirations) demands a reduction in through traffic. MOBILITY seeks less traffic on the A8 to improve the public transport offering.
- Getting the balance right is essential for the West End community. To date the evidence suggests that mobility is given total priority. Place is only considered as a 'place to visit', not as a 'place to live'.
- The outcome, or impact, of this approach is evidenced in the West End. To accommodate the trams, changes to the road network were made. Restrictions were placed on the main roads to restrict access only to public transport and other authorised vehicles. Shandwick Place is fully restricted, both east- and west-bound. West Maitland Street is restricted west bound. The result was to displace traffic from the A8 onto adjacent residential streets. Despite being promised a post project review this was not carried out. CCWEL makes further changes to the road network for the cycle path. These changes do not reduce through traffic. Changes to Morrison Street to accommodate the LEZ scheme will see more traffic directed through the West End. The Haymarket junction is to be reviewed as part of the major junctions review. The focus for changes to the junction are to improve active travel. Place is not mentioned.

Stakeholder: West End Community Council

- At no point has the Council been willing to engage with the West End community to address these traffic issues.
- Recent dialogue with the Council suggests that for the West End, mobility is to be given priority over place. Place only applies to the A8/Haymarket Terrace.
- The CCWEL works currently being undertaken on Haymarket Terrace have resulted in the diversion of A8 traffic through the Crescents. An alternative solution was proposed by the WECC – the temporary relocation of the West-bound bus stops outside Haymarket railway station. The Council responded by advising that this alternative would create an “unacceptable sever in the public sector interchange”.

A recent dialogue with a CCWEL council official regarding the change to the Magdala Crescent junction advised that the council has no plans to reduce the through traffic in the Crescents as this would increase the traffic on the A8 and delay the buses.

In terms of the mobility plan a Councillor advised a resident that “However, the wider Council Transport Strategy, which only the Conservative Group opposed and which was supported by other political parties, means that it is likely that general traffic will be moved off the main routes onto more residential streets. This will leave the main routes free for public transport and active transport”.

- Making Haymarket Terrace a lovely place to be a pedestrian does not meet the wider community need to be able to enjoy living on an adjacent residential street i.e. a liveable street relatively free of through traffic.

Future Streets – the street space allocation framework

It is proposed that the street allocation framework is based on the sustainable transport hierarchy, the triangle with pedestrians at the top and cars at the bottom. Place in this hierarchy is about where pedestrians and cyclists visit, not place as somewhere to live.

The Council has set a target to lower the number of km travelled by car in Edinburgh by 30%.

The sustainable transport hierarchy does not include Freight and Servicing vehicles. Yet the CMP advises that the number of goods vehicles continues to rise - between 2007 and 2017 the number of heavy goods vehicles registered in Scotland increased by more than 10%. In the same period the number of light goods vehicles registered in Edinburgh increased by 17% to more than 13,000.

The sustainable transport hierarchy is proposed to be used for the draft decision framework as the principles for street space allocation.

In primary locations e.g. A8 Haymarket Terrace, application of the framework will prioritise the street environment over motorised traffic and put in place measures to improve bus journey times. Buses are to be given priority. For car /general traffic the framework will be to ensure a clear and coherent network of routes; and avoid delays that will have a significant knock-on effect to public transport or air quality.

- The hierarchy does not take into consideration the role of a street as somewhere to live, i.e. role of the street as a home. The draft decision framework principles therefore only look to provide a quality street environment for pedestrians and not improve the liveability of a street for home owners.
- As the street allocation framework does not take into account a residential street as a liveable place, the street space allocation framework is likely to lead to one of two outcomes. It will either force cars / general traffic off the primary route (A8) and

Stakeholder: West End Community Council

onto residential streets. Or it will make it attractive for cars and general traffic to use residential streets as a through route instead. This has already been the outcome for West End residential streets from the trams. Only public transport is permitted to use Shandwick Place, and West Maitland Street is similarly restricted westbound. Additional traffic lights and pedestrian crossings on the A8 from the trams make the adjacent residential streets, which have no such restrictions, more attractive. Further displacement of traffic to residential streets in the West End is likely after completion of CCWEL, as this again changes traffic flows and adds 2 additional crossing points on the main roads. The LEZ will also see a displacement of traffic from the Western Approach Road into the West End.

- Should a 30% reduction in car km be achieved, cars will be replaced by a freight and servicing vehicle increase in kms. This will result in a worse scenario for a residential street already suffering from through traffic.
- All plans to reduce car kms and the impact of freight and servicing are 'inspirational'. They are all carrot and no stick. The impact of failing to meet this target will fall on those residential streets which main road traffic has been displaced to. No mitigation measures are included in action plans for residential streets.
- Plans to require deliveries during certain hours could also have a negative impact if those vehicles use residential streets as through routes.
- Freight and servicing i.e. all commercial vehicles should be required to use the primary routes and not residential streets. Weight restrictions should be placed on residential streets.
- The outcome of the application of the street space allocation framework along the A8 Haymarket Terrace (i.e. the displacement of traffic to residential streets) directly conflicts with PLACE 4 which seeks to reduce or eliminate through traffic.

PLACE 4 – Liveable Places

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

- The action for PLACE 4 is for a low traffic neighbourhood (LTN). Which areas are to be considered for a LTN will be based on a priority approach. This action is a 'big project' approach. This approach is good for any area selected but offers no benefit to other areas for a considerable number of years, if ever.
- More needs to be done as short-term actions to improve the liveability of residential streets. The 20mph enforcement policy adopted by the Council only focusses on safety. Many West End residential streets suffer both high volumes of traffic, cars, service vehicles and freight, and speeding. But, because the criteria for enforcing 20 mph on a street is not met (the Council policy is a mean speed in excess of 24 mph plus actual accidents) no action is taken. Yet the liveability of a residential street will be improved if the street itself keeps vehicles to the 20mph speed limit. Noise, vibration and pollution will be reduced improving the outcome for residents.
- No actions are included in plans to bring all existing streets up to the standards set out in the Edinburgh Street Design Guidance. This guidance sets out a number of measures that could be applied to existing streets to reduce speed (G6 - Speed reduction and traffic management). Many of these are low cost. Many involve the strategic use of street furniture and residents parking to reduce speeds.
- The Council only considers large, high cost, projects. The WECC would like to see budget allocated to make officer time available to work with communities on how small changes could improve the liveability of a street – build outs, crossings to provide access to communal gardens, how parking spaces can be used redesigned to prevent speeding etc. With a plan for required changes to a street residents will know they are being listened to, and that change will come. Existing

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budgets, such as those for re-lining parking bays, can be used to change the layout of parking rather than just to re-line existing bays. The community will know where a cycle store will be located, again located strategically to enforce the 20 mph speed limit.

- Participatory budgeting can have a role here. Making small changes in a number of residential streets will benefit and improve the lives of more residents. It would significantly improve the safety of all roads for cycling creating a safe secondary network.
- See also the more detailed WECC response to the Active Travel Plan below.

2.3. Active Travel Action Plan
Lower speed limits (page 50)

The Active Travel plan identifies that fear of the danger from motor traffic is a major deterrent for people choosing to travel actively, especially to cycle. In response the plan is to extend the number of 20 mph streets.

- The action plan proposes extending the number of 20 mph streets. However, it contains no realistic actions for enforcing this limit for streets which already have a 20 mph speed limit. Enforcement through Police Scotland is not realistic. The existing 20 mph enforcement policy needs to be revisited, to enable this policy to deliver on net zero, improve air quality and meet the PLACE 4 objective to improve the liveability of a residential street.

The Council's 20 mph enforcement policy

“At locations where concerns have been raised about non-compliance with the new 20mph speed limits, a seven day traffic speed and volume survey will be undertaken. Where the survey records an average speed outwith normal tolerance, this will trigger an investigation into the possible use of additional speed reduction measures. In a 20mph street, average recorded speeds higher than 24.0mph are considered to be outwith normal tolerance.

“The use of physical traffic calming measures would generally only be considered where there is either a significant history of speed related collisions or where average vehicle speeds remain excessively high following the use of other speed reduction measures.

Consideration of a location's collision history would be undertaken in line with the Council's existing Accident Investigation and Prevention process, which follows established national best practice in road safety engineering. Physical traffic calming measures would be considered at a location where three personal injury collisions, in which excessive speed is determined to be a contributory factor, have occurred within a three year period.

Physical traffic calming measures would also be considered at locations where local education and behaviour change/promotion activities and soft engineering measures have already been tried but where average vehicle speeds of higher than 28.0mph are recorded.

Due to the widely varying nature of streets within the city's road network, there may occasionally be exceptional circumstances under which it might be appropriate to consider the use of physical traffic calming measures even though the above criteria are not met. In these cases, officers will consider all available evidence and use their experience and professional expertise to decide on the most effective solution.”

Stakeholder: West End Community Council

The Active Travel Plan asks the question what's stopping people from cycling? The answer was safety, a concern about the interaction with motor traffic. The Active Travel Plan advises that over half of Edinburgh's residents feel that fewer motor vehicles and lower speed limits on their streets would help them walk and wheel more.

In response the Active Travel Plan proposes extending the number of 20mph streets. However, the Active Travel Plan fails to recognise that many of the existing 20 mph streets fail to keep the traffic speed at the 20 mph. The residential streets in the West End have not been designed to restrict the traffic to the legal limit.

Having a 20mph limit in place does not automatically result in vehicles travelling at this speed. It is the design of the street that makes this a reality.

The WECC believes the 20 mph enforcement policy is too narrow as it only considers safety issues. It does not actively contribute towards mobility, net zero, or seek to improve the liveability of a residential street.

The CMP MOVEMENT 21 Speed Limit reductions (page 64) sets out that the Council will work with Police Scotland to enforce speed limits. This is not realistic. When speed issues were raised on residential streets in the West End this resulted in a traffic survey and then no action, with Police Scotland carrying out one speed check. Nothing has changed and residents are still concerned about both the volume and speed of traffic. The 20 mph enforcement policy fails to address the concerns of Edinburgh residents and does not contribute to improving safety and thus encouraging Cycling and walking.

The 20 mph enforcement policy is strictly applied. If the mean speed recorded is less than 24 mph the response from the council is that no action will be taken. The mean speed in Magdala Crescent was recorded at 23.9 mph, for Douglas Crescent it was 22.5 mph.

The 20 mph enforcement policy fails to recognise the volume and the type of traffic that is travelling on a residential street. Traffic surveys undertaken in response to concerns from residents in Magdala Crescent and Douglas Crescent showed that approximately 30,000 vehicles use the Crescents as a through route. 15% of these vehicles being medium to heavy vehicles.

From the survey for Magdala Crescent, for a virtual week the volume of traffic a week is 28,795 vehicles. Of these 8,452 vehicles travel between 25-30 mph. 141 at 35-40 mph, 18 at 40-45mph and 2 at 45-50 mph and 1 at 50-55 mph.

From the survey for Douglas Crescent, for a virtual week the volume of traffic a week is 14,432 vehicles. Of these 2,939 vehicles travel between 25-30 mph. 520 at 35-40 mph, 12 at 40-45mph and 2 at 45-50 mph.

Yet the mean speed for Magdala Crescent is 23.9 mph and for Douglas Crescent 22.9 mph. Result: no action considered necessary. Looking at the volume of traffic and what a cyclist can expect from vehicles traveling these streets it is clear why cyclists are concerned about their safety. Hiding behind mean speeds just avoids recognising the impact that through traffic and the speed of traffic can have on a street.

The 20 mph enforcement policy also fails to take into consideration the 85th percentile speed. The 85th percentile speed defines the speed that 85 percent of drivers will drive at or below under free flowing conditions. Most people do not drive according to the posted speed limit, but account for the visual aspects of the street and a 'feel' for the street. For Magdala Crescent the 85th percentile is 27.0 mph, for Douglas Crescent is 26.8 mph.

Stakeholder: West End Community Council

The policy also fails to consider the liveability of a residential street, as a place where people live, their home. The travel action plan includes 'liveable neighbourhoods' (page 52) but the 20 mph enforcement policy fails to consider this.

The policy also fails to consider the type of properties in the residential street. The Air Quality Action Plan sets out that the "distance between the edge of road to residential façade can be as little as 2 metres. This type of urban design does not facilitate the dispersion of pollution.." This is the reality for the majority of residential properties in the West End. It also means that vehicles travelling in excess of 20mph create more noise and vibration, particularly medium to heavy vehicles. Diversions through the Crescents in recent years has also resulted in damage to historic properties due to these characteristics.

The policy also fails to consider net zero. Vehicles travelling at more than 20mph results in an increase in emissions. The policy should include a calculation of the amount of emissions that will be reduced from enforcing a 20 mph speed limit, taking into account traffic volumes and type of traffic.

The WECC recognises there are resource constraints. However, the Edinburgh Street Design Guidance (G6 – Speed Reduction and Traffic Management) contains a number of measures that could be introduced cheaply, using existing budgets or using participatory budgets.

For example -

The guidance advises that Street dimensions can have a significant influence on speeds.

The guidance indicates that this can be achieved through varying the carriageway widths, through on-street parking, build-outs, refuge islands, street furniture etc. Street furniture can be used strategically to tighten the carriageway at key points to reduce speed.

The guidance also suggests different surface materials, contrasting surface materials to highlight crossings etc.

Having a budget which makes officer time available to work with communities on how the above elements can be used to reduce speeds on residential streets would mean that more streets are improved rather than a couple of areas lucky enough to be selected for a LTN. This would be an effective use of budget.

Smaller, incremental improvements, could achieve a step change if officers were made available to work with community councils on street design for their area. The small changes envisaged reflect the approach in London where community groups can work to trail and propose changes to their streets.

Trialling new street layouts as part of the development and delivery of routes (page 76)

- Whilst the WECC supports the use of trialling new street layouts it is disappointing that, as usual, the focus is on main roads and high streets, with a focus on mobility with place being limited to a place where people congregate rather than where they live.
- Trialling new street layouts should be extended to existing residential streets to enable them to be re-designed to address speeding (see response to 'Lower Speed Limits' above). This will address resident's concerns, improve the liveability of a street, and make streets safer for cyclists.

Stakeholder: West End Community Council

Creating pleasant, people-focussed Liveable neighbourhoods (page 52)

The Action plan advises that “As well as developing new connections between neighbourhoods for people of foot, wheeling or cycling, we want to reduce the amount of rat-running through our neighbourhoods. Our neighbourhood streets should be places that everyone feels safe to walk, wheel, cycle and spend time in.

As we move this plan forward, we will undertake a citywide assessment, looking at which of our neighbourhoods and streets are most vulnerable to ‘rat-running’. We will look at where changing our neighbourhood streets could effectively reduce traffic dominance (whilst still allowing access by car for local people).”

Action J7: Take forward a programme of Liveable Neighbourhoods, prioritised using a citywide analysis.

- This action is a ‘big project’ approach. This approach is good for any area selected but offers no benefit to other areas for a considerable number of years, if ever.
- Short term measures should be included in any action plan to improve the liveability of more residential streets – trialling new layouts to enforce 20 mph in residential streets (mean speed 20 mph) (see response to ‘Lower Speed Limits’ above)
- The WECC would like to see budget allocated to make officer time available to work with communities on how small changes could improve the liveability of a street – build outs, crossings to provide access to communal gardens, how parking spaces can be used redesigned to prevent speeding etc. With a plan for required changes to a street residents will know they are being listened to, and that change will come. Existing budgets, such as those for re-lining parking bays, can be used to change the layout of parking rather than just to re-line existing bays. The community will have know where a cycle store will be located, again located strategically to enforce the 20 mph speed limit.
- Participatory budgeting can have a role here. Making small changes in a number of residential streets will benefit and improve the lives of more residents. It would significantly improve the safety of all roads for cycling creating a safe secondary network.

Engaging with Communities and Stakeholders (page 75)

The Action Plan advises that “It is important that communities and street users have a say in how the streets they live on and use look and feel. Through asking communities and stakeholders for their input and local knowledge on each project that we take forward, we will seek to ensure our streets work as well as possible. Where possible and appropriate, we will co-design schemes with our communities’ input.”

- The Council is only seeking to engage with communities and stakeholders for those projects they have decided to take forward. There is no proposal to engage with communities where no project/plan exists.
- As set out above the WECC considers that budget should be allocated to make officer time available to work with communities on how small changes could improve the liveability of their streets.
- Existing budgets and participatory budgets should be made available to implement changes to streets to improve the liveability of a residential street.
- The WECC would welcome such engagement with the Council to improve the liveability of residential streets in the West End.

Number Plate Recognition (to regulate street access) (page 74)

Stakeholder: West End Community Council

The action plan identifies that the Council would like to see in Edinburgh the use of Automatic Number Plate Recognition (ANPR) to support the enforcement of closing streets to through-traffic. This can be at all times of day, as for streets closed to create low-traffic neighbourhoods, or just at specific times of day, such as with school streets.

Action J29: Call on Scottish Government/Transport Scotland to make legislative changes that enable innovation, including widening the legislative scope for ANPR to aid delivery of interventions like liveable neighbourhoods and school streets.

- The WECC supports this action. The criteria as to how this is to be applied will be critical as to whether this will improve the liveability of residential streets.
- The WECC response to the mobility plan, that getting the right balance between mobility and place, applies equally here. If this balance is not achieved this action will not benefit those that live on residential streets.

Reducing road widths and kerb radii at side-road junctions, and raising pedestrian crossing points (page 17)

- The WECC supports this action. The following junctions should be included in this project –
- Magdala Crescent / Eglinton Crescent junction
- Palmerston Place / Rothesay Place junction
- Chester Street/ Drumsheugh Gardens junctions

The Palmerston Place / Douglas Crescent junction was changed a few years ago. This junction is failing as large freight vehicles just drive over the pavement. This has been reported but no action has been taken. This junction should be included in the project to make it effective.

Stakeholder: Cramond and Barnton Community Council

Response:

Cramond and Barnton Community Council (CBCC) has reviewed the Active Travel Action Plan (ATAP) and makes the following observations.

- a. **Support for key principles.** CBCC supports in principle many of the key principles and objectives underpinning the Mobility Plan and ATAP, including 20 minute neighbourhoods, 20 mph streets, the Accessible Streets Initiative, Action for Better Crossings and development of a quality, well-maintained and traffic-free path network.
- b. **Vision** – The stated vision is ‘Edinburgh – a walkable and fully accessible city and a city where cycling is a realistic choice for all’. Cycling will never be a ‘realistic choice for all’ as many members of the population have personal mobility constraints. The vision would be better phrase as something like ‘Edinburgh – a fully accessible City offering opportunities for safe and convenient walking, cycling and wheeling for its residents and visitors.
- c. **Commitment to public engagement.** The CBCC notes the T&E Committee Convenor’s commitments to ‘... learn lessons from ‘Spaces for People making sure we engage appropriately with communities before making changes’. We will be watching progress on this with interest, as CBCC’s past history of engagement on active travel proposals has been extremely poor,

Stakeholder: Cramond and Barnton Community Council

despite our desires to ensure that cycle routes, etc. take full account of our community's knowledge of local travel patterns, safety issues and traffic management opportunities. For example, we have been seeking appropriate arrangements for a permanent active travel route on Cammo Walk for over 8 years without success and with s.75 developers' contributions being available for this development.

Community engagement on active travel provision needs to –

I. **be undertaken from early stages of the initiation of active travel proposals**, rather than at a later stage, when designs have been largely completed and communities are presented with little opportunities for change;

II. **not only be part of the design process for new routes, but also take account of potential safety hazards and other local issues and possible solutions to these identified by communities.** On several occasions our community, with professional support, has developed proposals for enhancing the safety of key routes (e.g. NCN 1, Silverknowes Promenade) only to have these dismissed by the Council's traffic management staff with no reasoned justification.

d. **Renaming the 'Quiet Routes Network' as the 'Edinburgh Cycle Network'** (Proposal C3). CBCC has significant concerns over this proposal. Currently, much of the current and proposed cycle network comprises railway paths, quiet streets, promenades and other such routes, used by both pedestrians and cyclists. While these will form part of the developing Edinburgh cycle network, they also are part of Edinburgh's walking network. If these are only 'labelled' as 'Edinburgh Cycle Network' routes, this may give cyclists the perception that they have priority, or sole use, on such routes, to the detriment of walkers' and others' safety and enjoyment.

e. **Maintaining the Cycle Network.** Action C6 refers to maintaining the wider road network for use by cyclists (e.g. by improving advanced stop lines, cycle lanes, etc.). This ignores the on-road hazards to cyclists of potholes, collapsed manholes, gaps between resurfaced sections, etc., especially in the approximately 1m wide corridor from the kerb-line primarily used by cyclists. Also, more attention is required to seasonal issues such as the build-up of leaves and waterlogging of sections of the existing cycle network in autumn and winter.

f. **Use of E-scooters** – The ATAP envisages the use of e-scooters on cycling infrastructure and shared use paths, '... assuming appropriate limits on speed are in place'. This is of concern, especially to users of shared use paths, as e-scooters (and e-bikes) are largely silent and many people do not hear their approach – especially from behind. CBCC considers that the use of e-scooters should not be allowed on such routes unless they have speed limiting mechanisms and registrations. We recognise that such requirements will require legislation or regulations by the Scottish Government.

Effective 'policing' of speeds on footways and other off-road paths will be necessary, but may be difficult to achieve.

g. **'Alternative to Salveson Steps'** – CBCC welcomes identification in the ATAP of the need for improved and all-abilities access along the River Almond Walkway at the Salveson Steps, insofar as practical given topographical and other constraints. A solution to current constraints posed by the Salveson Steps is of priority to our community and its visitors. Contrary to the statement in the ATAP,

Stakeholder: Cramond and Barnton Community Council

the community and Council have not agreed a solution and options are still being assessed. CBCC has particular concerns over design and real/perceived safety issues regarding the current tunnel option being explored by the Council, Sustrans and Friends of the River Almond Walkway.

h. **'Making our streets safer and more enjoyable places to be'**

(J10). CBCC strongly supports this action and has put forward proposals to achieve improvements to on-road and off-road sections of NCN 1 in West Edinburgh, but these have been dismissed by Council officers without debate. We wish to see a prioritisation of actions to make existing routes safer, rather than current policies which tend to solely focus attention on the development of new routes.

There is a need to review certain design features of cycle routes (e.g. use of bollards on concrete bases to demarcate cycle routes, such as on Drumbrae), as members of the community have complained about the visibility of these at night.

i. **'Changing minds, changing behaviours'**. The ATAP presents a series of actions under the 'Changing minds ...' heading. These should include continuing and enhanced activities to promote more responsible and considerate behaviour by cyclists routes (e.g. use of bells or other warnings to alert walkers of cyclists' approaches especially from behind, reducing speeds when approaching walkers or wheelers) and dog walkers – especially where dogs may hinder or obstruct passage by cyclists on shared use paths.

j. **Appendix 3: Table 1: Schemes to be delivered by 2026' – Cammo Walk**

The Table suggests that Cammo Walk (currently subject to an ETRO) will be permanently closed. While CBCC supports the provision of an active travel route, it has a long-standing policy that the Council should either provide off-road segregated walking and cycling routes, while reinstating south-bound traffic on Cammo Walk, or, preferably, the closure of Cammo Walk to vehicles to enable segregated walking and cycling provision, subject to the provision of traffic lights at Cammo Gardens/Maybury Road junction to prevent severance of a proportion of the Cammo and Strathalmond communities, due to traffic hazards at the junction.

PUBLIC TRANSPORT ACTION PLAN: RESPONSE FROM CRAMOND AND BARNTON COMMUNITY COUNCIL

Cramond and Barnton Community Council (CBCC) has reviewed the Public Transport Action Plan (PTAP) and makes the following observations.

a. **Support for key themes and Vision.** CBCC supports, in principle, many of the key themes and objectives underpinning the Mobility Plan and PTAP, including - the creation of safe, affordable and accessible public transport, delivering an efficient public transport network, enhancing regional connectivity, reducing vehicular dominance; and improving the governance and coordination of public transport. We support also the Vision: 'Edinburgh will be connected by a safe, efficient and more inclusive net zero carbon public transport system, accessible to all.'

b. **Support for Improvements to accessibility and use of public transport.** CBCC strongly supports the action proposals to enhance accessibility, integrated booking, ticketing and payment systems, multi-operator information, shared mobility schemes (e.g. taxis, car clubs), etc., as outlined within PT Actions and envisaged as delivery of the 'Mobility as a Service' (MaaS) concept.

Stakeholder: Cramond and Barnton Community Council

c. **Bus priority measures.** While supporting the use of technology to speed bus journeys (e.g. Urban Traffic Control and Automatic Vehicle Location systems), CBCC has reservations on the introduction of new of bus lanes on some sections of key highways. For example, CBCC would be likely to oppose any introduction of bus lanes on Queensferry Road between Blackhall and Barnton, due to carriageway limitations, increased traffic congestion and air pollution, additional costs to the City's economy, and displacement of traffic onto less suitable local routes (e.g. Whitehouse Road, through Davidsons Mains). In such cases, priority should be given to reducing commuting by private vehicles, especially from out-of-town origins (see d.), possibly through a charge on out-of- town commuters entering the City boundaries at peak times.

d. **Reducing into-City commuting.** The data in Section 4 on Transport demand clearly show the pressures on key transport arteries – especially from origins to the North and West of Edinburgh (e.g. West Lothian, Fife). Most of these journeys comprise commuter trips. In such cases, CBCC would strongly support actions such as –

- peak period road charging on out-of-town users of key commuter routes into Edinburgh - especially single-user vehicles;
- provision of more Park-and-Rides and transport interchanges on the periphery of the City or just outside the City's boundaries (PR4);
- provision of a fast passenger ferry(ies) from Fife (e.g. Burntisland, Kirkcaldy) to Granton/ Newhaven and/or Leith to link with Edinburgh's bus and tram networks (PR11).

e. **Role of Planning within delivery of the PTAP.** We welcome the intentions:

- to plan and provide public transport services for new developments from a much earlier stage in their construction than at present (PG2)
- to include mobility hubs within new developments (PG7). In our view, all major developments (e.g. 500+ households) should have at least one mobility hub, including bus services and sheltered waiting areas, car club stances, bike hire/storage facilities and 'click and collect' goods facilities.

Such provision has been woefully lacking in recent/current North West Edinburgh developments (e.g. Cammo, Maybury, West Craigs)

f. **Governance Reform of Council-owned Public Transport Companies.** CBCC is very aware of a lack of influence on, and joined up thinking and actions between, the City Council and Lothian Buses, with public needs and aspirations not, or only partially, being met by the latter, largely due to commercial considerations having primacy. The lack of prior consultations by Lothian Buses on proposed changes to timetables and routes subsequently imposed in May 2023 led to widespread dissatisfaction amongst our, and other Edinburgh, communities and has reduced accessibility to local schools and shopping centres, contrary to the Council's sustainable travel policies. We support, therefore, intentions for the PTAP to deliver, insofar as the current legislation allows, –

- new governance arrangements and better alignment of the business planning and operational management arrangements of public service transport operators with the Council's policies and programmes (PS1, PS2);
- an Edinburgh Bus Improvement Plan (PS3).

g. **Barnton to Maybury/Gyle bus service, as part of the proposed Orbital Bus Service.** CBCC strongly supports the provision of a bus link(s), as part of a

Stakeholder: Cramond and Barnton Community Council

City-wide Orbital Bus Service, between Queensferry Road at Barnton, City and out-of-town bus services on the A8, the Gyle Retail Park and Edinburgh Park business complex, along with further link to services to the Airport and around the periphery of the City. More emphasis should be given to the proposed Orbital Bus Service within the PTAP.

h. **Bus Transport to Schools.** There is a need for a specific policy on bus transport to schools as many primary and secondary schools are outwith reasonable walking/cycling distance from pupils' homes. More convenient bus services serving local schools could help to reduce private car travel to schools and resultant congestion, air pollution and road safety hazards around schools.

PARKING ACTION PLAN: RESPONSE FROM CRAMOND AND BARNTON COMMUNITY COUNCIL

Cramond and Barnton Community Council (CBCC) has reviewed the Parking Action Plan (PAP) and, while the communities of Cramond and Barnton, which our CC represents, do not have the pressures or issues of parking management that are more common to near- and inner-City areas, the following observations are relevant to the Parking Action Plan:

a. **Support for key themes and vision.** CBCC recognises many of the benefits of well-managed parking provision in a City such as Edinburgh – e.g. road safety, reducing congestion, serving the needs of less-mobile people, promoting less car use and reducing inconvenience to local residents from commuter parking. Consequently, CBCC supports many of the objectives and policies set out in the PAP.

b. **Control of Commuter Parking.** As new Controlled Parking Zones (CPZs) are established in areas further out of the Centre of Edinburgh, so there are increases in commuter parking on the edge of such areas, or in outer suburbs of the City such as ours. Hence, we strongly support the need to monitor and control such parking pressures, for example, from Fife and West Lothian commuters on the Queensferry Road corridor, where parking issues impact local residents.

c. **Provision of Electric Vehicle Parking Points.** While welcoming, in principle, the provision of more EV parking points, the location of these need to be carefully selected and should not reduce parking spaces for blue badge holders, or others with mobility issues, as recently experienced within our CBCC's area. In the short-/medium terms, reductions in parking spaces for non-EVs at local shopping centres may put at risk the viability of local shops and their roles in 20 minute neighbourhoods.

All public charging points should all be capable of fast/rapid charging of electric vehicles.

d. **Enhanced engagement with local communities and key stakeholders (e.g. shop keepers) on the introduction of parking and related controls, through TROs.** There is a substantial need for a review of current TRO procedures in consultation with the City's community councils, to achieve earlier and better engagement and communications between community councils, local residents and Council officers on the location and implementation of parking and other traffic measures through TROs. Too often have inappropriate TROs been brought forward without prior consultation on the needs, extent and potential implications of TROs. Also, where the CBCC has put forward proposals for TROs

Stakeholder: Cramond and Barnton Community Council

(e.g. in respect of school parking issues, or parking congestion), these have been summarily dismissed, or taken too long to implement.

e. **Conflicts between Parking Policies and Living Streets and Related Policies.** CBCC supports the principles of reducing parking and vehicular movements on residential streets (e.g. 'Place 5: Streets for People') and considers that parking policies may help to reduce car ownership and use within well-serviced, higher density residential areas in more central areas of the City. However, in suburban areas, especially where there may be poorer access to local services, and some of which (like Cramond and Barnton) have higher proportions of elderly and less mobile residents, we believe that planning policies restricting new homes to single car off-street parking plus/minus a garage (often too small to accommodate a car, bicycles, etc.) are largely ineffective in reducing car ownership and are counter-productive, as they exacerbate issues of pavement parking (second cars, visitors' and tradesmen's vehicles), pose access issues for emergency, delivery and utility vehicles, and constrain opportunities for enjoyment of 'living streets', where people can travel safely on foot, cycle or wheeling, and children can play in safety.

NEIGHBOURING LOCAL AUTHORITIES

Stakeholder: Falkirk Council

Response:

Falkirk Council supports the policies and associated outcomes contained within the City of Edinburgh "City Mobility Action Plans 2021-2030". Specifically, the policy measures "Movement 2 – Bus Network Review", Movement 3 – City Interchanges", "Movement 26 – Managing Deliveries and Servicing", "Movement 31 – Low Emission Zone Scheme" and "Movement 32 – Cleaner Vehicles" if achieved, the measures are expected to aid the improvement of local air quality and overall public health across the city.

KPIs found on page 58 of the Action Plan are intended to show the progress of the collective measures. Falkirk Council supports the air quality KPI "Reduce harmful emissions from road transport" by reducing NO2 at roadside locations and the plan to revoke all traffic-related AQMAs currently in place in addition to the other stated "Measuring Success KPIs".

Stakeholder: Fife Council

Response:

To Whom It May Concern

Please find below the comments from Fife Council to the City of Edinburgh Council Draft Air Quality Action December 2022.

1. Para 4, Page 14 "At the time of writing, 2021 monitoring data are not yet available." When will this data be available?
2. Para 3, Page 21 "Development of the 20-minute neighbourhood concept". Further description explaining the latest consultation stage of this concept, and associated web link, could be provided here.
3. Page 23, City Plan 2030 Has consideration been given to the production of air quality supplementary planning guidance?
4. Page 23, 2030 Climate Strategy Has consideration been given to assessing (through for example modelling) the impacts of climatic measures on air quality?
5. Page 29, Para 1, The Council has also been awarded funding from the Scottish Government to undertake source apportionment work for the Glasgow Road AQMA in 2022/23. Please provide a brief description of this work here.
6. Page 29, Para 7, "Implementation of the LEZ, which should reduce concentrations of nitrogen dioxide in central Edinburgh to a level which achieves the air quality objectives and Limit Values at most locations" What about those locations where objectives/Limit Values will not be met - how will this be addressed?
7. Page 30, First Bullet Point, "Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve for example Inverleith Row." What specific actions will be implemented?
8. Page 30, Second Bullet Point, "Through collaborative working". Please provide examples with whom.
9. Page 36, Action 2.2. Details of resourcing and programming to be confirmed with Major Junctions Review. When is this likely to be completed?
10. Page 37, Action 6.1 Further description of how the uptake and use of biomass is to be discouraged in commercial settings could have been provided.

11. Page 38, Action 7.2. Fife Council would be interested in learning more about the processes involved in developing the SEPA regional model in Edinburgh.
12. In Page 39, Action 8.3, please provide examples of targeted intervention.
13. In Page 42, Last Para, please describe how to promote zero carbon city centres within the existing LEZ structures
14. In Page 44, Para 4, "Use innovative approaches to managing traffic flow, for example incorporating air quality sensors to manage traffic flow in real time in line with the Digital and Smart City Strategy". Fife Council would be interested in collaborating with the City of Edinburgh Council on such an approach.
15. In Page 44, Fife Council would like to see the Review of major junction efficiency across the city of Edinburgh, including consideration of air quality in informing its own deliberations on such matters.
16. In Page 45, Action 2.4. " Make use of the City's air quality model developed under the CAFS National Modelling Framework (NMF) for the LEZ, to help understand the air quality impacts of proposed street projects; and to assist in the selection of mitigation measures where necessary, to maximise improvements in air quality." Fife Council would appreciate a demonstration of this technology in informing its own action planning processes.
17. In Page 55, Para 4, "Wider collaboration will also continue with transport professionals (Council transport planners and Transport Scotland), planners, climate strategy colleagues and with NHS Lothian in order to identify future policy areas which will require consideration." Fife Council would if possible like to attend such a workshop as part of the action planning process.
18. In Page 58. Para 3. Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city and inform any targeted interventions. Will City of Edinburgh Council consider a background survey using sensor monitoring equipment to assess potential contribution of domestic solid fuel burning to particulate matter concentrations?
19. With the introduction of an LEZ will there be a potential effect on Fife's air quality with the following issues.
 - secondhand vehicle market with noncompliant vehicles being cheaper and purchased by Fife residents
 - Non compliant HGV's and buses serving Fife

Stakeholder: East Lothian Council

Response:

On behalf of East Lothian Council, thank you for the opportunity to review and comment on the proposals for the City Of Edinburgh Council's Air Quality Action Plan.

As the main source of air pollution is associated with road traffic, the introduction of a Low Emissions Zones appears to be key in addressing the issue. It is anticipated that the East Lothian area may also benefit from city-bound vehicles that is passing through our area will be vehicles of higher emission standards thus reducing emissions in East Lothian, particularly the Musselburgh area.

We do wish to make note of the additional financial impacts that may be associated with a higher demand for public such as the need for additional infrastructure to be in place to support this demand particularly in relation to local parking / transport hubs such as Park and Ride facilities. As a neighbouring authority, we would therefore for be grateful for any further consultation in relation to this.

Stakeholder: Scottish Borders Council

Response:

Introduction

Scottish Borders Council (SBC) is grateful for the opportunity to comment on City of Edinburgh Council's (CEC) proposals for a City Mobility Action Plan (CMAP). In general, SBC is highly supportive of the strategic objectives which the City Mobility Action Plan seeks to implement, namely, emissions mitigation, the encouragement of active travel, the reduction of air pollution and the promotion of public modes of transportation, the reduction of travel costs and congestion, and improvements to road safety.

However, the proposal cannot be isolated from the impact that it may have beyond the confines of the City of Edinburgh Council area and SBC has a number of concerns and some suggestions that we hope will be considered as part of this consultation exercise. In essence, these concerns focus on potential impacts of the proposed measures for Borders residents and services, as well on the potential impact of the suggested measures on bus operators providing services towards Edinburgh from outwith the council area. SBC would argue that buses should be considered as a key enabler to achieve the strategic objectives outlined above, and that a more integrated transport system a key tool to reduce city-centre congestion and air pollution.

Given those concerns, our response will centre on the City Mobility Plan, rather than the other documents being consulted upon. However, while officers have no specific comments on the draft Air Quality Action Plan, SBC would wish to be updated on any significant changes to the draft proposals in case these lead to an impact on the Borders. Impact on Borders residents and businesses.

Transport poverty is an acute challenge in the Scottish Borders. Given the Region's rurality, the average Borders' resident does not benefit from the same transport options as those offered within Edinburgh itself, or its immediate surroundings. Car ownership figures for the Scottish Borders (81% of households in the Scottish Borders have access to at least one car, compared to 61% in Edinburgh - Scottish Household Survey 2017) are a sharp reminder of this fact in a context where incomes within the Borders have been consistently under the Scottish average.

Regarding businesses, the overwhelming majority of businesses in the Borders are micro, small, and medium sized enterprises (99.8% of Enterprises – UK Business Counts 2018 – Inter Departmental Business Register), which may lack the financial flexibility to adapt to the changing transport patterns arising the CMAP.

The objectives pursued by CEC through its CMAP, inherently rely on reducing car traffic within the City, either in favour of active travel solutions or of public transport in order to reduce congestion, leading to increased sustainability and freeing up road space for the development of segregated active travel improvements.

SBC would support those objectives given the centrality of transport when it comes to reaching net-zero objectives. However, it is our view that the consultation documents, as currently presented do not make clear how this reduction in car traffic would be facilitated. Rather there is a strong focus across the action plan on marginal improvements to the current transport system rather than on the systemic issues which need to be tackled to enable CEC to reach net-zero by 2030. Moreover, a lack of clear solutions means that

Stakeholder: Scottish Borders Council

Local Authorities on the periphery of the city may be unable to understand how the reduction in vehicles will be achieved, and plan for it. Given car dependency in the Borders, the risk is that poorer residents and less resilient businesses will be penalised by the solutions outlined in the CMAP, despite the absence of viable alternatives.

Impacts of the LEZ on bus operators

SBC's view is that buses are a key tool in delivering the reduction in car traffic which is integral to CEC's objectives. Bus usage, by its very nature, reduces the amount of cars on the road. From a sustainability standpoint, once a bus carries more than 12 passengers its carbon footprint is less than the equivalent number of cars.

The implementation of the LEZ and CMAP could impact the overheads of bus operators with potential consequences if buses are not Euro6 compliant. This could result in fare increases, potentially making public transport less attractive and affordable, in particular for regular commuters from the Borders. This could also limit the ability of certain operators to tender for routes going into the City.

This would have the unintended effect of penalising the mode of transportation which can be seen as a key enabler to deliver the CMAP's outcome, while disproportionately impacting those who can least afford it. We believe this is particularly salient for marginal routes where operators are already struggling financially to make the route viable. This would thus disproportionately impact residents in more rural areas.

As such, SBC would argue in favour of providing additional support to enable bus operators to transit towards a Euro6 compliant fleet, thus limiting emissions across the board and delivering against Scotland's and CEC's net-zero objectives. If this support cannot be provided, bus operators could be provided with an extended timeline when it comes to the obligations arising from the LEZ, though this would come to the detriment of overarching net-zero objectives.

Better transport integration

The rurality of the Borders means that residents travelling to and from the City will often need to rely on several means of transportation to reach their destination. Ensuring that these different modes of transportation integrate with each other is key in incentivising more sustainable transport choices.

As such, SBC would suggest improved integration between modes of transport, aligned with sufficient capacity on rail and bus and accompanied by integrated ticketing. These would provide the option for Border services to interchange with tram and Edinburgh bus services. It would also allow SBC/Borders Buses to successfully drop passengers at key nodes, and allow them to travel into the city on good public transport links, facilitating travel for passengers and reducing emissions in the city centre, whilst allowing bus operators to utilise vehicles in a more efficient way.

Better integration between modes of transportation also relies on easily accessible and well-maintained facilities throughout the city, especially on the periphery, enabling those who need to rely on car travel to easily transfer onto public modes of transportation as they approach the city centre. One area where City of Edinburgh Council has made great strides in recent years is in relation to the provision of strategic Park and Ride facilities on the key transport corridors. While we recognise that provision around the City is generally very good, some concerns regarding the general condition of the facility at Straiton have

Stakeholder: Scottish Borders Council

been raised by our Elected Members, potentially discouraging use by people from the Borders and other places.

Integrated multi-ticketing would also provide a more accessible and affordable option for people travelling to the City. We understand that implementing integrated-ticketing can be challenging. However, if we are committed to encouraging modal shift and a reduction in car kilometres, the proposed CMAP should be considered as a catalyst for required improvements to transport integration.

In addition, while SBC recognises that this does not sit within the remit of CEC, attention ought to be drawn to the need to increase rail capacity, in particular when it comes to the East Coast Mainline and at Waverley Station, notably via the development of Portobello Junction. Furthermore, rolling stock ought to be increased in order to allow for additional demand on the lines travelling Edinburgh-Borders routes. In particular long term capacity on the Borders Rail is to be extremely restricted due to new development at Shawfair and increased house building in Midlothian. At the moment, there is a significant risk that capacity will not meet future demand, which undermines the strategic objectives pursued by the CMAP as commuters may default to car transport rather than rely on overcrowded rolling stock.

Conclusion

In conclusion, SBC would fully support the strategic objectives expressed by CEC in the CMAP. However, it notes that it is crucial to consider the plan's impact beyond Edinburgh and address concerns regarding Borders residents and businesses, as well as the potential challenges faced by bus operators outwith Edinburgh and delivering services within the region,

Additionally, SBC would highlight the need for better integration of various modes of transportation, notably via the creation of transport nodes and the adoption of integrated multi-ticketing. By addressing these concerns and working collaboratively, our shared objectives of sustainable transportation, reduced congestion, and improved quality of life can be achieved for residents in both the City of Edinburgh and the Scottish Borders. Finally, SBC would take this opportunity to signal its willingness to further engage on the topic, highlighting that it might be beneficial to further explore collaboration given its impact on other partners with the Edinburgh and South East Scotland City Region Deal. It is also particularly supportive of the Transport Scotland Mass Rapid Transit Plans and potential additional tram links towards Midlothian expressed in the CMAP, and recognises the potential these plans represent for the City-Region.

LOCAL ACTIVIST GROUPS

Stakeholder: Blackford Safe Routes

Response:

Fully support the City Mobility Plan and the other transport plans, however they lack detail and do not go far enough.

One example on the lack of detail is where transport modes come into conflict at junctions, particularly where width is restricted - in the plans we see some junctions/network marked as cycle, bus, tram, and car priority all at the same time - this will lead to compromises that will suit no one. We prefer that the transport hierarchy is followed to give priority to the desired modes at the "difficult" junctions, or where network conflict occurs.

Similarly to what has have done in Ghent, Belgium with great success, the city should be divided up into quarters, with no cars allowed to travel between each quarter without going "out and round" - this is to prevent the excessive through-traffic we currently see on Lothian Rd, Queen St, Mound, Leith St, etc.

On-street parking should be reduced, year-on-year, across the city (not only the city centre). The space saved should be converted to parklets, rain gardens, spaces for nature, trees, sustainable-urban-drainage, benches, and play-areas, to better serve the needs of the communities that live there.

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

Parking charges should have an additional surcharge for large vehicles/SUVs to discourage inappropriate vehicles for a city.

Enforcement of driving and parking law needs to be much stronger - speeding, mobile phone use and anti-social parking are endemic. "Pop and crackle" kits on cars need to be banned - these noises can terrify, disturb and wake up thousands of residents.

A new law to prevent parking in a park or parking on verges needs to be introduced and enforced.

Stakeholder: MobilityWays

Response:

The Plan needs to include working with employers to reduce Single occupancy car commuting.

74,000 Edinburgh residents drive alone to work and total emissions from resident commuting is 102,000 tonnes/year. Those 74,000 commuters need 74,000 places to park.

Mobilityways commuter analysis shows that 90% of them have a viable alternative to driving alone. 20% could cycle, 35% could take the bus and 35% could liftshare.

Stakeholder: MobilityWays

In cities in Italy every employer with >100 employees now has to have a 'Mobility Manager' with the role of measuring, reporting and reducing commuting emissions. The plan is aimed at improving the accessibility of workplaces and optimizing the movements of its employees. This leads to a cascade reduction in the use of private cars, therefore congestion at peak times, the impact on the environment caused by vehicular traffic, especially in large urban centers, and a general improvement in employee well-being, with positive effects also on transport costs. (see e.g. https://www.eagleet.it/articolo_en.php?id=15)

We recommend that Edinburgh replicates the Italian strategy and requires all employers with >100 employees to report their commuting emissions each year and to be reducing their ACEL (Average Commuter Emissions Level) by 5%/year. Key to this is the need for employers to carry out an annual staff travel survey. The Council should incentivise companies to share the travel demand data from these travel surveys to enable the Council to aggregate the insights and identify ways to improve transport service provision across the city.

We also recommend that there is a specific goal to increase car occupancy in Edinburgh through successful promotion of a citywide lift sharing scheme. Around 50% of people travelling into Edinburgh do not have a viable active or public transport alternative but nearly all of them could share car journeys. Increasing car occupancy through encouraging liftsharing quick, low cost, equitable, accessible, inclusive and each shared car takes 1 car off the road.

We also suggest that the council should consider the introduction of segregated 'cycle and scooter' lanes across the city and allow individuals to ride their own scooters on these lanes if they want to.

Stakeholder: Car Free Holyrood Park**Response:**

Car Free Holyrood is a group of local residents campaigning for a safer, greener Holyrood Park. Our main campaign ask is for the end of motorised through-traffic on the private park road network. We have written extensively on our website about the benefits of closing the park roads to motorised through-traffic for safety, how such an approach supports local and national transport and environmental goals, and the opportunities to increase accessibility in a car free park where the most accessible, paved space is opened up for an inclusive access hub.

In October 2021, City of Edinburgh Council's Transport and Environment Committee passed Active Travel Investment Programme including QuietRoute 5 in Holyrood Park. The committee included the Green addendum which "notes that provision of through routes to motorised vehicles via the private roads within Holyrood Park does not align with Edinburgh's transport strategies, and seeks to continue working collaboratively with the park authorities to end motorised vehicle journeys through the park".

As such:

1. Circulation Plan

Stakeholder: Car Free Holyrood Park

We were alarmed to see the draft network mapping for the Circulation Plan designates Holyrood Park's private roads as part of the secondary road network for general motorised traffic. This designation is unsuitable:

- It is contradictory to Council policy from a previously passed addendum from the Transport and Environment Committee, see above.
- It is not compatible with CEC's draft decision-making framework in Appendix 3 to prioritise place
- The park roads are private with additional restrictions for motor vehicles.

Holyrood Park, including its road network, is owned by the Scottish Ministers and managed on their behalf by Historic Environment Scotland (HES) as a Property in Care. HES are responsible for the day to day operation of Holyrood Park. The road network in Holyrood Park (Queen's Drive, High Road, Duke's Walk and Duddingston Low Road) is private, as confirmed by CEC's List of Public Roads.

Private roads have previously been omitted from transport legislation and policy, such as the Transport (Scotland) Act 2019 on the Low Emission Zone. Additionally, the private park road network is operated significantly differently from CEC's road network and already places some restrictions on certain motorised through-traffic. Holyrood Park Regulations 1971 effectively prohibits commercial vehicles and buses (vehicles with more than 7 passengers) from park roads. HES can also open and close the park road network to motorised vehicles at any time, according to HES's 'Guidance notes for holding an event in Holyrood Park'. This power is exercised on weekends when the park is closed to motorised through-traffic, as well as some public holidays, events, and for maintenance such as tree and verge cutting.

There is also further scope for changes to HES's operation of the road network, as referenced above their recent survey showed there was significant public support for further closures. Additionally HES's Climate Action Plan promises to "develop integrated transport hub solutions and remove visitor vehicles from many of our top sites by 2028".

Having established that Holyrood Park's roads are private, subject to restriction for motor vehicles, and outwith CEC's road network and management, they should not be included as a secondary route for general motorised traffic. It is important that this change is made to this map and a car free Holyrood Park is incorporated into the Council's Circulation Plan.

2. Road Safety Action Plan:

<https://democracy.edinburgh.gov.uk/documents/s52668/Item%207.7%20-%20Draft%20Road%20Safety%20Action%20Plan%20Delivering%20City%20Mobility.pdf>

Queen's Drive is included for 'Further Speed Reduction Measures' - the only further measures that should be considered should be road closure to motor vehicle through-traffic. The Road Safety team should not be treating Holyrood Park as part of their road network and should instead be encouraging road closure to motor vehicles as per the addendum pasted above.

3. Active Travel Action Plan: <https://www.edinburgh.gov.uk/downloads/file/33080/active-travel-action-plan-april-2023>

QR5 Holyrood Park should not be "On-hold awaiting strategic paper on the future of the park from Historic Environment Scotland". The Council should be pushing HES around the objective of the addendum which is to end motorised vehicle journeys through the park. The strategic paper will not impact aspects of QR5, especially more inclusive access into

Stakeholder: Car Free Holyrood Park

the park from Dumbiedykes - and the Council needs to take a leadership position here and not allow further delay.

4. City Mobility Plan, Transport and Environment Committee February 2023 paper:
“4.11 In parallel, officers will continue the discussion with HES on the management of the roads in Holyrood Park with a view to further reducing traffic. However, it is worth noting the key role of the Holyrood Road - Holyrood Gait - Queens Drive - Horse Wynd connection if the Bridges corridor is restricted in full or in part to some classes of motorised traffic.”

We would like to clarify here that our campaign ask is not for closure of the ‘Holyrood Road - Holyrood Gait - Queens Drive - Horse Wynd connection’ as these roads are all adopted by the Council and not part of extant closures nor the private road network in the park.

It is not the case that the Council must choose between a traffic-free Holyrood Park or a low-traffic city centre. Working to close the park roads to through-traffic, as already agreed in the previously passed addendum, will contribute to not only the Circulation Plan but also the Council’s 30% reduction in private motor vehicle journey km. If the Circulation Plan were to go ahead without due consideration for the park, Holyrood Park would experience greater levels of traffic from displacement as well as continue to induce demand for motor vehicle journeys through it. This will lock in emissions, degrade the park experience for residents and visitors, and undermine the Council’s traffic reduction targets.

Stakeholder: Homes for Scotland**Response:**

City Mobility Plan 2021-2030

1. 20-minute neighbourhoods are unlikely to be universally workable and will be dependent upon the existing urban form and surrounding area. Greenfield sites are often better able to deliver these 20-minute neighbourhoods, as necessary social infrastructure can be better delivered in a more planned way, and these sites are not constrained by the existing urban fabric.
2. It is positive that the City Mobility Plan (CMP) states: “We would like sustainable transport - walking, wheeling, cycling and public transport - to be the first choice for everyone across Edinburgh.” (Page. 16) and “Accessing local services safely and efficiently by bicycle is also critical if we are to support more active, local trips.” (Page. 48)
3. The Council clearly acknowledges the importance of promoting cycling, public transport usage, and wheeling, yet excludes these from the requirements under the Proposed City Plan 2030 Policy Inf 1.
4. It is unclear why this lack of consistency is being promoted by the Council and it is also unclear why these 20-minute neighbourhoods are being limited in the proposed Local Development Plan (LDP) to accessibility on foot, rather than also by cycling or public transport.
5. Additionally, National Planning Framework 4 (NPF4) Policy 15 states (within the Policy Intent section): “To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.”

Stakeholder: Homes for Scotland

6. The current wording of the Proposed LDP Policy Inf 1 acts solely as a blocker to housing development, with no basis for its current requirements, and is contrary to NPF4 Policy 15 and inconsistent with the CMP.
7. Similarly, Proposed LDP Policy Inf 2 also conflicts with NPF4 Policy 15 and the Scottish Government's draft Guidance (currently being consulted upon). Reference requires to be made to wheeling, cycling and travel via public transport.
8. There is no justification presented by the Council for the requirement in the Proposed LDP Policies Inf 1 and Policy Inf 2 to define a 20-minute neighbourhood as a "walkable" journey. That would clearly conflict with NPF4 and the CMP.

Active Travel Action Plan

9. It is unclear why one of the aims is to ensure that: "...every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. We will apply the shorter 250m distance in inner, higher density parts of the city, with 400m applied in more suburban areas." (Page. 30)
10. This distance does not equate to the 20-minute neighbourhood metric and must not be used as a blocker to residential development, under any circumstances.

Air Quality Action Plan

11. It is noted that this Plan fully supports measures set out in the 2030 Climate Strategy, which includes the priority area to accelerate energy efficiency in homes and buildings.
12. Homes with poor insulation or inefficient heating can result in fuel poverty, causing stress for lower income families who may be unable to afford both fuel and food. On average, 89% of all new homes built by Homes for Scotland members met at least an EPC grade 'B' standard. In terms of carbon reduction, surveys show that, increasingly, home builders are embedding zero emissions heating systems and enhanced energy-efficiency measures into their developments.
13. The Climate Change Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045. New homes are measured against building standards which outline a number of criteria which all developments must meet in order to gain a building warrant. With respect to environmental sustainability, home builders must comply with reducing carbon emissions through minimising both the waste of energy and the use of carbon-based energy systems. In addition to the expansive social and economic benefits of home building, the delivery of a higher number of new homes would provide increased environmental benefits.
14. Increasing the scale of well-designed, energy-efficient homes also plays a key role in delivering improvements to health, education, regeneration and carbon reduction outcomes as well as housing access for all.

Road Safety Action Plan

15. No comments.

Parking Action Plan

16. No comments.

Public Transport Action Plan

17. No comments.

Future Streets framework

18. No comments.

OTHER STAKEHOLDERS

Stakeholder: Cockburn Association

Response:

The Cockburn Association welcomes the preparation of the various Action Plans aimed at the effective implementation of the City Mobility Plan 2030. We have recollected our full comments in this plan (City Mobility Plan - Consultation Response - The Cockburn Association), which remain relevant in the context of these five Action Plans.

In it, we said, “when considered in conjunction with the draft policy revisions in the City Plan 2030, there is clearly an emerging potential for the city to take major steps forward toward a lower carbon, climate-ready and more sustainable city with a diversity of sustainable travel opportunities.”

We did criticise as it was neither a plan nor even a strategic framework. It reads like a project list, a wish list or an infrastructure and Investment programme.

These Actions go some ways to addressing our concerns and have much to commend in them.

However, we note that a Streetscape Allocation Framework is in development and has only undergone limited consultation with a narrow band of consultees. This should form part of the discussions surrounding these Action Plans as Edinburgh’s streets and streetscape are contested areas with many competing demands.

The consultation makes clear that it will take many years to implement the actions proposed. As such, it is essential that a clear prioritisation matrix be developed to support a transparent and coherent decision-making process. It is simply not possible to make detailed comments on the large number of actions, nor is it necessary. Many are activities we would expect to see as routine management of the city’s streetscape and are not controversial.

As such, in this open text section of the consultation, the Cockburn’s comments will concentrate on key themes and issues that we feel still need to be addressed in the 5 Action Plans. Many of these will touch directly on the Active Travel Action Plan.

Maintenance and Repair - The Cockburn strongly advocates that maintaining and repairing our existing streetscape and infrastructure must be the top priority all of 5 Action Plans and especially the existing pedestrian-focused infrastructure including pavement surfaces, kerbs, setts, crossing points and road markings, which are a pre-requisite of people friendly, vibrant, liveable streets where people choose to spend time and travel by walking and also cycling and using public transport

The provision of new infrastructure is not a substitution or replacement for the prompt and effective maintenance and upgrading of existing pedestrian and active travel infrastructure or for any of the other issues in the Mobility Plan. We believe that it is essential that each Action includes a costed and timetabled maintenance plan for Edinburgh’s current and future transport infrastructure. We do appreciate that many actions identified might

Stakeholder: Cockburn Association

include an element of this, but we believe there must be an explicit commitment made to maintenance.

Contested Spaces and dynamic uses

It is recognised that Edinburgh has a particular challenge in the allocation of finite space for travel activities. Approximately 12% of Edinburgh's land is road space compared about 24% in Glasgow. This is perhaps the most significant contributor to conflict in the city. The proposed Streetscape Allocation Framework is therefore crucial to the implementation of these Action Plans and before these are approved, the Allocation Framework should be subject to a wide consultation also.

As noted elsewhere in this response, issues with the travel network are not always consistent and can be variable across periods, be it daily or seasonally. This needs to be reflected in the use of street space where possible. So, whilst we welcome the statement of page 24 on adapting traffic signal timings to provide a longer crossing time, at times of day when lots of people need to cross the street (for example at the beginning and end of the school day), this principle should be applied across the whole network if needed.

On both a macro and micro-level, a substantial increase in the use of telematics and digital control/communication provides opportunities for real-time management. Even as basic countdown feature for pedestrian controlled junctions can be helpful as it provides certainty for users.

Changing lifestyles and demographics and their impact of travel also suggests a variable approach to travel management. As more and more people continue with blended work patterns, there will be an increased use in on-line comparison shopping, for example. Therefore, there will be an increase in rapid drop-off/pick-up activities on streets which if not catered for, will cause conflict with other road space like cycle or bus lanes.

City Region and neighbourhoods

The City Mobility Plan and other documents and projects highlight the very positive position that Edinburgh finds itself in terms of modal split and the use of active travel modes. The City Centre Transformation Project noted that walking remains very high in the city with suggestions that well over 70% of journeys to work in the centre were done on foot, and cycling had risen to its highest levels in 2019. However, it is also noted that almost 2/3rds of car travel in the city were commuting from peripheral or hinterland areas, often outside the local authority area.

The Cockburn strongly believes that for many of the ambitions in these Actions Plans, they can only be fully achieved if a wider city region transport system is put in place using buses, trams, and rail where possible and pragmatic.

Similarly, much emphasis is placed on networks, which is reasonable in most instances. However, this can result in a competition between these networks for limited space or funds. In recognition of the continued interest in 20-minute neighbourhoods, the Action Plans should seek to establish Home Zones, where spaces and travel networks interact on a local level with the emphasis on local liveability. The wider City Region needs must work in tandem with local and micro-local places.

Stakeholder: Cockburn Association

Data

Crucial to the success of all of these plans is the need for high quality data on both a macro and micro level. Data should be used not just to monitor traffic but to inform a dynamic decision-making process which will be used to amend or alter actions as necessary to facilitate active travel modes.

Similarly, real time data for active travel and public transport needs to be developed further to enhance usability of the networks, etc.

Enforcement

Across all Action Plans, enforcement of restrictions whether they be bus lanes or cycleways, pavement parking or what have you is essential.

We offer these general comments on each Action Plan for consideration.

Public Transport Action Plan

Bus lanes and prioritisation – the Cockburn attended a consultation meeting in 2019 where extending the bus lane restrictions to 7am to 7pm was discussed. At this, the bus operators suggested that a greater need was prioritised access at key junctions, not extended bus-lane hours. We agree. However, we accept that a 7 to 7 period may be suitable for some routes, but a universal approach seems more for administrative convenience than for operational need.

In terms of this earlier consultation, most concerns are expressed in terms of core commuter hours. There was (and is) no compelling evidence that there are significant issues during the day and many current routes do not experience problems (that is, during normal operating conditions). As such, we argued that a more nuanced approach considering specific, evidence-led issues is preferable.

Given the limited amount of road space available and the “peaks and troughs” of different users’ needs, a more dynamic approach to bus lane restrictions is needed. This might add some initial confusion, but with adequate information and communication with users, this would be limited. Use of telematics on a wider scale would also help alleviate any confusion.

Civic Design & public transport - If Edinburgh is to increase the use of public transport, then the routes to and from bus stops and public transport modes must be very well-designed. A comprehensive and coherent urban design strategy needs to be developed to sit alongside these Actions Plans together with the Edinburgh Streetscape Manual. The requirements of public transport users with access and mobility challenges must be brought to the forefront of the design process.

Enhanced networks - We strongly support the extension of tram network or light rail links across the city and its hinterland. Options for developing light rail combined with reopened former suburban lines should also be urgently developed in collaboration with Network Rail.

Parking Action Plan

Stakeholder: Cockburn Association

The Parking Action Plan outlines a steady programme of consolidation with a recognition of the need to manage residents' parking and ensure an adequate provision of general parking during the plan period. Further exploration towards workplace parking levy is welcome and we would encourage similar consideration to peripheral retail developments as well. Any levy should be ringfenced to assist in the delivery of active travel and public transport initiatives. As we have previously stated, the requirements of public transport users with access and mobility challenges must be brought to the forefront of the Parking Action Plans design and rollout.

Parking and new developments - We would advise that the Parking Action Plan engages with the planning system in a more direct and meaningful way. Frequently, we see "car-free" development proposals being lauded when in reality, they are "car-parking free" schemes where the basic assumption is that car owners will be permitted to dump vehicles on public streets.

Air Quality Action Plan

The Cockburn would wish to continue its support for a city-wide Low Emission Zone as originally proposed. The current zone effectively creates an inner-city ring road. Air quality should be monitored around this route to see if the boundary has created additional pollution hotspots.

Active Travel Action Plan

There are many actions and proposals that are highly commendable.

Walking - Across all Action Plans, greater and explicit recognition of the travel hierarchy is needed. Across all parts of the city, much greater investment is needed in the pedestrian infrastructure and no more so than in basic maintenance of footpaths, kerbs, crossings etc. Whilst we welcome the expansion of tactile surfaces at all junctions and ambitions to wider paths at junctions, these should not deflect the ongoing and urgent need for repair of the existing path network. Indeed, investment in existing maintenance budget should be increased rather than dispersed across a wide variety of actions proposed.

Cycle provision - Edinburgh is frequently cited as a compact city ideally suited to cycling as preferred mode for longer journeys. Actually, with the rapid expansion of the city around its periphery this is less true with new homes at increasing rather than decreasing distances from the city centre, shops, workplaces, and other essential destinations,

The core aims of the ATAP are laudable, but we recognise that the continuing pressure on local authority budget will have an impact. As such a very clear prioritisation plan is needed as well as clear milestones by which success can and will be measured. Also, as efforts are made to accommodate more cyclists, cargo-bikes and disabled adapted bikes, actions to facilitate their use such as safe and secure street parking and charging points will also need to be prioritised.

Much more could be done to make all roads safe for cyclists and all active travel users. Traffic congestion, speeding, oversized vehicles, poor surface maintenance, poor maintenance of road markings are strong disincentives. Reducing congestion, enforcing speed limits, enforcing parking restrictions (including pavement parking), regulating the size of commercial vehicles, improving basic maintenance of existing infrastructure, signage and road markings and repairing roads generally would greatly reduce the

Stakeholder: Cockburn Association

demand for separate cycle lanes and create safer spaces for all transport infrastructure users including pedestrians.

Stakeholder: University of Edinburgh**Response:**

Actions to Deliver Edinburgh's City Mobility Plan – University of Edinburgh Response to Consultation

I write on behalf of the University of Edinburgh in relation to the Consultation on the Actions to deliver City Mobility Plan.

We have carefully reviewed the suite of Actions Plans, and overall we have found them to be clear, coherent and aligned. We recognise the very real and present challenges the Council faces in delivering these ambitious and essential actions that will bring about a lower traffic, more liveable and more sustainable city.

We have recently adopted an Integrated Transport Plan (2023-30) to improve connectivity to and between our campuses and residencies with the intent of increasing the proportion of students and staff using sustainable transport options. The Plan is aligned with the targets of the City Mobility Plan, including the adoption of the mode share targets to support the 30% reduction in car KMs by 2030. It includes a range of actions covering: walking & wheeling; cycling; public transport; private motorised vehicles; and fleet management. Our actions complement or entirely rely upon the delivery of actions within the City Mobility Plan, and we will continue to work collaboratively with the City of Edinburgh Council, Transport for Edinburgh, Lothian Buses and other partners for their effective implementation.

Our comments on the individual Action Plans: Active Travel We regard many of the projects included in the Active Travel Action Plan as essential to improve walking, wheeling and cycling connectivity to and between our campuses, notably:

- The Cameron Toll – BioQuarter active travel route: critical for the development of the BioQuarter site and targets to reduce car mode share. We would like to see the route extended to King's Buildings to connect with QR6 and the proposed Marchmont-King's Buildings route.
- Marchmont – King's Buildings: important improvements to connect King's Buildings with an area densely populated by our students and staff.
- Meadows to George Street: connecting the City Centre West to East Link with the Meadows is a key enabler to increasing the proportion of active travel amongst our students and staff commuting to our Central Area and King's Buildings.
- Gilmerton / Newcraighall to Cameron Toll and the city: this is of particular relevance to our Peffermill site, and to students and staff commuters.
- Travelling safely Experimental Traffic Regulation Orders schemes: we regard these schemes, in particular S1-3 and S7, as important improvements to the active travel connectivity of our campuses and intend to offer our full support for their continuation when the statutory consultation opens shortly.

Stakeholder: University of Edinburgh

We warmly welcome the proposals for behaviour change actions and the recognition of the further and higher education sector as key partners to enable the delivery of actions to encourage more young people to adopt active travel behaviours.

We remain supportive of the city continuing to investigate options to deliver a city-wide public cycle hire scheme. The former scheme was very popular amongst our students and staff, and we are grateful for the ongoing opportunity to provide an electric cycle hire scheme at some of our student residencies using the former Edinburgh Cycle Hire Scheme eBikes.

Public Transport

We agree that public transport has a key role to play to meet the net zero target. It is critical that reduced journey times and improved network coverage is achieved through the development of a mass rapid transit plan for the city and region. The delivery of a North / South mass rapid transport solution linking to BioQuarter is critical to the expansion of the site. We note that there is limited reference to the delivery of orbital public transport routes which are essential in connecting outlying employment areas such as BioQuarter, King's Buildings, Western General and Easter Bush to residential areas of the city.

The inclusion of light rail in the Young Persons Free Bus Travel scheme is important to ensure our young people can take full advantage of the expanding tram network. The scheme has been of great benefit to our eligible students and staff, as evidenced in bus passenger growth on routes connecting with our campuses. It is unfortunate that 50% of our students are not eligible as they are older than 21 years. We strongly urge that work to improve the affordability of public transport ticketing includes flexible reduced-cost ticketing for full time students.

Parking

We note that the Parking Action Plan did not include any information on the City Mobility Plan's inclusion of a Workplace Parking Levy (WPL) for the city. In response to the CMP consultation in 2020 we expressed our concern that the WPL may be delivered before practical and sustainable transport alternatives have been implemented. We hope that the absence of further details at this time reflects the Council has taken a similar view for the time being.

Air Quality

The University has significant research expertise in the field of air quality and health. We support the implementation of the Low Emission Zone and the alignment of this with the City Centre Transformation area. As an anchor institution with significant research expertise in the field of air quality and its impact on health, we can offer support to communicate the wide ranging health and wellbeing benefits of improving air quality. Operationally, we share actions to electrify our fleet, improve EV charging facilities and we plan to introduce an EV salary sacrifice scheme for our staff. We also recognise we can play a role in supporting the electrification of public bus fleets and will continue to collaborate with Lothian Buses and the Council as plans evolve.

Road Safety

Stakeholder: University of Edinburgh

We broadly support the Road Safety Action Plan. The safety of vulnerable road users, notably cyclists, is a concern consistently expressed and identified as a barrier to more of our students and staff taking up cycling. We support the action to provide safe, segregated infrastructure where appropriate and the wider network is suitable for safe cycling. In most cases the strategic road network provides the most direct and convenient routes to and between our campuses, yet this is where the majority of road collisions are occurring. We strongly agree that safe, segregated infrastructure is focused on the strategic road network.

Our Future Streets Framework

It is clear that significant work is ongoing to develop the Circulation Plan and Future Streets Framework, and that the focus of this consultation is on encouraging feedback on how and when to prioritise different road users combined with the delivery of the five action plans in a range of differing contexts. We welcome the thematic approach of: i) aiming to deliver a much more people-friendly city centre; ii) Delivering high quality public transport and active travel networks, with an early focus on strategic corridors; and iii) Delivering liveable neighbourhoods. Clearly the compromises necessary to deliver benefits for the local and wider community will be challenging to manage with communities and stakeholders. We would like to see that the Council undertakes Equality Impact Assessments for all of the Action Plans consulted on, and for the detailed projects that follow.

The University operates across 930,000 square metres of educational and residential estate and maintaining an estate as large as this creates complex operational challenges. We recognise we will need to flex and compromise, particularly in the City Centre Transformation Zone. It is however important to state that to continue our day to day operations, we will require vehicular access to be maintained to service our circa 550 properties on a 24/7 basis.

The University is supportive of the City's vision, and we look forward to further consultation on the emerging Circulation Plan and detailed design proposals, and continued dialogue to ensure the City and University Strategies align.

Stakeholder: Edinburgh World Heritage**Response:****CITY MOBILITY PLAN CONSULTATION**

Thank you for consulting Edinburgh World Heritage regarding the City Mobility Plan. We welcome the vision of the City's mobility plan and the intended outcomes for health, wellbeing, access, and sustainability, and offer the following comments regarding its implementation if this is to be achieved.

Overarching advice The Outstanding Universal Value (OUV) of the World Heritage Site (WHS) is closely associated with the survival, authenticity, and distinctive visual character of its unique urban form - key elements of which are its buildings, public realm and green spaces. The appearance of Edinburgh's public realm is therefore an important factor in both safeguarding the character of the World Heritage Site and providing an environment appropriate for our nation's capital city. The creation of high-quality vision for a mobility plan for the whole of Edinburgh will create a positive image in the mind of the visitor and

Stakeholder: Edinburgh World Heritage

the general public alike as long as it's OUV is actively conserved as part of any intervention. This will have a measured positive impact on people's wellbeing. Conversely, implementation which does not conserve or enhance Edinburgh's outstanding urban form and historic public realm, will undermine not only the value of the World Heritage Site, but the important wider aims of the Mobility Plan.

Improving mobility as well as encouraging active travel in Edinburgh by making routes accessible for everyone, safer and less cluttered is important for the enjoyment of the city's rich cultural heritage for residents and visitors, as well as being a source of pride and wellbeing. Edinburgh's historic environment, including our ancient buildings and monuments, and our renowned parks and gardens, wouldn't be the same without the appropriate material and detailing applied to streets and paths.

If the above is to be achieved, we advise it is vital that interventions in the WHS and Conservation Areas follow the traditional (or conservation-agreed complementary) materials in line with the Edinburgh Design Guidance 2020. This includes road, streets and path surfaces but extends to street furniture, signage, and any new planting, as per Edinburgh Street Design Guidance. This considered approach should inform how streets are planned, designed, constructed, furnished, and maintained.

We welcome the overarching vision and benefits of promoting active movement and accessibility throughout the whole of Edinburgh. This provides a huge opportunity, but also costs might become an issue in the current climate. Should costs ever become an issue for this strategy, Edinburgh World Heritage would recommend reducing interventions to identified priority areas and connections than to consider less appropriate alternatives within the World Heritage Site and adjacent Conservation Areas. As ever, we are here to helpfully advise as independent experts dedicated to long-term, balanced city conservation.

For the future, we would expect all of Edinburgh's city center streets to become more of a place to enjoy in a way that is sensitive to our historic environment, contributes to its conservation, and respects the needs of local communities and businesses.

We make the following recommendations:

- We recommend that any intervention conserves or enhances the Outstanding Universal Value of the World Heritage site, and any attributes or individual assets which contribute to it.
- Some interventions are likely to be on such a scale that they require a study of the historic character and would recommend a heritage statement/assessment to set out key principles of executing change in a way that is respectful to the individual characters of the Conservation Areas across the city, including the World Heritage Site. EWH could continue their engagement to help mitigate any risks associated with heritage designations and facilitate a balanced outcome.
- We recommend that proposals are developed in line with relevant adopted and developing strategies, including but not limited to the Edinburgh Design Guidance and Street Design Guidance, the World Heritage Site Management Plan, Public Space Management Plan, and area strategies such as the Princes Street and Waverley Valley Strategy. Edinburgh World Heritage has responded to these consultations, and these should be referred to.
- We recommend that in line with the design a maintenance strategy is put in place. Maintenance is key for long lasting and successful interventions and the failure to do so could result in harm to the quality and character of Edinburgh.

Stakeholder: Edinburgh World Heritage

As you know Edinburgh World Heritage share the view that good historic city management is not about stopping change or thinking from 'within a heritage bubble' but enabling a positive and balanced approach which supports the heritage of the city and the many public benefits this brings current and future generations. We would welcome continued engagement on this moving forward, building on our existing culture of engagement and would be happy to discuss in which way we could best support/advise alongside Council colleagues.

Stakeholder: NHS**Response:**Overall comments

City of Edinburgh Council is to be commended for proposing a plan which, if effectively and fully enacted, has the potential to deliver significant health benefits by transforming how people and goods move around the city.

NHS Lothian is committed to action on climate change, in line with the NHS Scotland climate emergency and sustainability strategy; our Anchor Institution commitment to sustainability in the Lothian Strategic Development Framework and our Sustainable Development Framework. Achieving Net Zero and ensuring environmental sustainability are also key priorities of our partnership work as part of the Edinburgh Community Planning Partnership and Edinburgh Health and Social Care Partnership. In line with the Scotland's National Transport Strategy, we recognise the significant benefits that the implementation of the Sustainable Travel Hierarchy can bring to reducing inequalities; taking action; delivering inclusive economic growth and improving health and wellbeing.

The objectives outlined in the plan, and through the supporting action plans, correspond well to key public health priorities in relation to transport: Active Travel; Air & Noise Pollution; Road Danger, Community Cohesion; and Climate Change. It is important that the city's transport plans support our service users, staff and visitors to access the health, care and wider goods and services such as education, employment, food, and social support networks needed for good health and wellbeing in a way that is sustainable, accessible and affordable. This is particularly important for reducing health inequalities, as those on the lowest incomes are least likely to have access to private cars, and most likely to face the burden of the negative health impacts of other's car use, including from air pollution and road danger.

As well as addressing issues of equity of access to vital services through mobility, people have the right to live in safety both within their neighbourhoods and when they are moving around the city and beyond. Addressing the significant health and social inequalities implications relating to Road Safety and Air Quality require to be at the forefront of the plan's objectives.

Comments on the Draft Active Travel Action Plan 2023:

The health and environmental benefits of active travel are well researched and thoroughly documented and NHS Lothian supports the Council's continuing work around making active travel choices easier choices for Edinburgh citizens. The Active Travel Action Plan recognises the importance of addressing inequalities and poverty within its aims and objectives and cites an example of an intervention aimed at addressing barriers to active

Stakeholder: NHS

travel for particular groups with regards gender and ethnicity (SCOREscotland's Pedal and Thrive initiative).

Providing cycle training and developing confidence in cycling beginning with children (Bikeability training for all schools) and continuing to offer opportunities throughout the life course will assist in encouraging people to consider travelling by bike for work, leisure and shopping. As the SCOREscotland initiative shows, some groups will need further support to enable them to participate in cycling equitably. Provision of affordable bikes, free bike maintenance and bike maintenance classes as well support to encourage and support behaviour change should be considered being extended to more neighbourhoods and targeted population groups.

NHS Lothian would welcome more focus on the changes in physical infrastructure that are needed around schools to enable more children and young people to travel independently to and from school, but also to enable them to travel safely more widely across the city. This independence and access is important for health and wellbeing but also an important action for poverty reduction – as identified by the Edinburgh Poverty Commission's call for people in Edinburgh to have better 'Connections in a city that belongs to us'. Focusing action around schools can be an important way to support wider behaviour change – by helping to ensure healthy, sustainable behaviours are incorporated in daily activities from a young age, as well as by communicated to the wider public that changing the way we travel in the city is essential to protect the health and wellbeing of the next generation. Crucially this needs to be about supporting children and young people to travel sustainably for all of their journeys, not just to and from school.

Production of the Walking and Cycling Index to enable assessment of progress against ATAP targets and indicators should include data on those within the population who face the greatest challenge in engaging in active travel, i.e. those affected by inequality, such as people living in poverty, people with disability, ethnic minorities, women and girls, older people, etc to assist in identifying gaps and priorities as well as ensuring that the plan is effectively addressing inequalities and not exacerbating these. Building on current initiatives such as Bikeability training for schools, support should be considered for developing more Bike Busses and Walking Busses to encourage families to actively travel for school journeys, and wider journeys.

From within the organisation it has been commented that 'Greater off main road cycle routes, good progress is being made, but it feels like it lacks a bit of joined up thinking especially where routes come to an end halfway down a road only to restart a few hundred meters away.'

Comments on the Draft Air Quality Action Plan 2023:

NHS Lothian, in recognition of the harm to health caused by air pollution, supports the actions outlined in the City of Edinburgh Air Quality Action Plan to reduce harmful emissions from road transport and other sources. The organisation recognises the contribution that will be made by the introduction of the Low Emissions Zone to Edinburgh in 2024. Currently, the NHS Lothian fleet is LEZ compliant, with the exception of two vehicles which are in the process of being replaced. The organisation continues to increase its EV fleet and will actively promote the LEZ implementation to all staff.

It is important to recognise that there is no 'safe' level of air pollution for health, and action to improve air quality in Edinburgh therefore needs to go beyond a focus in AQMAs, to a continued effort to minimise air pollution as much as possible. The contribution that

Stakeholder: NHS

vehicle tyre and break wear (including from electric vehicles) make to particulate pollution, should not be overlooked. Given the other negative health impacts that occur from vehicle use, it would be beneficial if the current objective within the action plan to 'reduce vehicular dominance', was actually the primary objective, followed by a commitment for a 'reduction of harmful emissions from [remaining] road transport'.

The commitment to tackle domestic emissions is welcomed, including from wood burning stoves which are often incorrectly promoted as 'environmentally friendly'. It is important to ensuring the public are aware of the harms to health from wood burning and vehicle use (including the pollution harms that people are exposed to inside their homes and vehicles).

The commitment to enforce against vehicle idling is welcomed, and this is particularly important outside places where more vulnerable people congregate, such as nurseries, schools and health care facilities.

Whilst we must be careful not confuse measures aimed at improving air quality with efforts to address the climate crisis, opportunities to continue greening the environment will help to reinforce the message that Edinburgh is a green and healthy city. Initiatives such as providing green growing car parks with permeable substrates, particularly at transition points such as Park & Ride sites, or ensuring trees providing wind shelter for cycle paths, provide tangible examples of the City's commitment to health and sustainability.

There is an opportunity to ensure that any future pricing structure for vehicle use (including parking charges) takes into account the differential harm caused by different types of vehicles, with higher charges for larger, more polluting vehicles, including electric vehicles which continue to contribute to particulate pollution from tyre and break wear. It is important that such charges be reinvested directly into active travel and public transport improvements, and that this is clearly communicated with the public, as a method of reducing inequalities.

Comments on the Draft Road Safety Action Plan 2023:

We understand that road traffic injuries and deaths are preventable and commend City of Edinburgh Council on adopting a 'Vision Zero' approach in developing its Road Safety Action Plan. Evidence also shows a disproportionate distribution of injury and fatality in terms of deprivation and inequality. According to the Glasgow Centre for Population Health Scotland, child pedestrians from more deprived areas in Scotland are three times more likely to be injured on the roads than those from less deprived areas. We would suggest that City of Edinburgh Council adopt a similar approach to that which has been incorporated into 'Scotland's Road Safety Framework to 2030' where an intermediate target has been included where 'The casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas.

NHS Lothian supports the proposal to explore speed limit reductions on all non 20mph roads in the city, including a review all of 40mph speed limits within Edinburgh, with a view to potentially reducing limits to 30mph, and the review of the potential to further expand the 20mph network across the city. Ensuring enforcement of these new speed limits will be particularly important. The role of reducing the amount of road space given to more dangerous modes (cars) and prioritising more space for more vulnerable road users (people walking and cycling) should also be prioritised, in line with Edinburgh's previous commitment to reduce car km by 30 per by 2030.

Stakeholder: NHS

Continued improvement to cycling infrastructure is welcomed, particularly measures to ensure cycleways are segregated from traffic and that the road surface in general, and on cycle lanes on particular, is well maintained as to not cause additional hazard. There remains a strong perception among many that cycling in the city is not safe and measures to counter this are vitally important, including infrastructural improvements as well as information campaigns aimed at moderating unsafe driving and promoting tolerance among users of shared space, including drivers cyclists and pedestrians. A greater reliance on car-use has contributed to a reduction in the amount of physical activity for many children and young people. Perception of safety is likely to be a key component in parents' decisions around this. Engaging in active travel is a key component in children's physical health and measures such as Bike Busses and Walking Busses, as noted earlier will encourage more parents to allow their children to cycle or walk to school. It is important that these safety measures extend beyond the immediate school environment, so that all children, particularly those from lower income families without access to a car, have the options to travel safely after school to places like parks, libraries and Edinburgh Leisure and Active Schools activities.

Traffic calming measures in residential streets, the development of low traffic neighbourhoods, the promotion of safe and appropriate parking and measures to improve air quality will all contribute to creating an environment where children's autonomy is supported by the creation of a safer and cleaner environment.

The most recent Scottish Household Survey found that 86% of adults had participated in physical activity in the four weeks leading up to the survey, with walking by far the most common activity, 82% of the active adults having walked for at least 30

minutes. Initiatives linked to the City Mobility plan as well as the City Centre

Transformation plan aimed at making spaces safer and more conducive for people are to be encouraged and welcomed for the promotion of both physical health as well as mental wellbeing. Safety campaigns aimed at protecting pedestrians should be careful to balance their messages to ensure all parties understand their responsibilities in ensuring the safety of the most vulnerable road users, and in particular to ensure that people are not discouraged from participating in physical activity due to safety concerns.

Actions to address poor design or maintenance of the pedestrian environment should also be included within the road safety strategy, in order to protecting people from harm from trips and falls.

Comments on the Draft Parking Action Plan 2023:

NHS Lothian supports the broad aims of the Parking Action Plan and its contribution to addressing traffic congestion, making roads and neighbourhoods safer and encouraging active and sustainable travel. As with the other aspects of the City Mobility Plan, the effectiveness of the Parking Action Plan will be dependent on how it is implemented and enforced. Inconsiderate and obstructive parking as well as being anti-social can be potentially hazardous, restricting access for walking and wheeling, often forcing pedestrians and cyclists into conflict with traffic. It is particularly problematic for people with disabilities, including visual impairment and physical disabilities that may make it impossible for them to manoeuvre around obstructively parked vehicles. Enforcement should be complimented by a public communication campaign to encourage good behaviour with regards parking and to highlight how revenues from parking, as well as the potential introduction of a workplace parking levy, are being used to contribute to improvements in sustainable travel, which will in turn have overall positive impacts on health inequalities.

Stakeholder: NHS

Comments on the Draft Public Transport Action Plan 2023:

We know that people most affected by social and financial inequality have the lowest level of car ownership or access; and will therefore be dependent on public transport. It is therefore imperative that the public transport network in Edinburgh, as well as effectively serving the general population, is designed to meet the needs of those who rely on it most to access employment, healthcare, shopping and leisure opportunities. Service timetables and routes should be cognisant of the needs of this population. Provision of flexible, integrated ticketing should take account of affordability. As all public transport trips will start with an element of active travel, supporting more public transport use is also an opportunity to increase levels of physical activity.

Proposed measures to decrease bus journey times are welcomed and consideration should be given to the altered work and consequently, travel patterns resulting from the Covid-19 pandemic. An adjustment to the operational times for Bus Lanes should be considered, possibly to 7am to 7pm, to assist in addressing this.

NHS Lothian supports collaboration and integration across Transport for Edinburgh, Lothian Buses and Edinburgh Trams. A review of how improvement can be made to strategy, planning and operations across these companies and deliver the joined up and comprehensive public transport system should take into consideration:

- The needs of those living in neighbourhoods with low levels of car ownership and those who are remote from infrastructure.
- The benefits of an integrated, capped fare system to allow affordable and equitable access to public transport, where tickets are transferable across platforms and allow for single journeys under one fare, where transfers are required to be completed.
- Re-introduction of City Bike hire initiative should be considered to enable greater choice and flexibility for travel in the city, integrated with the public transport system. In addition to conventional bikes and e-bikes, the addition of adaptive bikes, cargo bikes and child carriers would increase accessibility of hire bikes.

The Council should consider working with partners to ensure the Scottish Government scheme for concessionary travel for under-22s is being taken up by those in greatest need. Promotion of resources such as the GoSEStran app to this group might be useful.

Consideration should be taken around how mixed-mode travel can be improved and made more accessible. Integration of active travel options, for example the availability of bikes and e-bikes at park and ride facilities, or the creation of new active travel focused park and ride linked to suitable travel corridors, would provide an option for those travelling to the city who would prefer not to use their car for their full journey but would prefer more flexibility than offered by shuttle busses.

NHS Lothian's staff travel surveys have shown that there is concern among staff regarding the level of public transport fares. It was suggested that a Scottish east region travel pass to allow seamless journeys by public transport would be beneficial. At the Western General Hospital site a need has been identified for more bus services that route through the site, especially for those staff that are mobility impaired. This has also been cited as an issue for patients and visitors. Lack of a shuttle service between NHS sites was also identified as an area of concern and more generally, in recognition of journey times there was support for more bus priority measures to help make bus travel more attractive. Also, a better linkage where travel is either multi modal or requires more than one bus to complete journey has been highlighted. Staff safety in relation to using public transport, especially outwith normal working hours, was highlighted as a concern. Improvement to the bike path from West Lothian into the city was also seen as an issue.

Stakeholder: NHS

We hope the plan will provide an opportunity for us to increase opportunities for collaboration as well as developing and sharing evidence and information towards ensuring services, in aspects such as frequency and appropriate routes, are planned and provided to suit the needs of our service users, staff and visitors.

Conclusion:

As stated previously, NHS Lothian supports City of Edinburgh Council's aspirations contained within the City Mobility Plan and believes that, if effectively and fully implemented, it has the potential to deliver significant health benefits as we would be happy to offer our support in delivering this.

FUTURE EDINBURGH



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Smarter Choices,
Smarter Places
Inspiring Sustainable Travel

www.edinburgh.gov.uk/futureedinburgh

Delivering the City Mobility Plan

Community Council Information Pack



What is the purpose of this information pack?

To encourage members across community councils to **complete the online consultation survey**

www.edinburgh.gov.uk/cmpconsultation

- ❖ Provide an overview of the challenges the city faces and **why change is necessary**, including growth and development projections, the climate emergency, public health and policy targets
- ❖ To provide a comprehensive summary of what we're doing by outlining the key measures within the new draft action plans

How can you use this information pack?

- ❖ This pack aims to provide the reader with a standalone overview of Edinburgh's City Mobility Plan, as well as the measures within the new draft action plans that we are currently consulting on
- ❖ We encourage community councils to distribute this information pack amongst their members to promote the online consultation survey



We are shaping our city for future generations

Across the world, cities like Edinburgh are **changing rapidly and feeling the impacts of**

- ❖ climate change
- ❖ poverty and health inequalities in our communities
- ❖ demand for new homes
- ❖ traffic congestion
- ❖ poor air quality in some areas

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

As our city grows, we want people, goods and services to be able to move into and around Edinburgh in a way that is

- ❖ safe
- ❖ sustainable
- ❖ efficient
- ❖ healthier
- ❖ can benefit everyone



Edinburgh by facts and numbers

From 2001 to 2021, Edinburgh's population has grown **by 10.2%** or an estimated **48,530 people**.

The wider Edinburgh City Region has also grown by a further **42,470**

NATIONAL RECORDS OF SCOTLAND (2022)



37,000 new homes by 2030 which could add **over 75,000 people** to Edinburgh's population

EDINBURGH'S CITY PLAN 2030

Edinburgh is ranked as having **the 4th worst congestion** in the United Kingdom



TOMTOM TRAFFIC INDEX (2022)

Congestion adds **10 minutes*** travel time to typical peak time journeys

** based on a 10km commute*

TOMTOM TRAFFIC INDEX (2019)



The cost of congestion to drivers is **£764** per annum



INRIX (2019)

20%



Bus journey times have **increased by over 20%** on some corridors in the last 10 years

Edinburgh by facts and numbers

In 2011, **39% of households** in Edinburgh did not own a car

CENSUS DATA (2011)

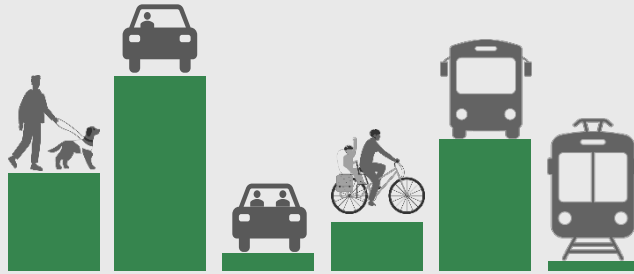
1 in 4 Edinburgh residents cycle once a week

WALKING AND CYCLING INDEX (2021)

28% of Edinburgh's residents get the bus to work, the highest rate in Scotland

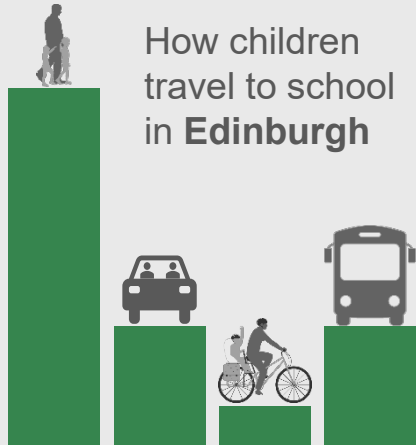
59% of Edinburgh's residents do not use private cars to travel to work

How people travel to work in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

How children travel to school in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

one double decker bus can replace 75 cars with a single occupant

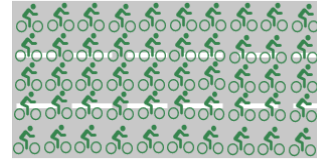


NATIONAL TRANSPORT STRATEGY (2020)

comparison of road space for different travel modes



50 pedestrians



50 cyclists



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



50 people on a tram (1.5 carriages of a standard tram as shown)



50 people on a cars (assuming 1.5 person occupancy)

Delivering the City Mobility Plan

We've made significant progress in the last few years, but **more of the same is not an option**

Now is the time for bolder, more transformational action and Edinburgh has an ambitious agenda for change

We approved the **City Mobility Plan** for Edinburgh in February 2021. It will help people make sustainable choices about how they move around the city, through improving walking, cycling and wheeling options and creating better links to public transport

We have an ambitious 2030 target to **lower the number of kilometres travelled by car in Edinburgh by 30%**. Edinburgh also aims to be a **net-zero city by 2030**

We are already working to deliver the following measures, **already agreed within the City Mobility Plan**:

- ❖ developing the case for a tram link between Granton and the Royal Infirmary
- ❖ making the city centre largely free of car traffic
- ❖ our 20-minute neighbourhood strategy
- ❖ the city centre low emission zone is now in place and will be enforced from 1st June 2024
- ❖ developing safe spaces which can allow people to make journeys walking, wheeling and cycling
- ❖ upgrading the city's seven park and ride facilities
- ❖ the Workplace Parking Levy



Delivering the City Mobility Plan

A suite of **action plans** designed to support the delivery of the City Mobility Plan were **approved for consultation** by councillors in December and February

Together, these action plans aim to create cleaner, greener, safer, more accessible and affordable **travel choices**, while reinforcing Edinburgh's Net Zero 2030 goals

The plans cover a range of areas, including making our streets more accessible, improving public transport and active travel networks, as well as achieving ambitious road safety targets and creating people-friendly, thriving neighbourhoods and shopping streets

The majority of measures in the new action plans were **previously agreed in the approved City Mobility Plan** including, among others:

- ❖ integrated, flexible and affordable public transport ticketing options
- ❖ public transport interchanges that support better connections between different ways of getting around
- ❖ the expansion of the cycling network
- ❖ improving the safety of vulnerable road users
- ❖ the extension of parking controls in the city
- ❖ creating more liveable places by reducing the level of on-street parking



Delivering the City Mobility Plan

We are looking to develop the measures agreed in the City Mobility Plan into deliverable actions within each of the action plans

In addition, our emerging **Future Streets framework** outlines how we can make changes to the allocation of limited street space to improve our streets. It will also help us provide a more welcoming environment for everyone

Gathering views from our communities, alongside data and technical evidence, will be critical to making necessary decisions on how to **balance different travel needs with the limited street space we have**

We are now seeking your views on **how we should prioritise** the delivery of the measures outlined within the action plans

We are also seeking to gain feedback about the **difficult decisions and challenges** that will be required to deliver those actions within the constraints of limited street space

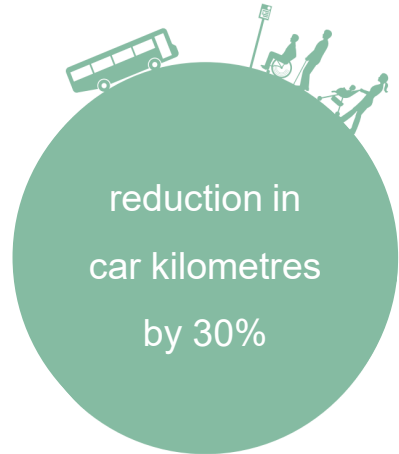
Further details of the proposed actions plans and our Future Streets framework are provided in this information pack, together with some of the key questions within the online consultation survey



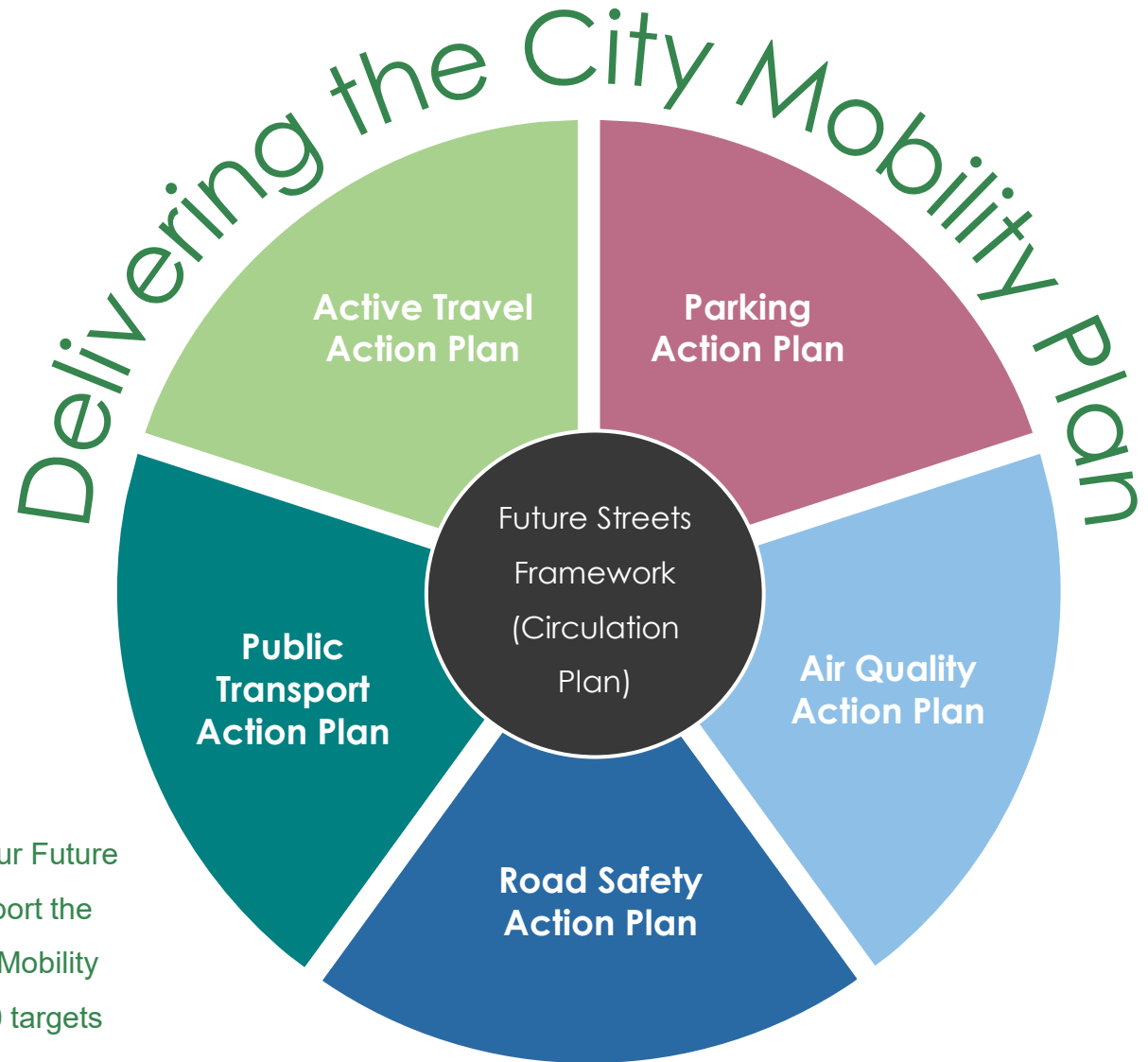
Delivering the City Mobility Plan



2030 Key Targets



The action plans, alongside our Future Streets framework, will support the delivery of Edinburgh's City Mobility Plan and our ambitious 2030 targets



Active Travel Action Plan

Improving local travel for walking, wheeling and cycling

We want our streets and neighbourhoods to be fully accessible for everyone to **walk or wheel** safely and comfortably

We want Edinburgh to be a city where **walking or wheeling** is the natural first choice for the shortest journeys

We want to make it more direct and convenient for you to travel locally

Our aim is that streets and neighbourhoods are better joined up with local services and public transport options

We want Edinburgh to be a city where everyone, including children, has the freedom to **cycle** safely, whatever your destination, at all times of day

How important do you think these measures are to improve local travel for walking, wheeling and cycling?

1. Speeding up installing **dropped kerbs** and **tactile paving**
2. **Improving footways** so they are smooth and free from trip hazards
3. Continuing removing **clutter** on footways and paths
4. Expanding the cycling network so that every household is within 250 to 400 metres of a **high-quality cycle route**
5. **Improving junctions and crossings** so they are easier and safer to cross where this may impact on motorised traffic

Public Transport Action Plan

Delivering improvements to our public transport network

Public transport is the **most efficient way of moving large numbers of people** longer distances into and across the city and is likely to make the biggest contribution to achieving the targeted 30% reduction in car kilometres by 2030

We aim to:

Find ways to provide **faster and more reliable** bus services

Make sure everyone using public transport in the city **has a high-quality experience**, wherever you live, whatever your age, gender or ability or whatever your destination

Provide **flexible and affordable fares** across public transport services

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

1. **Reviewing bus stop locations** to balance convenience with journey times as well as offer a range of destination options
2. Extending **bus lane operating hours, to 7am to 7pm, seven days a week** while making space for loading and blue badge parking where needed
3. **Improving bus shelters** with seating, lighting and real-time information
4. Introducing more bus lanes
5. Giving buses priority at key traffic signals

Road Safety Action Plan

Achieving city-wide road safety targets

We need more measures to make our streets safer for everyone, especially the most vulnerable – people walking, wheeling and cycling

We have set out ambitious **road safety** targets, including achieving zero fatalities on our road network by 2030

Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling and cycling

These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes

To meet our road safety targets, we will need to introduce changes to major junctions to improve **everyone's safety**, particularly vulnerable road users – those walking, wheeling and cycling

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

1. **Re-design major junctions** in the city to improve the safety of vulnerable road users, which may impact motorised traffic
2. Explore introducing **speed limits under 20 miles per hour** in busy **shopping streets**
3. Expand the number of schools with **'school streets'**
4. Review both **rural speed limits and 40mph speed limits**

Parking Action Plan

Managing parking demand and operations

We aim to improve and contribute to a future transport system that is **safe, healthy and sustainable**, whilst enabling **parking** and **loading** opportunities for residents and businesses

Managing parking is essential to:

Provide a **vibrant environment** in our shopping streets and neighbourhoods by widening narrow pavements, introducing seating, trees and planting and providing cycle parking;

Expand the **cycling network** so that everyone feels safe to make cycling a natural choice for local and longer trips around the city;

Protect the operation of existing and new bus lanes to enable **faster and more reliable** bus services;

Help influence vehicle **emissions and demand for parking** through parking pricing policies

These are some of our proposed actions to manage parking demand and operations

1. Reviewing and implementing **parking controls** and **waiting and loading restrictions** to tackle parking pressures and support sustainable mobility
2. When powers are available, enforcing the **pavement parking ban** and, if agreed, the Workplace Parking Levy
 3. Managing parking demand through
 - ❖ targeted **parking reductions**
 - ❖ reviewing the number of **parking permits** issued
 - ❖ and **pricing strategies** aimed at vehicle type, size and emissions

Air Quality Action Plan

Supporting the journey to net-zero and cleaner air

Edinburgh's transport system must evolve in a **sustainable way** to support the city becoming net zero by 2030

In addition to reducing car kilometres travelled, we can reduce harmful **emissions** by changing travel choice and adapting to new technologies

The draft Air Quality Action Plan extends not only to transport, but also domestic and commercial sources

Domestic solid fuel burning is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes

This is particularly relevant for **vulnerable** members of the population, for example the elderly, children and people with pre-existing medical conditions

How important do you think the following measures are to reduce harmful emissions?

1. Developing commercial partnerships for delivering more public **electric vehicle charging hubs**
2. Supporting decarbonising the **bus fleet**
3. Expanding the areas served by **Car Club** and providing more electric Car Club vehicles
4. Reduce harmful emissions **from domestic sources**

Our Future Streets Framework

Limited Street Space

Our ability to meet these aims is constrained by **limited street space**, especially on main roads, shopping streets and within the city centre

We need to make compromises and **difficult decisions when considering the future allocation of street space**

We want to provide an approach to allocating street-space that is rational, fair and reduces conflicts between the different ways of getting about

We want to improve local neighbourhoods by providing ready access to key services and reducing intrusive through traffic

Hopefully, in turn, we will create welcoming and inclusive people-friendly places

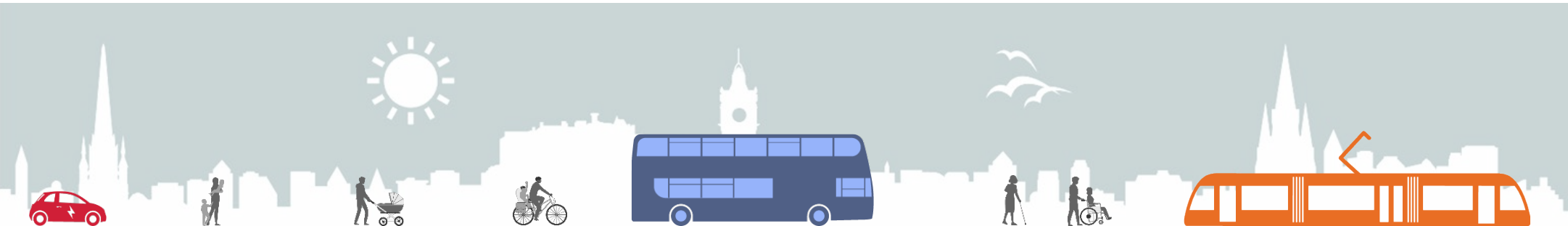
To what extent do you agree or disagree with the following?

1. Investigating some more **restrictions to through traffic in the city centre** to deliver a friendlier environment for people living and spending time in, shopping, working and visiting
2. Reducing **parking on main roads** to provide more space for everyone to walk, wheel, cycle and move around on public transport
3. Reducing **parking on shopping streets** to provide a vibrant environment for everyone, widening pavements and introducing seating, trees and planting
4. Introducing restrictions to **reduce the speed and volume of traffic within neighbourhoods** to help facilitate people's choice to walk, wheel or cycle locally

We are also seeking your views on

What are the **issues within your neighbourhood** that impact on how you or your family feel about moving around when walking, wheeling or cycling locally?

Are there **any other actions** that you think are important to include in any of the action plans?

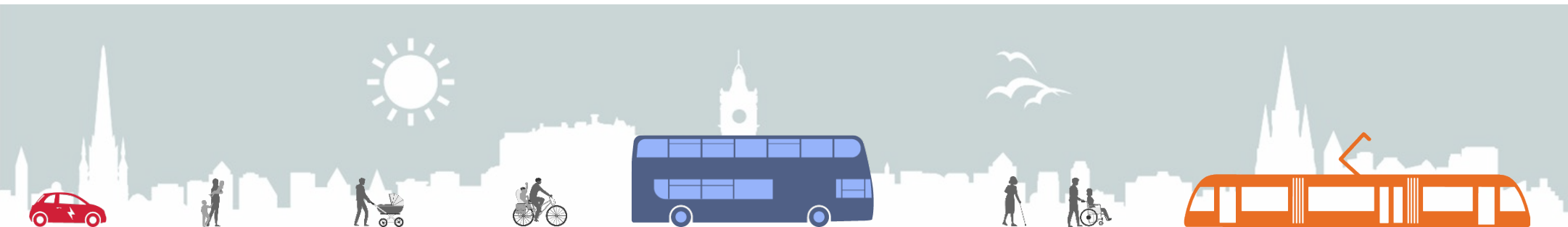


We need your feedback!

Thank you for taking your time to go through this information pack.

Please scan the QR code or follow the link below to complete our online consultation survey (open until 9th July).

www.edinburgh.gov.uk/cmpconsultation



Air Quality

This Appendix includes the following:

- Outcomes of the statutory consultation on the Air Quality Action Plan
- Summary of the Air Quality Action Plan workshop

Outcomes of the Statutory Consultation on the Air Quality Action Plan

The Air Quality Action Plan (AQAP) has statutory requirements for consultation. The Environment Act 1995 provides the statutory basis for consultation and liaison, with Schedule 11 providing a list of statutory consultees including Scottish Ministers, SEPA, all neighbouring local authorities and bodies representing local business interests. Therefore, in addition to the consultation undertaken as part of the City Mobility Plan, and the air quality specific workshop, 29 formal letters were sent to relevant statutory consultees on the 30th May. A list of consultees and responses have been summarised below. All responses were supportive, with SEPA providing more detailed comments on the format of the document, which are not provided in full, but will be taken into consideration in the update of the AQAP.

The following organisations were issued a formal letter:

Organisation
The Scottish Government
House of Commons
SEPA, Angus Smith Building
Transport Scotland
Nature Scotland
SEStran
SESPlan
Historic Environment Scotland
NHS Lothian
Health Protection Scotland
Scottish Borders Council
East Lothian Council
Falkirk Council
Fife Council
Midlothian Council
West Lothian Council
British Heart Foundation
University of Edinburgh
Asthma and Lung UK
Friends of the Earth Scotland
Royal College of Physicians
Chamber of Commerce
Federation of Small Businesses
Essential Edinburgh
Scottish Wholesale Association
RTPI Scotland

Logistics UK
Road Haulage Association
Confederation of Passenger Transport

The organisations who responded, and their specific response are detailed in the table below:

Organisation	Summary of Response
East Lothian Council	<p>Introduction of a Low Emissions Zones appears to be key in addressing the issue. It is anticipated that the East Lothian area may also benefit from city-bound vehicles that is passing through our area will be vehicles of higher emission standards thus reducing emissions in East Lothian, particularly the Musselburgh area. Noted the additional financial impacts that may be associated with a higher demand for public transport such as the need for additional infrastructure to be in place to support this demand particularly in relation to local parking / transport hubs such as Park and Ride facilities. As a neighbouring authority, we would therefore for be grateful for any further consultation in relation to this.</p>
Falkirk Council	<p>Falkirk Council supports the policies and associated outcomes contained within the City of Edinburgh "City Mobility Action Plans 2021-2030". Specifically, the policy measures "Movement 2 – Bus Network Review", "Movement 3 – City Interchanges", "Movement 26 – Managing Deliveries and Servicing", "Movement 31 – Low Emission Zone Scheme" and "Movement 32 – Cleaner Vehicles" if achieved, the measures are expected to aid the improvement of local air quality and overall public health across the city.</p> <p>KPIs found on page 58 of the Action Plan are intended to show the progress of the collective measures. Falkirk Council supports the air quality KPI "Reduce harmful emissions from road transport" by reducing NO₂ at roadside locations and the plan to revoke all traffic-related AQMAs currently in place in addition to the other stated "Measuring Success KPIs".</p>
Fife Council	<p>Quite detailed comments and suggestions as follows:</p> <ol style="list-style-type: none"> 1. Para 4, Page 14 "At the time of writing, 2021 monitoring data are not yet available." When will this data be available? 2. Para 3, Page 21 "Development of the 20-minute neighbourhood concept". Further description explaining the latest consultation stage of this concept, and associated web link, could be provided here. 3. Page 23, City Plan 2030 Has consideration been given to the production of air quality supplementary planning guidance? 4. Page 23, 2030 Climate Strategy Has consideration been given to assessing (through for example modelling) the impacts of climatic measures on air quality? 5. Page 29, Para 1, The Council has also been awarded funding from the Scottish Government to undertake source apportionment work for the Glasgow Road AQMA in 2022/23. Please provide a brief description of this work here. 6. Page 29, Para 7, "Implementation of the LEZ, which should reduce concentrations of nitrogen dioxide in central Edinburgh to a level which achieves the air quality objectives and Limit Values at most locations"

	<p>What about those locations where objectives/Limit Values will not be met - how will this be addressed?</p> <ol style="list-style-type: none"> 7. Page 30, First Bullet Point, "Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve for example Inverleith Row." What specific actions will be implemented? 8. Page 30, Second Bullet Point, "Through collaborative working". Please provide examples with whom. 9. Page 36, Action 2.2. Details of resourcing and programming to be confirmed with Major Junctions Review. When is this likely to be completed? 10. Page 37, Action 6.1 Further description of how the uptake and use of biomass is to be discouraged in commercial settings could have been provided. 11. Page 38, Action 7.2. Fife Council would be interested in learning more about the processes involved in developing the SEPA regional model in Edinburgh. 12. In Page 39, Action 8.3, please provide examples of targeted intervention. 13. In Page 42, Last Para, please describe how to promote zero carbon city centres within the existing LEZ structures 14. In Page 44, Para 4, "Use innovative approaches to managing traffic flow, for example incorporating air quality sensors to manage traffic flow in real time in line with the Digital and Smart City Strategy". Fife Council would be interested in collaborating with the City of Edinburgh Council on such an approach. 15. In Page 44, Fife Council would like to see the Review of major junction efficiency across the city of Edinburgh, including consideration of air quality in informing its own deliberations on such matters. 16. In Page 45, Action 2.4. " Make use of the City's air quality model developed under the CAFS National Modelling Framework (NMF) for the LEZ, to help understand the air quality impacts of proposed street projects; and to assist in the selection of mitigation measures where necessary, to maximise improvements in air quality." Fife Council would appreciate a demonstration of this technology in informing its own action planning processes. 17. In Page 55, Para 4, "Wider collaboration will also continue with transport professionals (Council transport planners and Transport Scotland), planners, climate strategy colleagues and with NHS Lothian in order to identify future policy areas which will require consideration." Fife Council would if possible like to attend such a workshop as part of the action planning process. 18. In Page 58. Para 3. Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city and inform any targeted interventions. Will City of Edinburgh Council consider a background survey using sensor monitoring
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	<p>equipment to assess potential contribution of domestic solid fuel burning to particulate matter concentrations?</p> <p>19. With the introduction of an LEZ will there be a potential effect on Fife's air quality with the following issues.</p> <ul style="list-style-type: none"> · secondhand vehicle market with noncompliant vehicles being cheaper and purchased by Fife residents · Non-compliant HGV's and buses serving Fife
SEPA	<p>Detailed and useful comments from SEPA provided within a template draft of the AQAP. Main points as follows:</p> <ul style="list-style-type: none"> • Recommends that Salamander St brought within the same AQAP as currently compliant and onerous to do separate plan - if separate plan then this is needed by March 2024 • Consider shortening introduction and section 2 (Air Quality in Context) • Cut out current AQ section and refer to APR • New template for AQAPs has been introduced since the document was drafted, also suggested to cut out or reduce policy section • refer to revised AQAP template sent by SEPA to ensure minimum requirements for information on actions is met (for example include more specific implementation timescales)

A copy of the formal letter issued to consultees is shown on the following page.

Name and Address

Date

25 May 2023

Dear XXXX

The City of Edinburgh Council. Re. Air Quality Action Plan consultation as part of Local Air Quality Management duties under the Environment Act 1995 (as amended)

The City of Edinburgh Council (CEC) is seeking views on a draft Air Quality Action Plan. The Plan outlines the proposed actions to improve air quality in Edinburgh over the next 5 years, and once approved will replace the previous action plan, with progress being reported on annually to the Scottish Government.

The draft Air Quality Action Plan focusses on locations where there are current exceedances of the health-based air quality objectives, but also identifies strategic measures which will ensure that concentrations of a number of pollutants are reduced across Edinburgh, even below current objectives. This approach is supported by that set out in the Cleaner Air for Scotland Strategy, which provides national policy support for a precautionary health approach to air pollution.

The transport elements of the Plan are undergoing widespread consultation as part of a wider consultation to support the delivery of the approved [City Mobility Plan](#) (CMP), which also includes four other Action Plans (Active Travel, Public Transport, Road Safety and Parking) which all provide cross-cutting opportunities for improving air quality. All of the Action Plans, including the Air Quality Action Plan are available at www.edinburgh.gov.uk/citymobilityactionplans. Sitting across the five action plans is the emerging citywide Circulation Plan and associated street-space allocation framework. This wider consultation is ongoing with a questionnaire, workshops and focus groups www.edinburgh.gov.uk/cmpconsultation.

In addition to the above consultation, we are asking statutory consultees to provide feedback directly on the draft Air Quality Action Plan, which is itself a statutory requirement.

Any comments on the actions included in the Plan, and the context for the actions would be welcomed. A copy of the draft Air Quality Action Plan can be found at www.edinburgh.gov.uk/citymobilityactionplans. Please provide any written response by email to spatial.policy@edinburgh.gov.uk or via post to the City of Edinburgh Council, Level G.3, Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG. Alternatively, we would be pleased

to discuss any queries you may have on 07927 680386.

Response should be made by 7th July, so that an initial assessment of feedback can be made. However, if you require more time please get in touch for a later deadline.

Thank you in advance for your time and expertise.

With kind regards,

**Summary of the Air Quality
Action Plan workshop**

**City of Edinburgh
Council:**
Review of Workshop 7th
June 2023

August 2023

Document Control

Client	City of Edinburgh Council	Principal Contact	Shauna Clarke
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Job Number	J10-12566C-10
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Report Prepared By:	Dr Clare Beattie
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Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
J10-12566C-10/1/D1	9 August 2023	Final	Choose an item.

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1 Introduction

- 1.1 A suite of action plans designed to support the delivery of the City Mobility Plan to 2030 (CMP) aim to create cleaner, greener, safer, more accessible and affordable travel choices, while reinforcing the Capital's Net Zero 2030 goals. In addition to the Air Quality Action Plan, the Active Travel Action Plan, Road Safety Action Plan, Parking Action Plan and Public Transport Action Plan are also being consulted on, as well as the Future Streets Framework, which outlines how CEC can make changes to the allocation of limited street space to improve our streets. Consultation drafts of all of the action plans can be found at <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>
- 1.2 As part of a wider consultation process which has included in person workshops, an online questionnaire, Focus Groups and drop-in sessions, an air quality specific workshop was held by City of Edinburgh Council on the 7th June 2023 at the City Chambers, to consult specifically on the Air Quality Action Plan. This short note provides an overview of discussions held at the workshop in response to issues discussed.
- 1.3 The workshop covered an introduction, and context for the Air Quality Action Plan, then three discussion sessions covering actions under the following headings; Domestic Solid Fuel Burning; Integrated Policy and Strategic Transport and Active Travel. At each discussion session, there were two tables of representatives, in order that individual views could be captured.
- 1.4 There were 18 attendees to the workshop, which are listed in Appendix 0.

2 Summary of Discussions

- 2.1 The following themes have been extracted from the discussions (amalgamating responses from both groups of attendees). The discussion points from each group, as written on the day, are summarised in Appendix 0.

Domestic Solid fuel Burning - Main Reasons?

- 2.2 The main reasons for burning solid fuel domestically were thought to be aesthetics and lifestyle choice, with members of the population believing they are doing the right thing for climate change, and also burning because of increasing energy prices. There may be some people for which solid fuel is a primary source of heat (particularly the older generation), either through not having central heating, or because of increased energy prices. Some attendees felt that burning in Edinburgh is not motivated by fuel poverty but more motivated by climate change concerns, which has been caused by conflicting messaging. Fife Council have undertaken a study, including why people burn solid fuels in their homes – it would be useful to have sight of this.
- 2.3 Construction site burning is also a concern, as are food businesses burning charcoal in Tandooris and BBQs. Areas just outside of Edinburgh are not Smoke Control Zones and are still burning coal/ wood, which will have an impact on PM_{2.5} concentrations in Edinburgh.

Domestic Solid fuel Burning - What are issues which might arise?

- 2.4 Messaging is complex, especially the overlap with climate change, and, if you provide messaging on how to 'burn better', you appear to be endorsing wood burning? Burning solid fuels could be cheaper (especially if foraging wood) or perceived as cheaper with increased cost of energy. Should also consider health aspects (i.e., worsening of indoor air).
- 2.5 Lack of enforcement of Smoke Control Areas (SCAs) over many years, and lack of interaction with net zero policies (how to transition people who currently burning solid fuels as primary heat source) were highlighted as issues. Building standards for flues were also discussed (to ensure greatest dispersion). Retrofitting of alternative energy into tenements might be problematic, as might alternatives such as hydrogen (which can't use existing gas infrastructure).

Domestic Solid fuel Burning - how to reduce emissions?

- 2.6 There were several suggestions for this including:
1. need to use carrot and stick (i.e., if people want to keep stoves, they would have to fit filters to reduce pollution, carrot could be CEC assisting with grant schemes).
 2. Legislation change – get cross party support first and inform the public about impact of burning.

3. Guidance and advice for the public is key– it was considered useful if consistent messaging could be developed nationally. Health messages required.
4. Need to stop garden waste charge, which is short sighted.
5. When replacing stoves, people should be required to upgrade with better cleaner model.
6. Biggest issue is whole house retrofit (WHR) – need to remove some planning restrictions.
7. District heating is a crucial part of the solution. Grants suggested for communal heating systems.
8. Suggested doing similar work in Edinburgh to that undertaken in Fife in relation to data gathering.
9. **To note:** SG indicated main focus would be on Eco design standard which all new stoves must meet – challenge is how to switch out old stoves for Ecodesign ones. Also focussing on a public engagement strategy on domestic burning. Consulting on banning of house coal but focus in relation to burning of wood will be on the type of wood and the way it is burned to ensure efficient burning as far as possible. Wood burning more difficult to regulate as is getting the tone of messaging right. Similar approach to England through Domestic Solid Fuel Regulations.

Integrated Policy – Main Challenges

- 2.7 The perception is that biomass is environmentally friendly, but CEC needs to increase awareness and challenge this view. What the lifecycle – air quality/ carbon impact is, will depend on where material is coming from and how it is produced.
- 2.8 With many of these actions which come under integrated policy, getting buy in from other parties involved is a major challenge. We need goals, targets – not soft ‘asks’ – need to prove clearly why needed. Encouragement is difficult – need long term monitoring which shows benefits that have been accrued from various measures, and a feedback loop (people will care more if they can understand their contribution/impact).
- 2.9 There are contradictions between planning, building standards and environmental health – extremely difficult to get consistent approach and enforceability. Also, a gap between council regulation and SEPA.
- 2.10 District heating is a good option but needs to be affordable compared to other sources – needs to be viable on cleanest fuels.
- 2.11 Need to be clearer on unintended consequences of some of these policy options.
- 2.12 Charcoal and BBQ businesses as well as food smoking becoming more popular.

2.13 In urban areas we should be providing collective shared solutions.

Integrated Policy – Opportunities

2.14 We need to prioritise the worse and most impactful solutions – licensing and enforcement officers focusing on one or two pubs with open fires not best use of time/limited resource.

2.15 Is Edinburgh Airport and aviation fuel included in any monitoring or enforcement?

2.16 Low emission zone aligned with PM_{2.5}/ PM₁₀ sources for domestic and commercial sources of wood and coal burning.

Integrated Policy – Taking actions forward in practice

2.17 There were several suggestions for further measures on integrated policy including:

10. Licensing – ban for outdoor heaters/ patio heaters in licensed premises – suggested this should include items like fossil fuelled patio heaters. Change alcohol and other civic government licensing policy to ban solid fuel burning by food and other businesses.

11. Supplementary Planning Guidance: NPF4 – LDPs should include AQ as a material planning consideration – this should supersede the need for individual supplementary planning guidance in LAs (NB Fife’s supplementary planning guidance on air quality links into the climate strategy).

12. Plan must include emissions from Miller Hill incineration plant and AD dealing with Edinburgh and Mid Lothian domestic waste (just outside city bypass).

13. Workshop within council a good idea but even better to have regular air quality meetings, also including external partners (working group/ delivery group for AQAP).

14. Lots of opportunities tailored to education in proposed actions in AQAP – should be part of school curriculum in primary & secondary.

15. Incentives for using less fuel for commercial drivers could be helpful.

16. Could parking enforcement officers help with anti-idling?

17. We need better data capture and monitoring to show impact and to identify priorities – granular detail needed rather than city emission averages. Insufficient network of monitoring on PM_{2.5}.

18. Fix Edinburgh’s roads & congestion – need proper maintenance across whole network as lack of maintenance impacts on air quality.

Strategic Transport - challenges

2.18 In relation to planning, challenges were wide ranging and included the impact of new development on already congested/ polluted roads, with the City Plan, and planning in general,

needing to be better at reducing car kms and ensuring all parking spaces have EV chargers. Developers overturning Council-refused developments by appeal really challenging especially where known air quality impacts from that development (process needs more accountability). Retail parks and convenience of getting in the car too attractive.

- 2.19 Other points were made such as the attitude to buses needs changing (even where buses work properly there is still a negative perception), but generally better coordination of transport is needed. Covid has had a long-lasting impact on public transport use, and bus journey times have increased. Sometimes relatively simple improvements can make a difference (e.g. appropriate shelters at bus stops, reliable bus/ public transport tracker).
- 2.20 It was pointed out that an increase in active travel doesn't necessarily mean a reduction in vehicle kms.
- 2.21 Regarding the LEZ – concern that the current monitoring network does not cover the effects which might be caused by displacement. Need to address that to alleviate concerns. This was felt also to be relevant in relation to LTNs. Air Quality monitoring and reporting has to be fit for purpose. Similarly in relation to the Parking Action Plan and the increase in people parking outside the controlled zone and in future the LEZ. So monitoring needed to assess all plans.
- 2.22 Zero Carbon Zones are false – batteries of EVs have a carbon footprint (include this within plans).

Strategic Transport - opportunities

- 2.23 As for previous workshop sessions, messaging was deemed very important, and the need to be clear, with health at the core of messaging.
- 2.24 Developer contributions – are we maximising opportunities to get finance from developments to support AQ improvements?
- 2.25 For a lot of disabled people car travel is essential – need to make provision – can get bikes for people with disabilities but not all.
- 2.26 Comments included that the bus system is great with great initiatives going on, but people don't know about them! Need better comms – selling message – CEC Website important but too much information to get through – executive summaries would be helpful, press articles, road shows at places of employment etc.
- 2.27 Summarise 1 page of endeavours of what we are doing and why with public health message.
- 2.28 Need to support Community Councils more.
- 2.29 LEZ awareness raising – positive effect of bus improvements etc. Need some positive news stories.

- 2.30 Pilot air quality exposure studies, wearable AQ sensor to show difference after LEZ for average citizen using urban zones.
- 2.31 All action plans to have air quality input metric (ie not just Air Quality Action Plan).

Strategic Transport – Taking Actions Forward in Practice

- 2.32 Some of the suggested actions include:

19. AQAP needs some specific actions for NHS / Public Health Scotland.
20. Workplace Parking Levy was deemed a key action for modal shift.
21. Congestion charging needs to be thought about again.
22. Encouragement of cycling should include cycle training – cycle-wide training scheme needed. Cycle hire scheme needed to come back – road design and training key. Also, could do more to encourage cycling and safety – adverts on buses – give ‘Sarah’ space – hard hitting reminders for everyone to understand cyclists etc and everyone’s needs. Support eco deliveries on cargo bikes- shops have grant for these.
23. Parking strategies discussed, could retail parks charge for parking? Emissions based parking permits supported, but can the Council go further?
24. Implementation plan for all 5 Action Plans (prioritisation/ phasing to be communicated).
25. Public awareness is key to implementing active travel – needs comms to be in simple terms.

Appendices

<u>A1</u>	<u>Attendees.....</u>	<u>9</u>
<u>A2</u>	<u>Overview of Workshop Discussions</u>	<u>10</u>

Attendees

Councillor Scott Arthur	City of Edinburgh Council
Tanith Allinson	SEPA/ Scottish Government
Eloise Griffin	Fife Council
Donald Payne	Fife Council
Mark Herron	Midlothian Council
Dr Mark Miller	University of Edinburgh
Jerome Woodwark	University of Edinburgh
Professor John Womersley	University of Edinburgh
Esme Allen	Asthma and Lung UK
John Brennan	NHS Lothian
Ken Robertson	Edinburgh Association of Community Councils
Ailsa Collin	Jacobs, representing Chamber of Commerce
Monty Roy	Leith Walk Police Box
Gordon Manson	Energy Savings Trust
Andrew Campbell	Royal Env Health Institute of Scotland (REHIS)
Grant Stewart	Essential Edinburgh
Douglas Patullo	Royal College of Physicians of Edinburgh
Gordon	Air Node

Overview of Workshop Discussions

AQAP Feedback – Group 1

Particulate matters - need full response

Sea salt

SESSION 1

Main Reasons for Domestic Burning Edinburgh (solid fuel)

- Mixing CO₂ climate impacts with particulates – most isn't solid fuel now for cooking/heating
- Messaging complex – BBQs, gas burning etc – not a climate problem? Need to make sure messaging is clear
- Aesthetics and lifestyle choice – been sold as net-zero – wood is 'renewable research' – importing wood pellets from USA – miss -sold!
- Primary source of heat for some people – particularly older generation
- Fife Council – share study they did – yes! survey good response rate
- PD – flue not stove – as applicants to provide info on stove – if you already have a chimney you don't need planning permission – height and dispersion determined – enforcement useless.
- Building regs more specific in controlling wood burners – fuel burnt only if a new flue is needed
- Construction site burning is also a concern (NB. a permit can be registered with SEPA to burn up to 10 tonnes of wood per day if not creating statutory nuisance issues so a bit of a conflict there)
- Garden waste now in normal wheelie bins

What see as issues which might arise from reducing solid fuel burning

- If people use wood burners intermittently people won't feel like they can make an impactful change – luxury, not used as main heating/cooking source
- Cost of living – wood burners could be cheaper / perceived as cheaper
- Need to consider health aspects – indoor air quality
- Indoor air quality – went up chimney – houses built now to be energy efficient so air sealed in more than in older properties
- Some people have no idea what they are burning
- Cheap air quality monitors for indoors being used

Best way of reducing domestic burning emissions

- Carrot and stick – if people want to keep stoves have to fit filters to reduce pollution – carrot could be CEC could assist – grant schemes – unfair not to help people
- Education and information needed – some people don't realise burning indoors or garden waste is harmful
- Need to stop garden waste charge – short-sighted
- When replacing stoves people should be required to replace with upgraded better cleaner model – not like for like or worse

- Have to show progress if imposing rules/penalties
- Degrees of freedom from people being taken away if someone has bought a stove thinking they are helping
- Biggest issue is whole house retrofit – need to remove retrofit roadblocks i.e. planning inhibitions in not being allowed to upgrade glazing, cost is prohibitive, have to do all retrofits (window and walls) at same time – needs to be more flexible, too costly to do all at once, heat pumps expensive and in tenement buildings need all to agree/pay – district heating is critical part of solution (RW Note - check City Plan on policy for district heating, I think Planning has guidance doc as well)
- Emotional overload for people dealing with these issues

SESSION 2

Integrated Policy – main challenges of taking forward actions

- Biomass burning – is there legislation that controls i.e. for schools etc? – no constraints on what emissions/resultant air quality – control height of stack but no limits on emissions – this is big challenge – can planning help? Do we need to lobby SG for clear and restrictive legislation?
- Perception of biomass is that it's environmentally friendly – need to challenge this
- Legislation needs to keep up with understanding & how it works in practice i.e. planning process, action plans etc
- Need goals, targets – not soft 'asks' – need to prove clearly why needed. Encouragement is difficult – need long term monitoring which shows benefits that have been accrued from various measures – show impact! Feedback loop – people will care more if can understand their part/impact
- Biomass – what is lifecycle – start/finish – air quality/carbon impact – need to be educated on where material is coming from/how produced
- Not clear and contradictions between planning, building standards, environmental health – extremely difficult to get consistent approach and enforceability
- Gap between council regulation and SEPA
- If cheaper – more attractive, and grant support was available but not so much now – need to look at whole picture
- District heating a good option – need a big anchor though (like a hospital)
- Heat from mine water in Midlothian is a potentially good prospect – exploring atm
- In urban area should be providing collective shared solutions
- 'Net zero' is difficult term – good in one place bad in another (planting trees in different places but not tackling action causing pollution at source) – offsetting – can we not just do good
- Be clearer on unintended consequences
- Placemaking strategies – unclear what that actually means
- Businesses especially small businesses need to be protected – 20 min neighbourhood concept difficult for businesses where employees are coming from outside neighbourhood

Integrated Policy – opportunities

- Need to really prioritise the worse and most impactful solutions – licensing and enforcement officers focusing on one or two pubs with open fires not best use of time/limited resource

- District heating needs to be affordable compared to other sources – needs to be viable on cleanest fuels
- Heat exchanges
- Need to ensure standards are consistently applied and understood
- Need better data capture and monitoring to show impact and identify priorities – granular detail needed rather than city emission averages
- Lots of opportunities tailored to education in proposed actions in AQAP – should be part of school curriculum in primary & secondary. Young people are challenging the way we do things which is good! Start at beginning of life
- Incentives for using less fuel – engine idling (railway drivers incentivised in this way in
- Could parking enforcement officers help – challenging!
- School buses, operational vehicles - lead by example
- Some cars switch off automatically – part of this issue will resolve itself in terms of idling but education is key – concentrate on the big things rather than those that are resolving themselves
- Fix Edinburgh's roads & congestion – need proper maintenance across whole network as this impacts on air quality
- Is Edinburgh Airport and aviation fuel included in any monitoring or enforcement?

SESSION 3

Main challenges of taking Strategic Transport actions

- Insufficient network of monitoring esp. PM_{2.5}
- Impact of new development on already polluted roads
- City Plan – planning in general needs to be better at reducing car kms and ensuring all parking spaces have EV chargers
- Reporters overturning Council-refused developments by appeal really challenging especially where known AQ impacts from that development – process needs more accountability
- Retail parks - convenience of getting in car too attractive

Main opportunities of taking Strategic Transport actions

- Get message out and clear – health at the core – as many CCs as possible and local residents (EACC offering support for this) – channel through EVOC
- Need some specific actions from NHS / Public Health Scotland in AQAP
- Need better network of monitors as picture atm may not be representative
- Workplace Parking Levy is key
- Congestion charging needs to be looked at again
- Cycle training – cycle-wide training scheme needed
- Cycle hire scheme needed to come back – road design and training key
- Retail parks - charge for parking?
- Council tax – parking permits emission related is good – can we go further
- Developer contributions – are we maximising opportunities to get finance from developments to support AQ improvements?
- For a lot of disabled people car travel is essential – need to make provision – can get bikes for people with disabilities but not all

- Bus system is great – great initiatives going on but people don't know about them! Need better comms – selling message – CEC WEBSITE important but too much info to get through – exec summaries would be helpful, press article, road shows at places of employment etc
- Could do more to encourage cycling and safety – adverts on buses – give 'sarah' space – hard hitting reminders for everyone to understand cyclists etc and everyone's needs
- Summarise 1 page of endeavours of what we are doing and why with public health message – EACC
- Need to support Community Councils more

AQAP Feedback – Group 2

There was a general thought that within the 5 actions plans, the AQAP was slightly different to the other four in that it had actions outside of the remit of the CMP, and because of this, it should sit outside of the CMP (but still linked) in a similar way that the climate strategy does (ie overarching the others).

SESSION 1

Main Reasons for Domestic Burning Edinburgh (solid fuel)

- Aesthetic purposes
- Energy prices
- Poverty – people burning salvaged wood (pallets etc) in fireplaces and wood burning stoves - treated wood and burning of inappropriate materials.
- Felt that burning in Edinburgh not motivated by fuel poverty but may be motivated around climate change but ignoring air quality. Conflicting messaging.
- Food businesses burning charcoal in tandooris and BBQs
- People think their one small fire will have little or no impact on air quality
- Areas just outside of Edinburgh are not Smoke Control Zones and still burning coal/ wood

What see as issues which might arise from reducing solid fuel burning

- Lack of enforcement of Smoke Control Areas over many years
- Interaction with net zero policies – how to transition people who currently burning solid fuels as primary heat source
- Building standards for flues
- LEZ – should result in reduction of NO₂ however felt that the LEZ ignores the potential increase in PM_{2.5} which may result from increases in domestic burning
- Retrofitting of alternatives (to fossil fuels incl. gas) into tenements might be problematic. As might alternatives like hydrogen – H₂ can't use existing gas infrastructure, methods of production and ways of moving it about problematic

Best way of reducing domestic burning emissions

- Legislation change – get cross party support first and information public about impact of their burning

- Guidance/advice for public – SG has domestic emissions working group which is endeavouring to develop such messaging – it would be useful if consistent messaging could be developed nationally
- SG indicated main focus would be on Eco design standard which all new stoves must meet – challenge though on how to switch out old stoves for Ecodesign ones. Also focussing on a public engagement strategy on domestic burning. Consulting on banning of house coal but focus in relation to burning of wood will be on the type of wood and the way it is burned to ensure efficient burning as far as possible. Wood burning more difficult to regulate as is getting the tone of messaging right.
- Provide information and guidance
- Health messages required
- CAFS2 – currently consultation on abolishing permitted development rights for flues for woodburning stoves <https://www.gov.scot/publications/scottish-government-review-permitted-development-rights-phase-3-consultation/pages/2/>
- Research study in CAFS2 at national level on domestic burning, which will conclude in 2025 (looking at urban and rural areas separately)
- Fife have undertaken Solid fuel burning survey locally as part of their AQAP – so assess levels of burning/ what people are burning etc – similar work in Edinburgh may also be useful
- Grants suggested for communal heating systems

SESSION 2

Integrated Policy – main challenges of taking forward actions

- Getting buy in from other parties involved
- Charcoal and BBQ business model
- Food smoking becoming more popular
- Licensing – ban for outdoor heaters/ patio heaters in licensed premises

Integrated Policy – opportunities

- Supplementary Planning Guidance? NPF4 – LDPs should include AQ as a material planning consideration – this should supersede the need for individual supplementary planning guidance in LAs
- Ban solid fuel burning in licenced premises (outside and for cooking) – suggested could include requirements in licencing conditions – change in licensing policy. Suggested this should include items like fossil fuelled patio heaters
- Low emission zone aligned with PM_{2.5}/ PM₁₀ sources for domestic and commercial sources of wood and coal burning.
- Fife’s supplementary planning guidance on air quality links into the climate strategy

Best way of taking forward in Practice

- Plan must include emissions from Miller Hill incineration plant and AD dealing with Edinburgh and Mid Lothian domestic waste (just outside city bypass)
- Workshop in council a good idea but even better to have regular air quality meetings, also including external partners (working group/ delivery group for AQAP)
- Ban solid fuel burning in licensed premises?

- Change alcohol and other civic government licensing policy to ban solid fuel burning by food and other businesses

SESSION 3

Main challenges of taking Strategic Transport actions

- Attitude to buses needs changing (even where buses work properly etc)
- Increase in active travel doesn't necessarily mean a reduction in vehicle kms
- Infrastructure – better coordination of transport needed
- Issues for people using buses/public transport – covid, less suitable for families and unreliable. Bus journey times increased. Weather – appropriate shelters required
- Reliable sat nav bus/ public transport tracker
- LEZ – concern that the current monitoring network does not cover the effects which might be caused by displacement. Need to address that to alleviate concerns. This was felt also to be relevant in relation to LTNs. AQ monitoring and reporting has to be fit for purpose. Similarly in relation to the Parking Action Plan and the increase in people parking outside the controlled zone and in future the LEZ. So monitoring needed to assess all plans.
- Zero Carbon Zones are false – batteries of EVs have a carbon footprint (include this within plans)

Main opportunities of taking Strategic Transport actions

- LEZ awareness raising – positive effect of bus improvements etc. need some positive news stories
- Support eco deliveries on cargo bikes- shops have grant for these
- Pilot air quality exposure studies, wearable AQ sensor to show difference after LEZ for average citizen using urban zones
- All action plans to have air quality input metric

Best way of taking forward in Practice

- Implementation plan for all 5 Action Plans (prioritisation/ phasing to be communicated)
- Public awareness is key to implementing active travel – needs comms to be in simple terms
- Consultation: 'you said, we heard, we will do'

FUTURE EDINBURGH



Cleaner, greener and safer for everyone



EDINBURGH
THE CITY OF EDINBURGH COUNCIL



www.edinburgh.gov.uk/futureedinburgh

Delivering the City Mobility Plan

Communications report

August 2023

Overview

Communications support

Communications activity supported the Delivering the City Mobility Plan consultation from its launch on 21 April until its closing date on 9 July.

Communications over this period included paid, earned, partner and owned activity, covering:

- Paid and own channel social media
- Radio advertising
- Bus advertising
- Google advertising
- Lamppost wraps, posters and flyers
- Press releases and opinion articles

Paid media activity

Paid activity summary

The paid media campaign delivered just over **3.5 million impressions** across Edinburgh and over **15,000** clicks to the City of Edinburgh Council website.

The majority of this traffic was sourced from **Google Display Network**. This channel also presented the lowest cost per click.

Each channel delivered well and above benchmarks, with Spotify delivering a number of clicks. This is particularly encouraging for an audio platform as typically most users don't take the time to click through while listening.

Facebook and Instagram delivered the highest click-through rate (CTR) of all the channels, creating good engagements in terms of comments, save and shares.

Bus rear advertising

74x bus rears produced

- Adverts ran from 12th June to beyond consultation closing date
- Buses ran from 3x Lothian Buses depots:
 - Edinburgh Central
 - Longstone
 - Marine depot



Radio advertising

30 second advert ran on Forth Radio

- **66** spots over 14 days (5th – 18th June)
- Total combined reach: **357,613**
- Total combined impacts: **2,181,202**

Script:

We think Edinburgh is one of the best places in the world to live.

As our city grows, we need people, goods and services to move around Edinburgh in a way that's better for all of us.

Edinburgh Council wants your views on plans that'll deliver cleaner, greener and safer streets with greater public transport and active travel options everywhere.

How do we make our streets work best for everyone?

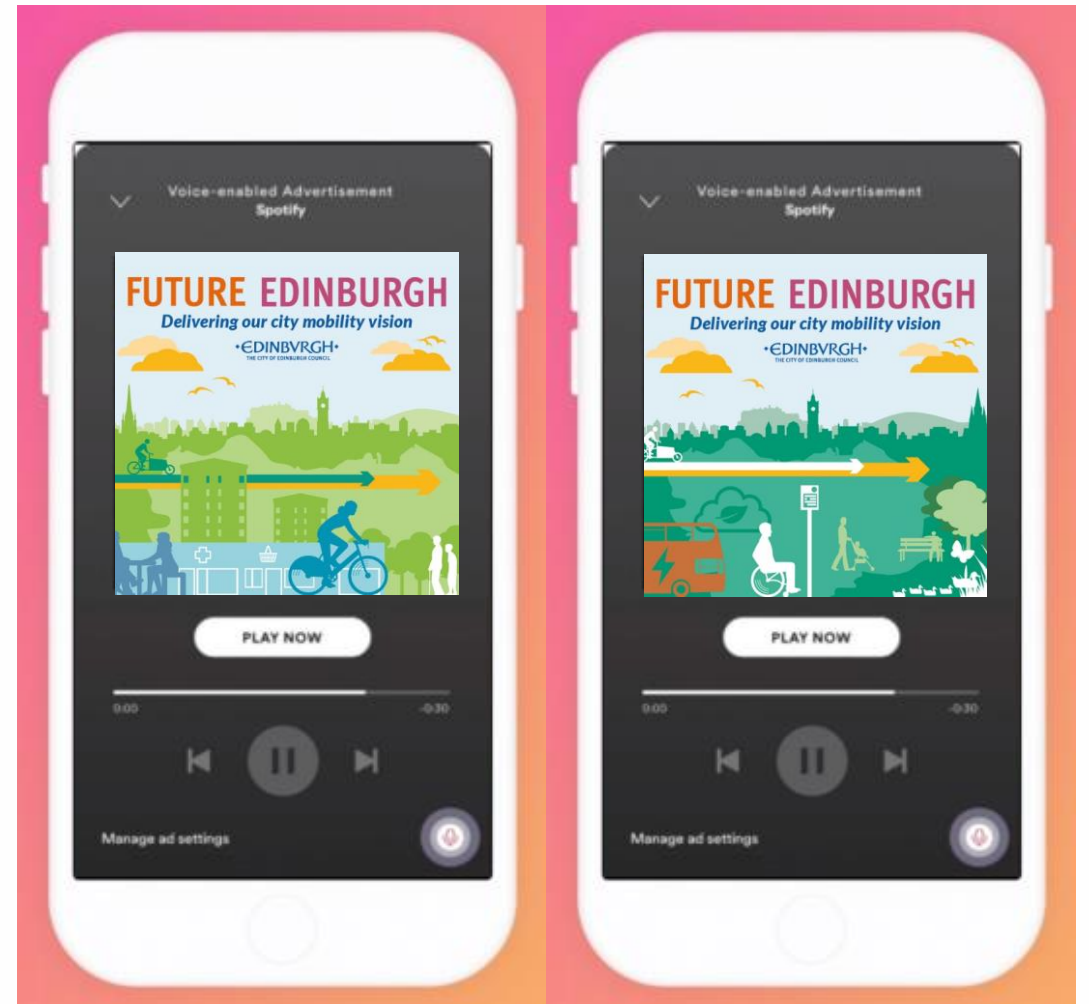
Give your views at [edinburgh dot gov dot uk slash C M P consultation](http://edinburgh.gov.uk/CMPC)



Spotify advertising

30 second advert

- Targeting all adult Spotify users geotargeted to Edinburgh
- Ran throughout June
- Impressions: **514,064**
- Clickthroughs: **73**



Facebook + Instagram (paid)

Newsfeed adverts targeting all adult users (no specific interest or demographic targeting)

- Geotargeted to City of Edinburgh Council region.
- Ran in two segments: 22nd May – 4th June, and 12th – 25th June.
- Impressions: **310,391**
- Clickthroughs: **4,795**
- Reach: **118,178**
- Engagements: **6,078**
- Comments: **577**
- Shares: **91**



Google Display Network

Mixed standard format adverts

- Targeting news, local news and events, local interest
- Ran between 8th June - 5th July
- Impressions: **2,712,357**
- Clickthroughs: **10,355**



Owned media activity

Owned activity summary

Our owned activity centred on organic social activity – primarily to promote the online consultation hub – and lamppost wraps, posters and flyers to encourage traffic to the in-person drop-in events across the city.

Altogether, our organic social posts reached over **350,000 users**, generating just under **4,000 engagements**.

30 lamppost wraps were installed in 10 locations around the city to promote the drop-in events, supported by social media posts, posters, flyers (for the City Arts Centre event) and outreach to community councils.

Lamppost wraps

30x lamp post wraps placed

- All drop-in sessions promoted with 3x local lamppost locations:
 - Leith
 - Gilmerton
 - South Queensferry
 - Blackhall
 - Piershill
 - City Art Centre
 - Currie
 - Granton
 - Wester Hailes
 - Oxgangs
 - Ratho

HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?



Give your views on making Edinburgh cleaner, greener and safer

Join us at Piershill Library on Wednesday 7 June 3pm – 7pm

We will also be at the City Art Centre:
Friday 9 June 1pm – 5pm
Saturday 10 June 10am – 4pm

Find out more and check our other dates for drop-in sessions around the city:
www.edinburgh.gov.uk/cmpconsultation



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HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?



Give your views on making Edinburgh cleaner, greener and safer

Join us at Wester Hailes Education Centre on Wednesday 14 June 3pm – 7pm

We will also be at the City Art Centre:
Friday 9 June 1pm – 5pm
Saturday 10 June 10am – 4pm

Find out more and check our other dates for drop-in sessions around the city:
www.edinburgh.gov.uk/cmpconsultation



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Community posters

Posters produced for each drop-in event

- Issued to host facilities, community councils and groups to encourage support for promotion of events



**HOW DO WE MAKE
OUR STREETS WORK
BEST FOR EVERYONE?**

Give your views on making Edinburgh cleaner, greener and safer

**Drop in for a chat
to find out more**

**City Art Centre
Friday 9 June 1pm to 5pm
Saturday 10 June 10am to 4pm**

www.edinburgh.gov.uk/cmpconsultation

•EDINBURGH•
THE CITY OF EDINBURGH COUNCIL

The poster features a central illustration of a city street with a cyclist, a person in a wheelchair, and a bus. A green circle on the right contains the text 'Give your views on making Edinburgh cleaner, greener and safer'. The top text asks 'HOW DO WE MAKE OUR STREETS WORK BEST FOR EVERYONE?'. The bottom text provides event details for the City Art Centre on Friday 9 June and Saturday 10 June. The footer includes the website and the City of Edinburgh Council logo.

City Arts Centre event flyers

500x flyers produced

- Distributed to people in Edinburgh City Centre during City Arts Centre drop-in event dates

**HOW DO WE MAKE OUR STREETS
WORK BEST FOR EVERYONE?**

**Actions to deliver
Edinburgh's
City Mobility Plan**

Join us at drop
in sessions

ACTIONS TO DELIVER EDINBURGH'S CITY MOBILITY PLAN

We want to concentrate on creating good places to live and work across Edinburgh. We have an ambitious 2030 target to lower the number of kilometres travelled by car in the city by 30%. Edinburgh also aims to end poverty and be a net-zero city by 2030.

Find out about our action plans which are designed to support delivering our City Mobility Plan and give us your views.

Drop in sessions
City Art Centre, 2 Market Street, Edinburgh EH1 1DE

- Friday 9 June from 1pm to 5pm
- Saturday 10 June from 10am to 4pm

We will also be in

- Currie Library, 210 Lanark Road West, Edinburgh EH14 5NX on Monday 12 June from 3pm to 7pm
- Granton Primary School, 59 Boswall Parkway, Edinburgh EH5 2DA on Tuesday 13 June from 3.15pm to 7pm
- Wester Hailes Education Centre, 5 Murrayburn Drive, Edinburgh EH14 2SU on Wednesday 14 June from 3pm to 7pm
- Oxfangs Neighbourhood Centre, 71 Firrhill Drive, Edinburgh EH13 9EU on Tuesday 20 June from 3pm to 7pm
- Ratho Community Centre, School Wynd, Ratho, Newbridge EH28 8TT on Wednesday 21 June from 3pm to 7pm

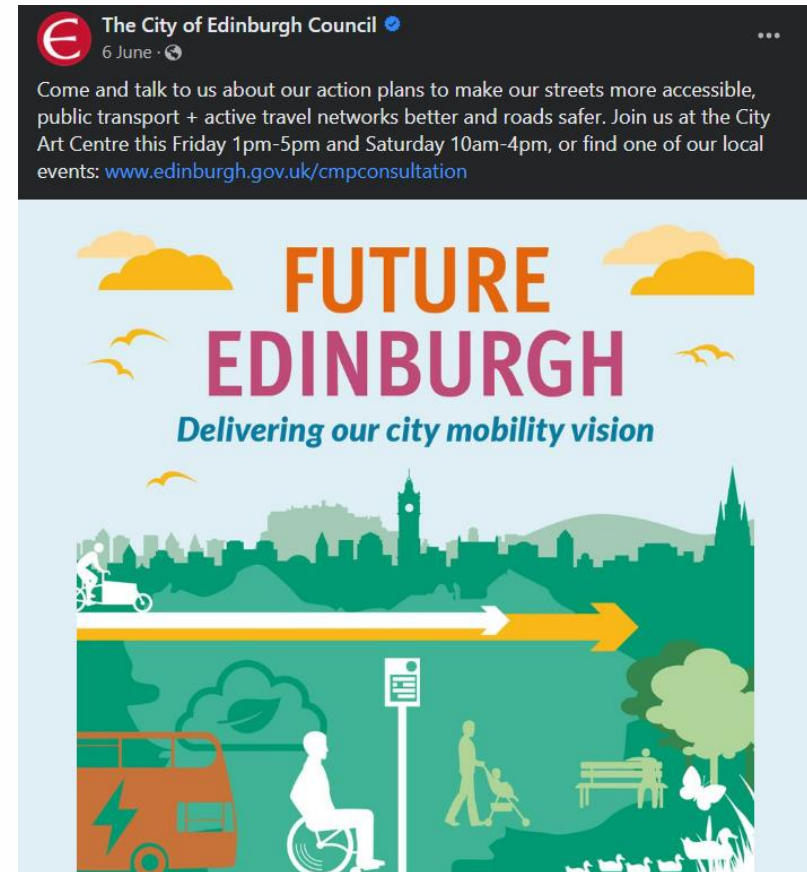
Give your views online www.edinburgh.gov.uk/cmpconsultation
More information on www.edinburgh.gov.uk/citymobilityactionplans

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

Facebook + Instagram (organic)

Total combined posts on City of Edinburgh Council channels throughout consultation period:

- Reach: **34,288**
- Reactions: **181**
- Comments: **260**
- Shares: **55**
- Engagements: **3,388**



Twitter

Total combined posts on City of Edinburgh Council channels throughout consultation period:

- Reach: **321,631**
- Retweets: **200**
- Likes: **329**



Have your say on our action plans to make streets more accessible, improve public transport + active travel networks, and more before our survey closes this Sunday, 9 July: edinburgh.gov.uk/cmpconsultation



Nextdoor

Localised neighbourhood posts promoting relevant nearby drop-in events and online consultation:

- Neighbourhoods covered: **11**
- Impressions: **3,846**
- Comments: **11**
- Reactions: **4**

 The City of Edinburgh Council 
The City of Edinburgh Council (J) • 29 May ...

Delivering Future Edinburgh
We want to concentrate on creating good places to live and work across Edinburgh. We have an ambitious 2030 target to lower the number of kilometres travelled by car in the city by 30%. Edinburgh also aims to end poverty and be a net-zero city by 2030.

Come to the drop in session in Ratho Community Centre, School Wynd, Ratho, Newbridge EH28 8TT on Wednesday 21 June from 3pm to 7pm.

You can find out more about our proposed action plans to:

- make our streets accessible for everyone
- improve our public transport and active transport networks
- fully join-up our cycle network
- deliver a people-friendly city centre including vibrant shopping streets
- create safer, thriving neighbourhoods
- achieve ambitious road safety targets, including zero fatalities on our road network by 2030
- reduce harmful emissions across the city.

Give your views online <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>
Find out more and details of other drop in event dates
<https://www.edinburgh.gov.uk/citymobilityactionplans>



 Actions to deliver Edinburgh's City Mobility Plan - City of Edin...
consultationhub.edinburgh.gov.uk >

Earned media activity

- News piece on key consultations in Edinburgh, with CMP listed as #1
- Primary daily local newspaper for Edinburgh
- Circulation:
 - **7,443** (print)
 - **3,542,976** (online)

9 issues which Edinburgh council wants your opinion on, including transport strategy and new schools

Several consultations on key issues affecting Edinburgh's future development will close within the next few weeks –but there is still time for people to have their say.

1. Transport strategy

Almost all aspects of the council's transport strategy - parking, walking, cycling, public transport, road safety and air quality - are currently out to consultation with a deadline of July 9 for people to register their views. It's all brought together in what the council calls the City Mobility Plan, but with "action plans" for each element. Transport and environment convener Scott Arthur said: "This is people's chance to have a say on the big plan to take Edinburgh forward over the next ten years and make transport more sustainable, cut congestion and help us hit net zero. It's really important." Among the questions asked in the consultation are how far people support the proposed expansion of Edinburgh's cycle network so that every household is within 250 – 400 metres of a high-quality cycle route; what they think about looking at more restrictions on through traffic in the city centre to help create a friendlier environment for people living, shopping, working and visiting; and whether they back a targeted reduction in kerbside parking in the city centre to provide a more welcoming environment for everyone. People are also asked to rate the importance of measures such as creating more bus lanes, extending bus lane operating hours to 7am-7pm, redesigning major junctions to make them safer for vulnerable users, considering speed limits of under 20mph in busy shopping street, installing more benches and rest places, improving bus shelters with seating and lighting and removing street clutter like unnecessary poles and signs. Photo: Lisa Ferguson



New tram route is a landmark event for the city - Scott Arthur

Very soon I'll be joining the first passengers to ride the brand-new tram route from the city centre to Newhaven. Opening the line will be a landmark event and I know people across the city share my excitement.



Councillor Professor Scott Arthur

Of course, it would be an understatement to say that the last few years have been challenging for residents and businesses along the new route. Their patience and resilience during this time has humbled me, and I'm grateful for their cooperation.

I'd like to thank the project team, too, for their hard work - despite recent pressures from the Covid pandemic, [Brexit](#) and the immoral invasion of [Ukraine](#) – to successfully complete the project on time and within the £207.3m budget.

There's no doubt that the delivery of the line to [Newhaven](#) was a success because it learnt key lessons from the original line between the airport and St Andrew Square. While we await the findings of Lord Hardie's inquiry with great interest, thanks to Trams to Newhaven we can be confident that we already have the processes in place to deliver major infrastructure schemes effectively.

Long term, I know both north [Edinburgh](#) and the entire city will reap the benefits of the completed line.

We're already seeing a range of new business and development ventures popping up on the route, from traders occupying the newly-developed Stead's Place building on Leith Walk to the waterfront neighbourhood planned for Ocean Terminal.

As I write, we're nearing another milestone, with one year to go until enforcement starts on our Low Emission Zone (LEZ) on 1 June 2024. Tomorrow, Glasgow's LEZ comes into force, and I'll be watching closely to see how well it stops the most polluting vehicles entering the boundary, and to understand any impact on wellbeing and the economy.

Research has shown air pollution can be damaging to everyone's health so it's essential that we take action. A great deal of modelling and research has gone into the development of Edinburgh's city centre LEZ, which is expected to have knock-on positive impacts across the wider city.

Over the next year we'll continue to raise awareness of the scheme, while also encouraging the switch to more sustainable forms of travel, like walking, cycling or public transport – the Tram and Lothian Buses are already fully LEZ compliant!

It's clear that we need to make changes to the way we move into and around Edinburgh. We're working on a range of actions to create a more liveable, healthy place for everyone, with a transport system which supports our net zero 2030 goals, helps us cut congestion and to meet our ambitions to reduce kms travelled by car by 30 per cent by 2030.

Like leading cities across Europe, Edinburgh is on a transition to a safe, inclusive, sustainable and efficient transport system, and initiatives like the LEZ and Trams to Newhaven are key to this. To help us to complete this journey we've drafted a suite of action plans addressing everything from air quality to road safety, public transport to active travel.

We want to know what you think about these action plans. Just this week, we kicked off a series of drop-in events where you can find out more about the plans and have your say. [Visit our website](#) [↗](#) to find out where your nearest event is and take part in our online consultation so you can play your part in developing our future Edinburgh.

Councillor [Scott Arthur](#), Transport and Environment Convener

- Convener opinion article
- Primary daily local newspaper for Edinburgh
- Circulation:
 - **7,443** (print)
 - **3,542,976** (online)

Help Shape Edinburgh's Transport Future

RICHARD LAMBERT
SENIOR COMMUNICATIONS OFFICER, THE
CITY OF EDINBURGH COUNCIL

Residents of Edinburgh's south west villages are invited to join a drop-in session as part of a major consultation to help shape the way people move around, to and from Edinburgh.

Representatives of the City of Edinburgh Council will be at Currie Library on Monday 12 June, between 3pm and 7pm, to discuss an integrated suite of draft action plans and an emerging "Future Streets Framework" which seeks to deliver the objectives of the Council's approved City Mobility Plan.

The draft action plans cover active travel, public transport, parking, road safety and air quality. The emerging Future Streets Framework (AKA "Circulation Plan") outlines how we can make changes to the allocation of limited street space to improve our streets, prioritise the most sustainable transport, and provide a more welcoming environment for everyone.

Together these plans aim create cleaner, greener, safer, more accessible and affordable travel choices, while cutting congestion, reinforcing the Capital's Net Zero 2030 goals and boosting the economy.

Feedback is also being sought via an online survey, focus groups, key stakeholder discussions and a toolkit to support community involvement. The consultation will run until 9 July, with the outcome reported to the Transport and Environment Committee, culminating in the finalisation of each plan.

EDUCATION CORRIDOR

You will also have an opportunity, on Monday 12 June, to discuss early ideas for making it easier to access the new Currie Community High School by foot, wheeling and cycling.

A team from Heriot-Watt University will be present to

discuss initial proposals for a new active travel link between Currie Hill Station and the Heriot-Watt Edinburgh Campus at Riccarton. A dedicated survey for this project will be available at the team's stand.

TRANSFORMING TRAVEL

"We're looking at how we can create safer, sustainable and affordable transport options," said Councillor Scott Arthur, Transport and Environment Convener. "This is also about working to support economic growth and building people-friendly spaces across the city, while helping to end poverty and isolation. We've put people, particularly those with a disability, at the heart of these plans.

"We need to balance different travel needs with the limited street space we have, and that's going to involve some real dilemmas. I'm particularly pleased, however, that making public transport more accessible and reliable is at the heart of these plans."

CEC City Mobility action plans consultation: Currie Library, Monday 12 June, 3pm-7pm.

<https://consultationhub.edinburgh.gov.uk/sfc/cmp/>



- Article based on localised press release
- Volunteer-led, independent and non-profit-making
- Written by and for the residents of the south-west Edinburgh villages of Currie, Balerno, Juniper Green, Baberton Mains, and Colinton.
- Reach: **3,000** engaged local households



PLANNING BY ARCHIE CLARK

RICHARD M HENDERSON
BALERNO COMMUNITY COUNCIL

Edinburgh Transport Consultation

The City of Edinburgh Council is consulting on its 2030 City Mobility Plan: 316 pages of "action plans" covering active travel, air quality, road safety, parking, and public transport across the city. (Documents can be found at: <https://consultationhub.edinburgh.gov.uk/sfc/cmp/>)

The pre-Covid-19 January 2020 Plan did not mention "20-minute neighbourhoods". That change emerged when Covid-19 regulations made us rethink how we live and move about. Up till then, CEC expected the city to expand into the countryside, but then there was a reversal to localism with the "20-minute neighbourhood" concept (mainly walking locally) emerging in September 2021. "20-minute neighbourhoods" featured 28 times in the November 2022 Plan.

During lockdown CEC promoted segregation for "vulnerable" groups, which was mainly interpreted as developing cycling over helping disabled people.

But "20-minute neighbourhoods" are not reflected in these revised documents. While "cycle" or "cycling" is mentioned over 660 times, "20-minute neighbourhoods" feature five times in total, "wheelchairs" 15 times, and "pedestrians" 100 times. This may not



One of the consultation-highlighted new road layouts at West Coates, near Roseburn. Photo: Paul Fisher Cockburn,

be a particularly scientific analysis, but it does appear to favour one group. Having cycled several thousand miles, I would like to see more attention given to those whose cycling days are over, or never arrived.

The small maps are difficult to read, indistinct and lack place names. Given the emphasis on "20-minute neighbourhoods", I expected a set of detailed local plans showing proposals. There are policies and schedules galore but no implementation diagrams. At one point respondents are asked if they would walk further to a bus—leading me to think that Princes Street would benefit from more stops to cater for those whose joints creak or who have just exited a wheelchair-friendly bus two blocks from their destination.

It is stated that "Edinburgh's transport system must evolve in a sustainable way to support the city becoming net zero by 2030". However "sustainable" seems to mean reducing transport options, getting there by bike, using electricity

generated remotely and policies to enforce a political whim. This Plan is dressed up as "ambitious" but, given the unexpected hiccups of recent years, attempts to achieve a 100-year plan in a few short years is unrealistic—especially as CEC hopes to alter our behaviour, introduce LEZs that could make accessing Waverley Station impossible, while ignoring the 50,000 students and 4 million tourists visiting Edinburgh each year. (Internet figures.)

Finally there is the "consultation" document. Some of the questions (especially those where you are asked for your ethnic origins and very personal details that are irrelevant to the subject) seem to be set without thinking what to do with the replies. And by the way, you can answer the consultation document without looking at those "Action Plans"!

The consultation runs till 9 July.

CEC's '20-minute Neighbourhoods' Queried

The Planning and Environmental Appeals Division of the Scottish Government (DPA) is currently seeking responses regarding the CEC's draft Local Plan.

A recent enquiry to CEC, citing similar ideas for Paris and Melbourne asked: "Is the Council justified in adapting the concept of a 20-minute neighbourhood to mean a round trip to and from a particular service of 20 minutes, rather than a round trip of 40 minutes? If so, please set out the evidence underpinning this approach and why it is considered appropriate in the case of the City of Edinburgh to depart from the accepted definition of a 20-minute neighbourhood."

The November 2022 proposed city plan defines "20-minute neighbourhoods" thus: "20-minute neighbourhoods are places where people can access services which meet daily needs within a 10-minute walk/wheel of their house, equivalent to a 20-minute round trip".

A 40-minute round trip would be a radical change to the city's expressed intentions. Is a one-size-fits-all approach, promoted for a distant nation, suitable for Edinburgh—or indeed the North Pole?!



TRANSPORTS OF DELIGHT?

The City of Edinburgh Council are currently conducting a range of initiatives directed at implementing their City Mobility Plan, which they approved in 2021. In principle this is a good thing, and we all have until 9 July to complete the current very detailed online survey.

CEC's vision is for people, goods and services to be able to move into and around Edinburgh in a way that is safe, sustainable, efficient and can benefit everyone—we don't argue with that.

Their target is to lower the number of kilometres travelled by car in Edinburgh by 30%, and also achieve "Net Zero", both by 2030.

The consultation realistically concedes that some people "will still need to make certain journeys by car and for others using public transport or active travel is not always a realistic option". That is something of an understatement, but it is about the limit of concessions to communities like the upper Water of Leith valley!

Current data suggests that, as far as reliability of/accessibility to public transport are concerned, the Pentland Hills ward is the least satisfied of Edinburgh's council wards. As yet, there are apparently no proposals to address the public transport deficit in Balerno: for example, there are no bus services westwards (including to St Johns Hospital in Livingston). A quick scan suggests that the City's Public Transport Action Plan 2030 doesn't have anything directly to say about that.

We said in our own Balerno Community Plan 2019 that CEC should prepare a comprehensive plan for transport services and infrastructure for Balerno. At the very least some acknowledgment that semi-rural communities may face specific challenges would be useful as a starting point.

- Opinion articles based on localised press release
- Volunteer-led, independent and non-profit-making
- Written by and for the residents of the south-west Edinburgh villages of Currie, Balerno, Juniper Green, Baberton Mains, and Colinton.
- Reach: **3,000** engaged local households

Ancillary activity

Drop-in sessions display boards

Actions to deliver EDINBURGH'S CITY MOBILITY PLAN



We want our streets and neighbourhoods to be fully accessible for everyone to **walk, wheel or cycle** safely and comfortably at all times of day.

Some of our proposed actions include:

- spending up installing dropped kerbs and tactile paving
- improving footways so they are smooth and free from trip hazards.
- continuing removing clutter on footways and paths.
- expanding the cycling network so that every household is within 250 to 400 metres of a high-quality cycle route.



BUS
LANE

Public transport is the most efficient way to move large numbers of people longer distances around and into the city. We need even faster and more reliable bus services especially as we plan for a growing population.

Some of our proposed actions include:

- reviewing bus stop locations to balance convenience with journey times as well as offer a range of destination options
- making it easier to get to stops and onto buses
- improving bus shelters with seating, lighting and real time information
- introducing more bus lanes
- giving buses priority at key traffic signals
- extending bus lane operating hours, to 2am to 7pm, seven days a week while making space for loading and blue badge parking where needed.



BUS
LANE

We have set our ambitious **road safety** targets, including achieving zero fatalities on our road network by 2030.



Some of our proposed actions include:

- re-designing major junctions in the city to improve the safety of vulnerable road users.
- expanding the number of schools with 'school streets'.

Edinburgh's transport system must evolve in a sustainable way to support the city becoming **Net Zero** by 2030. We can reduce harmful emissions by changing travel choices and adapting to new technologies.

Some of our proposed actions include:

- developing commercial partnerships for delivering more public electric vehicles charging hubs
- supporting decarbonising the bus fleet
- expanding the areas served by Car Club and providing more electric Car Club vehicles.

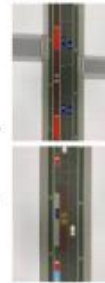


The draft Air Quality Action Plan also proposes to tackle domestic and commercial air pollution sources including identifying 'hot spot' areas for targeted action, lobbying Scottish Government to tackle ways to reduce solid fuel burning, and awareness-raising campaigns.

Managing parking demand and operations efficiently is essential to reduce the impacts of traffic, congestion and air pollution while supporting an inclusive economy.

Some of our proposed actions include:

- reviewing and implementing parking controls and waiting and loading restrictions to tackle parking pressures and support sustainable mobility
- when powers are available, enforcing the pavement parking ban and, if agreed, the Workplace Parking Levy.
- managing parking demand through
 - targeted parking reductions
 - reviewing the number of parking permits issued
 - pricing strategies aimed at vehicle type, size and emissions.



BUS
LANE

Thank you

Appendices

Paid digital media summary

Facebook	
Impressions	310,391
Clickthroughs	4,795
Reach	118,178
Engagements	6,078
Comments	577
Shares	91
Spotify	
Impressions	514,064
Clickthroughs	73
Google Display Network	
Impressions	2,712,357
Clickthroughs	10,355

Organic social media summary

Facebook + Instagram	
Reach	34,288
Engagements	3,388
Comments	260
Shares	55
Reactions	181

Twitter	
Reach	321,631
Retweets	200
Likes	329