

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps

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

1. Recommendations

- 1.1 This report recommends that the Transport and Environment Committee:
 - 1.1.1 notes that engagement with stakeholders and the public during January to April 2020 (one month additional to that approved by the Transport and Environment Committee) on the emerging City Mobility Plan (CMP) has resulted in some 1,800 representations to the 'City Mobility Plan – Draft for Consultation', including comments made in drop in sessions, meetings and workshops;
 - 1.1.2 notes the consultation responses; and
 - 1.1.3 agrees that consideration of the responses to the consultation and a finalised Plan be brought back to committee early next year.

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Senior Manager – Transport

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

City Mobility Plan – Public Consultation and Engagement Key Messages and Next Steps

2. Executive Summary

- 2.1 Edinburgh has an ambitious agenda of change, including to be carbon neutral by 2030. Part of this is the approved programme to transform our City Centre and the consultation on a Main Issues Report (Choices for City Plan 2030) for our next Local Development Plan (City Plan 2030) which considers how the city can develop in the future whilst becoming a carbon neutral city.
- 2.2 As a key part of this, Edinburgh needs a new Plan for mobility and transport that addresses the challenge of reducing carbon emissions and how we move people, goods and services into and around the city – the City Mobility Plan (CMP). It also needs to address air quality, congestion, accessibility and inclusion, cost of travel and convenience of payment, safety and how we use space in the city for people.
- 2.3 The wider policy and legislative context are key influences on the CMP's development, including policy and ambitions on climate change adaptation and mitigation, sustainable economic development, improving physical and mental wellbeing and tackling inequalities. Of critical importance is the global climate emergency, with Edinburgh having set an ambitious commitment to work towards net zero emissions by 2030 (supported by an achievement target by the end of 2037).
- 2.4 As part of this process the Council commissioned the Edinburgh Strategic Sustainable Transport Study (ESSTS), Phase 1 of which informed the draft CMP for consultation. Phase 2 of the Study will make further assessment of the strategic public transport interventions required of the CMP to benefit the city and the wider region.
- 2.5 The impacts of the Covid-19 health emergency are significant. In mobility terms, the pandemic has changed how people move around the city. The steps to 2030, set out in the consultation document, will need to be reviewed in the light of the response to the pandemic. In some cases, this will allow measures to be accelerated, while others may take longer. During lockdown, for instance, with virtually empty streets, more people opted to walk, cycle and wheel than ever before. Maintaining that high level of active travel will bring about a range of positive benefits from health to air quality and congestion. The Spaces for People

programme has demonstrated opportunities for a 'try then modify' approach. The ability to deliver key active travel improvements more quickly whilst maximising opportunities for engagement will be key.

3. Background

- 3.1 Since the mid-1990s, the Council's transport strategy has been to expand the range of public transport and active travel options as an alternative to car use. It has achieved considerable success. More people use public transport, cycle and walk than in any other Scottish city and most UK ones. Bus patronage has increased at a time when bus use has been in steep decline in other parts of the country. The Council owned public transport companies, Edinburgh Trams and Lothian Buses are popular and affordable.
- 3.2 In summary, the key steps in the current Plan's development overseen by Committee to date are:
 - 3.2.1 March 2018: Committee approved an initial stakeholder engagement phase to the review of the [Local Transport Strategy \(LTS\)](#);
 - 3.2.2 March to May 2018: combined engagement with stakeholders on the LTS, Edinburgh City Centre Transformation (ECCT) and Low Emission Zone (LEZ) projects to identify mobility issues and opportunities;
 - 3.2.3 August 2018: Committee approved the prospectus engagement paper '[Edinburgh: Connecting our City, Transforming our Places](#)' and an associated engagement stakeholder and public consultation period to cover the three inter-related projects. Committee agreed that the LTS should be replaced by a people-oriented 'City Mobility Plan';
 - 3.2.4 February 2019: Committee noted the findings of '[Connecting our City, Transforming our Places](#)' which was Edinburgh's largest public engagement of 2018 and explored 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets. 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that a widespread and radical approach was required;
 - 3.2.5 [May 2019](#): Committee noted the findings of the further stakeholder engagement in spring 2019 to identify preferred policy measures and agreed the proposed framework of the draft Plan including a vision, objectives, and packages of themed policy measures and supporting key performance indicators; and
 - 3.2.6 January 2020: Committee approved for consultation purposes the [City Mobility Plan \(Draft for Consultation\)](#).
- 3.3 The key ideas set out in the 'Connecting our City, Transforming our Places' and the outputs of the associated engagement exercise are the basis for the new policy

measures proposed in the draft CMP, with strong support established for the following:

- 3.3.1 extending the public transport system across the city and the city region to serve more people and employment areas;
 - 3.3.2 a simplified and integrated payment system to cover multiple journeys across the public transport system, including City Car Club;
 - 3.3.3 creating a safe, attractive, accessible and connected network of walking and cycling routes;
 - 3.3.4 providing more bike hire locations across the city;
 - 3.3.5 investing in freight depots around and within the city and supporting delivery within the city by smaller, cleaner vehicles;
 - 3.3.6 introducing and enforcing controls to manage access for large delivery vehicles by size, weight and time;
 - 3.3.7 investing in technology to better manage traffic congestion and improve safety;
 - 3.3.8 investment in electric vehicle charging infrastructure;
 - 3.3.9 expansion of the park and ride network;
 - 3.3.10 managing the amount of general traffic in the city centre and town centres;
 - 3.3.11 charging a levy on businesses in the city providing free parking spaces for employees; and
 - 3.3.12 restricting access for the most polluting vehicles to the city centre and the wider city.
- 3.4 There was also support for ideas to extend parking controls across the city, reduce the availability of on-street parking, provide more car club hire locations across the city and find ways to help people to share car trips within the city and to transport hubs at the edge of the city.

4. Main report

The changing context

- 4.1 Edinburgh faces significant mobility and transport challenges. These challenges have been set out in previous reports to Committee and include:
 - 4.1.1 Low levels of public transport accessibility in certain areas of the city and lengthy public transport journey times especially to/from the major employment areas on the city's periphery including Gogarburn, Heriot Watt and the Bioquarter;
 - 4.1.2 Transport continues to be the single biggest contributor to carbon dioxide (CO₂) levels – in 2017 just over one-third of Edinburgh's CO₂ emissions were

derived from road transport ([UK Department for Business, Energy and Industrial Strategy, 2019](#));

- 4.1.3 Whilst air quality trends show slight reductions in nitrogen dioxide (NO₂) across Edinburgh, there remain five Air Quality Management Areas where roadside locations exceed legal Air Quality Objectives;
 - 4.1.4 One-third of women and one-fifth of men in Edinburgh do not achieve minimum recommended levels of physical activity ([Scottish Health Survey](#)) resulting in associated health impacts including chronic heart disease, diabetes and other obesity related conditions;
 - 4.1.5 19% of peak driving time in Edinburgh is spent in congestion, which adds 40% travel time to each peak time journey (Inrix traffic scorecard report, 2016). The cost of Edinburgh's congestion to the local economy is estimated at £225m per annum (Tom Tom Traffic Index);
 - 4.1.6 Almost 45% of Edinburgh's workforce commute to work by private car daily (over 125,000 people), split almost equally between those from neighbouring local authority areas and those living in the city;
 - 4.1.7 The increased movement of freight and goods on our roads, with the number of light goods vehicles registered in Edinburgh increasing by almost one-fifth in ten years to over 13,000 vehicles in 2017 (Scottish Transport Statistics, 2018); and
 - 4.1.8 Whilst road casualty levels in the city are reducing, there is opportunity to further reduce the levels of people killed and seriously injured.
- 4.2 Many of these challenges will be amplified by city and regional growth forecasts with Edinburgh's population forecast to grow by a further 15%, taking the number of people living in the capital to nearly 583,000 by 2041, whilst for the city region the [SE Splan Cross Boundary and Land Use Appraisal study](#) (2017) forecasts that if all committed (and non-committed development) in the city region materialises then by 2024 the population will increase by a further 84,000 (7%).
- 4.3 In addition, the medium to longer term impacts of Covid-19 are difficult to fully predict. The CMP will therefore need to be flexible in how it responds to changing travel needs and behaviours, some of which are unprecedented. Further opportunities for engagement with key stakeholders will need to be identified and reviewed if the Plan is to be responsive to changes resulting from Covid-19.
- 4.4 The finalised plan will be aligned with emerging government strategy to mitigate the effects of the pandemic on movement, particularly public transport use. The Council has already received £5M of funding from the Scottish Government's Spaces for People programme allowing for the acceleration of infrastructure changes to create spaces for people walking, cycling and wheeling. The Council is one of the eight local authorities that make up the South East Scotland Transition Group which was formed, in conjunction with the Scottish Government, to set out regional transport interventions that support safe use of public transport. Both of these programmes

provide the basis for active and sustainable transport policies that will form part of the finalised CMP.

- 4.5 The finalised plan will also be taken forward with reference to the Scottish Government's recent Programme for Government published in September. This includes details of government support for local authorities in taking forward plans for active and sustainable transport initiatives by way of funding for active travel infrastructure, ambitions for 20 minute neighbourhoods and investment in zero emission vehicles. This government support will be vital in helping to deliver the plan ambitions.
- 4.6 Collectively these are the strategic mobility challenges to be tackled by the CMP. Many of these challenges cannot however be tackled by Edinburgh alone, as they are issues associated with cross-boundary traffic and movements. Regional planning and coordination is therefore essential to creating a plan which sees Edinburgh as part of a wider city-region. Alignment of the CMP with the recently finalised National Transport Strategy (NTS) (feedback on the draft NTS was reported to Committee on [11 October 2019](#)) and the emerging Strategic Transport Projects Review 2 (STPR2) which respectively set out the vision for transport in Scotland over the next 20 years and consider future national investment in all transport modes is important. STPR2 was anticipated to be finalised during 2020, however, the impacts of Covid-19 have had a bearing on this and also on the Edinburgh and South East Scotland City Region Deal Regional Growth Framework that is aimed at delivering a joined-up approach to regional economic growth, planning, transport, infrastructure, and housing. The emerging South East of Scotland Regional Transition Plan, which is being developed to support an increase in safe public transport usage in the context of Covid-19, is also a key consideration. Alignment with these plans is critical and their finalisation timescales will help to inform key review points for the Plan. These timescales are not yet available at the time of writing and a verbal update will be given in Committee.
- 4.7 The CMP must also be aligned to relevant city oriented strategic plans and projects, especially the emerging City Plan 2030 which will set out policies to direct development in the city. City Plan 2030 will have a notable influence on the areas of the city that people and goods are moved between. Both plans are therefore being developed in relation to each other, with the Choices for City Plan 2030 [consultation responses and next steps](#) approved by the Planning Committee on 12 August 2020.

City Mobility Plan

- 4.8 The Plan seeks to create a bold, new, strategic framework for the safe and effective movement of people, goods and services into and around Edinburgh whilst seeking to address the associated environmental and health impacts.
- 4.9 The consultation and engagement programme carried out in parallel with that for Choices for City Plan 2030 resulted in some 1,800 representations for the CMP. In terms of on the ground consultation, there were 20 events held with a mix of public, stakeholder and key agency participants. These events included stakeholder workshops, awareness raising at public venues such as shopping centres and

transport hubs, drop in events at public libraries and other community hubs and seminars, in all attracting some 410 attendees.

- 4.10 Of the consultation responses, 19 were from key agencies, 138 from other stakeholders and 1,355 from members of the public.
- 4.11 The draft Plan set out over 50 policy measures to address the challenges outlined above. The measures were grouped under four themes: Enhancing Public Transport; People Friendly Streets; Planning New Developments; and Managing Demand. While there was an opportunity for respondents to comment on all elements of the Plan, the main focus of the consultation was on the new and emerging policy measures. The full range of the consultation responses is given in Appendix 1 of this report.
- 4.12 The Draft Plan consultation demonstrated positive support levels across all of the proposals, with the majority of proposals supported overwhelmingly. The nature of the more detailed feedback tended, however, to focus on practical, behavioural or operational issues associated the proposals that would need to be considered and overcome to take forward the specific proposals. For example, whilst there was unanimous support for coordinating public transport in the city, the most frequently cited feedback relating to this was the desire for quicker public transport journey times. Therefore whilst there is clear support for the range of proposals, Appendix 1 helps to identify the issues that require to be mitigated going forward into implementation, as well as opportunities to maximise the impact of the proposals.
- 4.13 The key messages, with levels of support or otherwise are:

Enhancing Public Transport:

- 4.13.1 1,190 respondents (83%) support the co-ordination of bus, tram and bike hire operations, 96 (7%) are opposed.
- 4.13.2 923 respondents (65%) support expanding the tram network, 316 (22%) are opposed.
- 4.13.3 999 respondents (71%) support the introduction of shared transport options, 143 (10%) are opposed.
- 4.13.4 The three Enhancing Public Transport issues most frequently raised were:
- 4.13.4.1 Concern about costs and benefits of tram expansion: 55 responses (4%).
- 4.13.4.2 Utilise the south suburban railway line: 53 responses (4%); and
- 4.13.4.3 Transition to cleaner, electric buses: 48 responses (4%).

People Friendly Streets:

- 4.13.5 1,071 respondents (76%) support segregated cycling routes on arterial roads, 217 (15%) are opposed.

- 4.13.6 1,130 respondents (79%) support a network of electric vehicle charging points, 114 (8%) are opposed.
- 4.13.7 1,040 respondents (74%) support minimising freight vehicle trips, 148 (9%) are opposed.
- 4.13.8 1,083 respondents (76%) support development of a city operations centre, 110 (8%) are opposed.
- 4.13.9 The three People Friendly Streets issues most frequently raised were:
 - 4.13.9.1 Enforce/regulate cyclist behaviour: 43 responses (3%).
 - 4.13.9.2 Electric vehicles (cars) not addressing car use/congestion: 40 responses (3%).
 - 4.13.9.3 Wider pavements should be the default: 38 responses (3%).

Planning New Developments:

- 4.13.10 1,102 respondents (78%) support introduction of transport hubs in new developments, 116 (8%) are opposed.
- 4.13.11 989 respondents (70%) support controlling parking in new developments, 253 (18%) are opposed.
- 4.13.12 1,065 respondents (76%) support requiring travel plans that include targets, 194 (14%) are opposed.
- 4.13.13 The three Planning New Developments issues most frequently raised were:
 - 4.13.13.1 Manage levels of parking, especially in new developments: 38 responses (3%).
 - 4.13.13.2 Include services and amenities in new developments: 30 responses (2%).
 - 4.13.13.3 New developments should provide walking, cycling and public transport links: 22 responses (2%).

Managing Demand:

- 4.13.14 1,021 respondents (72%) support reducing levels of on-street parking, 262 (19%) are opposed.
- 4.13.15 789 respondents (56%) support exploring road user charging, 452 (32% opposed).
- 4.13.16 The three Managing Demand issues most frequently raised were:
 - 4.13.16.1 Retain disabled parking for those with mobility issues: 33 responses (2%).
 - 4.13.16.2 Already pay a number of costs so should not have additional charging (road user charging): 31 responses (2%).

4.13.16.3 Public transport must be improved before implementing a road user charge: 29 responses (2%).

Vision for 2022:

4.13.17 934 respondents (70%) supported the vision for 2022, 249 (19%) were opposed.

4.13.18 The three 2022 issues most frequently raised were:

4.13.18.1 Need more ambition for 2022: 23 responses (2%).

4.13.18.2 Improve road surfacing first: 15 responses (1%).

4.13.18.3 Increase walking and cycling infrastructure post Covid: 12 responses (1%).

Vision for 2025:

4.13.19 876 respondents (66%) supported the vision for 2025, 303 (23%) were opposed.

4.13.20 The three 2025 issues most frequently raised were:

4.13.20.1 Bring forward overall vision for 2025: 38 responses (3%).

4.13.20.2 Bring forward delivery of 'Put in place a plan to reallocate road space on all arterial routes to public transport, cycling and walking': 19 responses (1%).

4.13.20.3 Support: Put in place a plan to reallocate road space on all arterial routes to public transport, cycling and walking: 15 responses (1%).

Vision for 2030:

4.13.21 890 respondents (67%) supported the vision for 2030, 275 (21%) were opposed.

4.13.22 The three 2030 issues most frequently raised were:

4.13.22.1 Prioritise pedestrians: 42 responses (3%)

4.13.22.2 Bring forward delivery of 'Seamless ticketing to allow passengers to move between different forms of transport': 39 responses (3%).

4.13.22.3 How will the vision be funded: 33 responses (2%).

Impacts on protected characteristic groups:

4.13.23 While a full Integrated Impact Assessment was undertaken the consultation survey asked respondents for views on potential impacts of the Plan's strategic priorities of the nine protected characteristic groups defined in the Equality Act 2010. The three issues most frequently raised by respondents were:

4.13.23.1 Inability to walk or cycle/not-inclusive modes of travel: 62 responses (5%).

4.13.23.2 Disabled access requirements into the city centre: 45 responses (3%).

4.13.23.3 Car dependent people with disabilities: 32 responses (2%).

4.13.24 Impacts on protected characteristic groups were also identified through an Integrated Impact Assessment (IIA) which was undertaken to ensure that policy measures take account of equality, Human Rights and Socioeconomic disadvantage. While the IIA identified many potential positive impacts of the Plan's policy measures, negative impacts identified were consistent with the feedback received through the consultation survey. Key negative impacts identified included:

4.13.24.1 Extension of parking controls might disproportionately affect older people, those with mobility difficulties and carers reliant on cars

4.13.24.2 Introduction of charging schemes such as workplace parking levy, road user charging and low emission zone might impact those vulnerable to falling into poverty

4.13.24.3 Reductions in parking capacity and introduction of a workplace parking levy might impact those reliant on cars, including older people, people with mobility issues, carers and those who need a car to do their job.

4.13.24.4 Impacts of conflict in shared use space for people with sensory disabilities

4.13.25 As well as the specific policy proposals and timescales reported above, the consultation also generated a range of additional feedback relating to other Draft Plan policies. By way of examples, the three most frequently cited feedback points were:

4.13.25.1 Re-open the South Suburban Line for rail travel: 66 responses (5%)

4.13.25.2 Cleaner, electric buses: 48 responses (4%)

4.13.25.3 Affordable public transport: 46 responses (3%).

4.14 The Integrated Impact Assessment detailing the potential impacts on protected characteristic groups forms Appendix 3 of this report. Measures to mitigate against potential impacts of policies will be identified and implemented through specific impact assessments for each policy.

5. Next Steps

- 5.1 Following analysis and consideration of the feedback submitted on the proposals and policies set out in the CMP – Draft for Consultation, a finalised CMP will be brought to Committee early next year.
- 5.2 The finalised CMP will further be informed by:
 - 5.2.1 a survey of travel behaviour across the city (using the same methodology as that used by the Edinburgh People Survey) that will help define modal share baselines and targets;
 - 5.2.2 Phase Two of the Edinburgh Sustainable Transport Study (which will provide greater analysis of the main transport corridors of the city), and
 - 5.2.3 assessment of the impacts of Covid-19 on travel needs and behaviour.
- 5.3 The final document will also include for a monitoring and evaluation framework and associated indicators and targets, including travel mode targets. These are currently being developed for the Council by Stantec based on best-practice approaches used by Transport for Greater Manchester and in Malmo, Sweden.
- 5.4 The monitoring framework being developed will align with the approved ECCT Strategy, forthcoming City Plan 2030 and LEZ proposals to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.
- 5.5 A supporting Delivery Plan that will package and phase the implementation of actions and policy measures will be developed to support the submission of the finalised Plan. Thereafter, when there is greater clarity on the emerging findings from the broader range of national, regional and city strategies and plans that will have a bearing on mobility, the finalised CMP and associated Delivery Plan will be amended as required to encompass such findings. The finalised Plan and supporting Delivery Plan will continue to be reviewed every three years thereafter, to ensure it responds to the changing legislative landscape and economic conditions.
- 5.6 By continuing to engage with Transport Scotland through the Edinburgh and South East Scotland City Region Deal's Transport Appraisal Board (the Board through which Transport Scotland engages directly with the City Region Deal projects), and as a key partner in developing the South East Scotland Region Growth Framework South, the Council will be kept fully informed of emerging developments in the national and regional context. Funding bids have been made to the European Regional Development Fund (ERDF) and Sustrans to improve the collection and analysis of data for the purpose of strategy development and operational management.

6. Financial impact

- 6.1 There are no direct financial implications arising from this report but the final Plan and associated delivery plan could have significant financial implications. The next

stages of the Plan's development will include the preparation of costings and development of a funding strategy.

- 6.2 A 'Places for Everyone' funding bid for £70,000 from Sustrans covered the cost of developing a travel behaviour survey.

7. Stakeholder/Community Impact

- 7.1 Throughout the development of the CMP, as reported previously to Committee, a Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA) have been undertaken, both of which informed the refinement and revision of the Plan to its consultative stage.
- 7.2 For the SEA, cumulative impacts were considered including the impacts of a combination of policy proposals and impacts of CMP alongside other plans and policies, including the adopted Edinburgh City Centre Transformation Strategy (ECCT) and the forthcoming City Plan 2030.
- 7.3 Through the SEA process a draft Environmental Report was produced which identified, described and evaluated likely significant effects on the environment of implementing the proposed CMP, and was consulted on through the SEA Consultation Authorities and was also subject to public consultation. Scottish Natural Heritage, SEPA and Historic Environment Scotland submitted formal responses. There were no additional comments related to the draft Environmental Report submitted by members of the public.
- 7.4 As a result of the responses received from the Consultation Authorities set out in Appendix 2, a number of changes to the narrative and points of clarification have been made to the Revised Environmental Report. However, there are no new, removed, or significantly altered interventions.
- 7.5 The SEA concludes that the Plan will have a predominantly positive impact on the SEA topics with key benefits identified for air quality, population and human health due to reduced levels of car use, enhanced public transport and increased levels of active modes of transport.
- 7.6 SEA responses welcomed the positive impacts of alignment of the Plan with land use planning, spatial planning and other strategies including City Plan 2030, ECCT and the low emission zone. The SEA further concluded that without the Plan the negative impacts of transport on the environment and human health would increase.
- 7.7 Areas of concern raised by the SEA include the impacts on air quality from traffic displacement resulting from policies such as LEZ and increased risk of flooding and pollution resulting from new infrastructure such as construction of new park and ride facilities.
- 7.8 The Integrated Impact Assessment (IIA) ensures policy measures take account of equality, Human Rights and Socioeconomic disadvantage. The IIA also incorporates environmental effects from the SEA.

- 7.9 The IIA was informed by primary and secondary sources including events, surveys and market research associated with the ‘Connecting our City, Transforming our Places’ engagement process, various meetings with the Edinburgh Access Panel and an equalities workshop.
- 7.10 The IIA is set out in Appendix 3 and will be updated for the finalised plan.

8. Background reading/external references

- 8.1 [Sustainability Approach](#), report to Corporate Policy and Strategy Committee, 14 May 2019.
- 8.2 [National Transport Strategy 2](#) published by Transport Scotland, 5 February 2020.
- 8.3 [Edinburgh and South East Scotland Regional Growth Framework](#), report to Edinburgh and South East Scotland City Region Deal Joint Committee, 3 September 2019.
- 8.4 [Strategic Transport Projects Review](#), published by Transport Scotland in 2008.
- 8.5 [City Mobility Plan - Draft for Consultation](#), report to Transport and Environment Committee, 16 January 2020.

9. Appendices

- 9.1 Appendix 1 - City Mobility Plan – Consultation Responses.
- 9.2 Appendix 2 – SEA – Responses from consultation authorities
- 9.3 Appendix 3 – Integrated Impact Assessment

Appendix 1 – Consultation Summary Report

Background

The draft City Mobility Plan contains 51 proposed policy measures within the themes of:

- Enhancing Public Transport
- People Friendly Streets
- Planning New Developments
- Managing Demand

Many of the proposed policies have been consulted on, and received support, through previous engagement processes undertaken in conjunction with the Edinburgh City Centre Transformation project and the Low Emission Zone for Edinburgh. 13 of the proposed policies, however, have not been subject to engagement – these policies, along with visions for how mobility will look in Edinburgh in 2022, 2025 and 2030, formed the basis of the engagement on the City Mobility Plan.

This appendix details support levels for each of the new policy proposals and the vision for the future of mobility in the city as identified through consultation. The appendix also sets out feedback that was consistently raised through the consultation process, specifically topic areas that were cited through 10 or more representations (five for proposals that received fewer representations).

Positive support levels were received across all proposals with the majority of proposals supported overwhelmingly. The nature of the feedback consistently raised tended, however, to focus on practical, behavioural or operational issues associated with the proposals that would need to be considered and overcome to effectively take forward the specific proposals. Therefore whilst there is clear support for the range of proposals, this appendix helps to identify the regularly cited issues to be mitigated going forward into implementation, as well as opportunities to maximise the impact of the proposals.

The appendix is structured as follows:

- Breakdown of responses to the consultation.
- Overall support levels for the 13 new policies.
- Support levels, feedback topics most commonly cited, and example comments to illustrate the nature of the feedback for a given topic across each of the 13 new policy proposals.
- Feedback on existing policy measures.
- Support levels, feedback topics most commonly cited, and example comments for the visions for 2022, 2025, 2030.
- Feedback on equalities measures.
- Feedback cited most frequently across all proposals.
- Feedback consistently cited strongly through the Draft Plan consultation and the engagement prospectus ‘Connecting our City, Transforming our Places’.

Breakdown of representations made to the City Mobility Plan consultation

Number of responses to online survey:	1333
Attendees at workshops:	172
Attendees at stakeholders meetings:	64
Number of people at drop in events:	174
Number of written responses:	58
Total number of representations	1801

Number of stakeholders that responded:
157

All stakeholders



Consultation responses - overall support levels for new policy proposals

Support levels (combination of those selecting 'Strongly support' and 'Support' for each proposal)

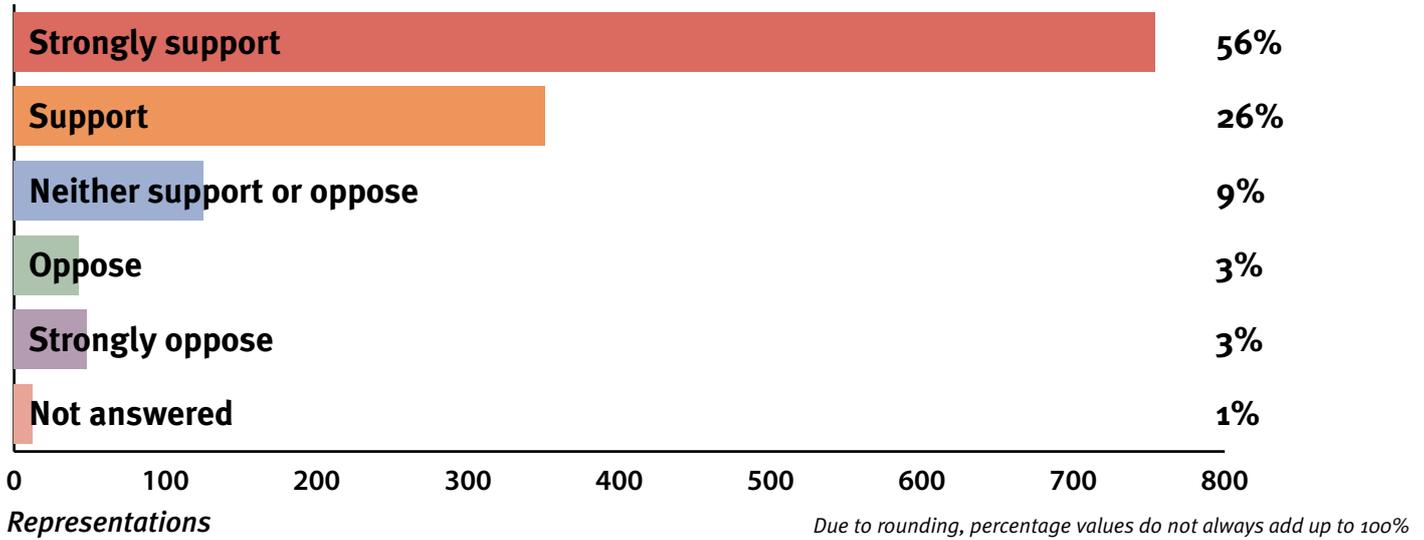
Enhancing Public Transport	82%	Co-ordinate bus, tram and bike hire operations to better serve the city and wider region.
	65%	Expand the tram network in the city and potentially into the wider region in order to carry high volumes of people in a clean and efficient way.
	89%	Introduce smart contactless payment options across all public transport and operators.
	69%	Introduce shared transport options to complement timetabled public transport.
People Friendly Streets	75%	Create direct, segregated cycling routes along main arterial roads to provide for safe and quick journeys by bicycle.
	78%	To support the transition to cleaner vehicles, develop a comprehensive network of electric vehicle charging points.
	74%	Minimise the number of freight vehicle trips by developing distribution centres and click-and-collect hubs across the city.
Planning New Developments	75%	Develop a city operations centre to monitor and control travel, transport and road works across the city.
	79%	Introduce transport hubs in major new developments to accommodate public and shared transport, and to enable co-ordinated deliveries and click-and-collect hubs.
	70%	Control the level of parking in and around new developments and include requirements for car club, electric vehicles and bike hire provision.
	76%	To change travel behaviours, require travel plans for major new developments, workplaces and schools that include targets for walking, cycling and public transport use.
Managing Demand	70%	To create space for public transport, walking and cycling, reduce the level of on-street parking in areas well-served by public transport whilst enabling parking for residents and people with mobility difficulties.
	53%	Explore the introduction of road user charging within the city to reduce the number of vehicles.

Enhancing Public Transport

support level
82%



Co-ordinate bus, tram and bike hire operations to better serve the city and wider region



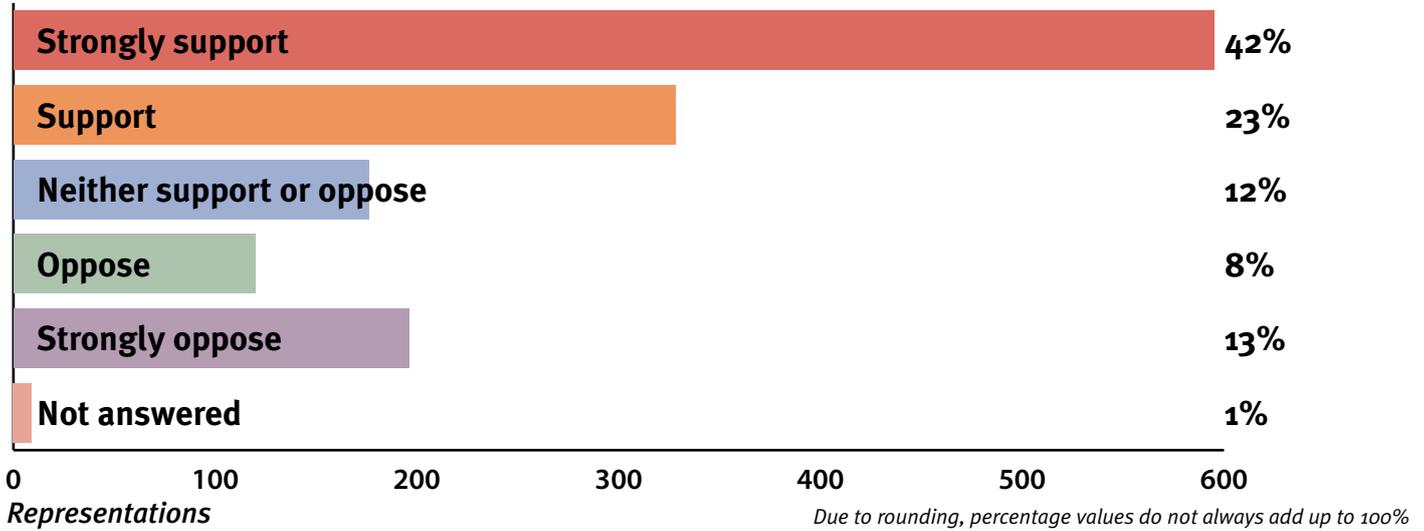
Detailed feedback	
10 or more comments	What you said
22 Quicker public transport	<i>At present public transport is too slow compared to using my car to commute or move across the city to visit family, do hobbies.</i>
18 Public transport is not always a viable option	<i>Not everyone is able to use public transport for a variety of reasons. Care needs to be taken not to exclude people from the City through removal of choice.</i>
16 Car travel suits families	<i>If you work full time and have caring responsibilities it is not feasible to travel by public transport - my bus journey is 1h15m (over double time taken by car) and is less flexible.</i>
11 Include rail within co-ordination	<i>Trains must be included within the co-ordination.</i>
11 Integrated travel	<i>Integration between modes of transport is essential and fully supported.</i>

Enhancing Public Transport

support level
65%



Expand the tram network in the city and potentially into the wider region in order to carry high volumes of people in a clean and efficient way



Detailed feedback		
10 or more comments	Topic area	What you said
64	Cost benefit concerns	<i>Phase one of the trams went massively over budget. Have lessons been learned.</i>
40	Good bus system already in place	<i>Our bus services are fantastic and already go to the same areas and further than the trams.</i>
34	Impact of works	<i>Tram works cause disruption and affect businesses, residents and those with extra access needs.</i>
32	Don't support extending tram	<i>Trams are only useful for a very small percentage of the population.</i>
30	Direct investment to other sustainable modes	<i>The money would be better spent on cycling & greener buses.</i>
26	Low emission buses better	<i>Trams are too fixed and costly. What is wrong with electric or hydrogen buses.</i>
17	Impact on other modes	<i>I generally support tram extension as an environmentally-friendly form of transport but not if it restricts options for walking and cycling and increases risk to those on foot and bike.</i>
16	Support extending tram	<i>Extensive tramway network with quick frequency to be a backbone of the future transport system.</i>
14	Needs to be city wide network	<i>Tram extension should form a network rather than just a line.</i>
11	Don't support north-south extension	<i>Not convinced the north/south tram line is needed.</i>
10	Direct investment elsewhere	<i>The cost of such an extension would be better redirected to a range of the other objectives.</i>

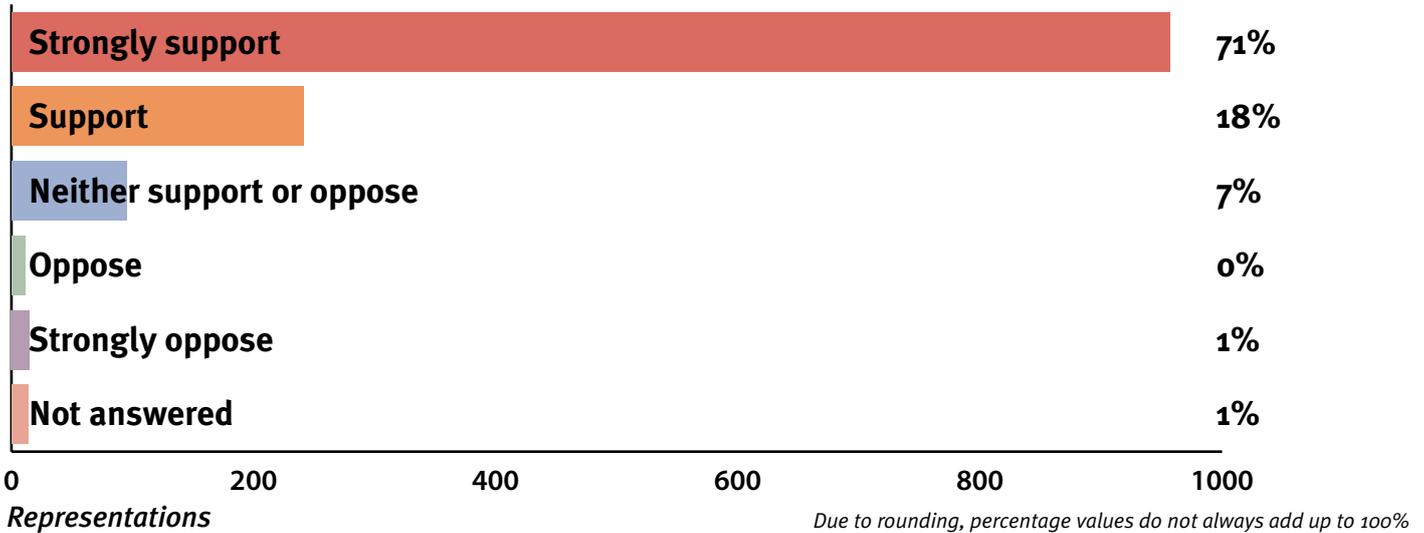


Enhancing Public Transport

support level
89%



Introduce smart contactless payment options across all public transport and operators



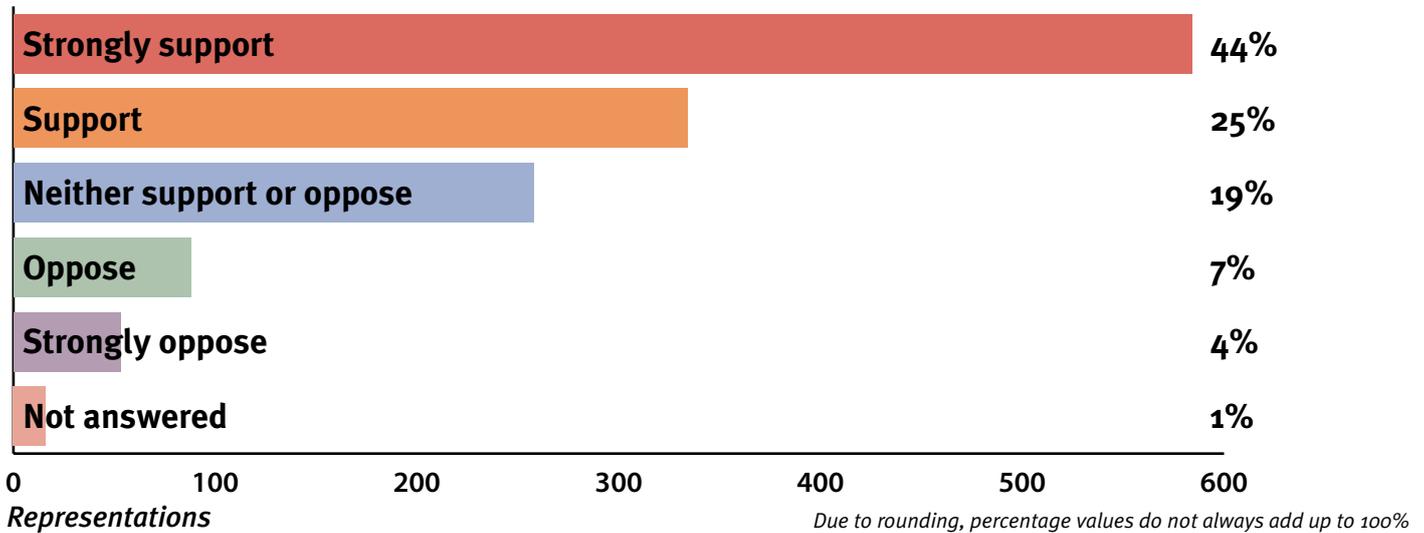
Detailed feedback	
10 or more comments	What you said
46 Affordable public transport	<i>Public transport needs to be cheaper.</i>
28 Ticketing across all modes	<i>Unified, seamless ticketing across the system for all modes of transport will go a long way to making public transport more attractive and user friendly.</i>
25 Free public transport	<i>Making public transport free would reduce congestion dramatically and encourage many more people to stop using, or reduce their car usage.</i>
16 Child ticketing	<i>We would propose the introduction of free public transport for all children under 16, as an economy for families, a means of eliminating the school run, a way of reducing car use and a means of accustoming children to public transport.</i>
14 Cash payments	<i>Smart contactless systems could be integrated, but they are not a solution for everyone, so a legacy system should be maintained.</i>
12 Timed ticketing	<i>A single ticket allowing unlimited changes within an hour which would speed up journeys and allow the number of bus routes (and large part-empty buses) to be reduced.</i>
11 Bus ticketing across all providers	<i>Seamless ticketing needs to work across all bus firms operating in the city, including allowing multi-journey discounts, to be effective.</i>
11 Easier payment	<i>Ensure that buying multi-modal tickets is a simple process. Make it easy and people will use it. Ensure there are numerous, easy ways to make a purchase.</i>

Enhancing Public Transport

support level
69%



Introduce shared transport options to complement timetabled public transport



Detailed feedback

5
or more
comments

Topic area

What you said

13 Electric car club vehicles

Car clubs could be integrated with a roll out of electric vehicle charging points.

11 Car club/sharing support

Increased car sharing should be encouraged by whatever means possible.

8 Broader range of car club vehicles

Providing a range of car club vehicles will be beneficial e.g. vans.

7 Bike hire is not inclusive

Not accessible to the poorest residents - requires a credit card and mobile phone.

6 More bike hire locations

Adequate availability required for all who intend to use it.

6 Bike hire e-bikes for hills

Hilly city like edinburgh needs electric bike hire options.

6 Bike hire is expensive

Bike hire has to be more affordable.

5 Benefits of bike hire

Bike share can improve mobility choices for people who cannot afford to buy or maintain a bike.

5 Bike hire is inclusive

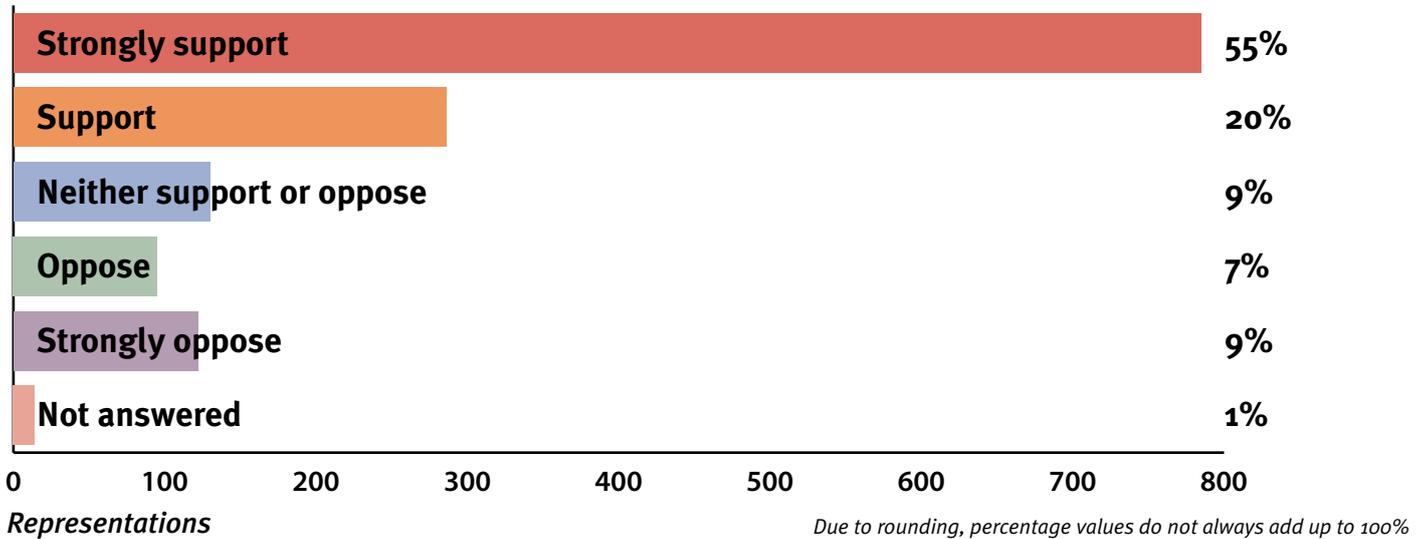
Shared e-bikes can open up new opportunities to some elderly and some disabled people.

People Friendly Streets

support level
75%



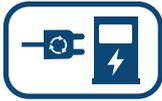
Create direct, segregated cycling routes along main arterial roads to provide for safe and quick journeys by bicycle



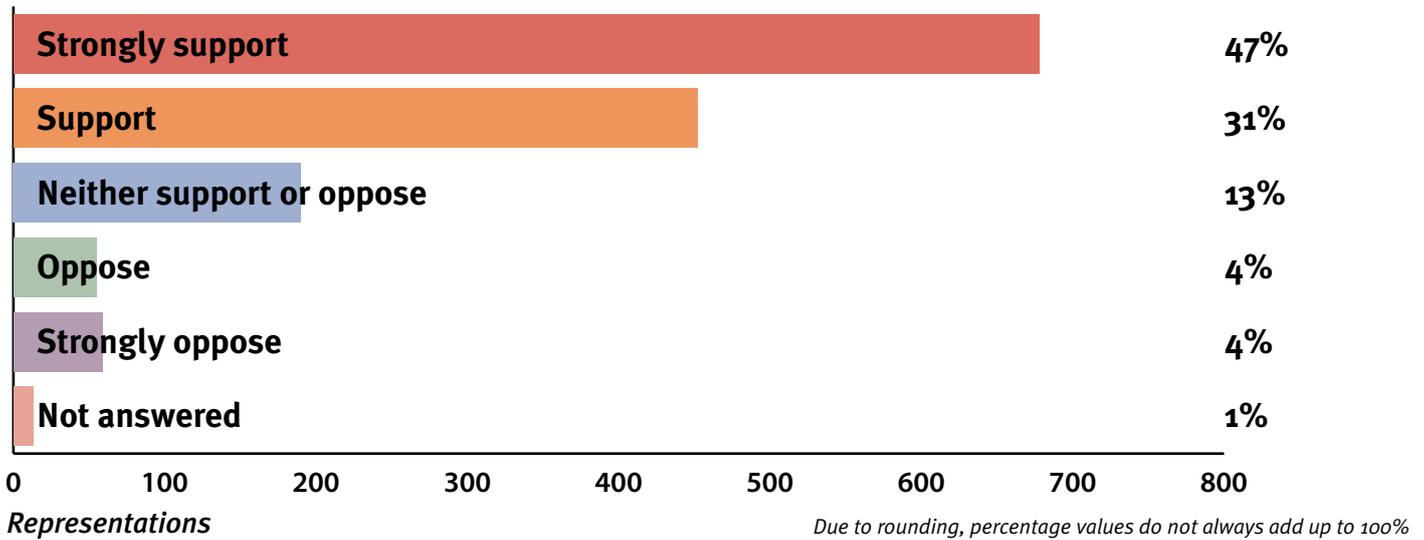
Detailed feedback	
10 or more comments	What you said
28 Improved safety	<i>We need to provide safe car free cycling routes.</i>
27 Road widths/capacity	<i>Compromised by width of Edinburgh's roads.</i>
26 Pedestrian impacts	<i>Must not compromise footway space/pedestrians.</i>
24 Parking on routes	<i>Must be kept free of parked vehicles.</i>
17 Caters for the few	<i>Huge emphasis on cycling yet it only serves a minority.</i>
17 Bus impacts	<i>Should not disadvantage bus journey times/users.</i>
16 Weather	<i>We do not have the climate for people walking and cycling around.</i>
16 Hills	<i>Recognise the terrain is too hilly for many people to cycle.</i>
13 Alternative routes	<i>Site away from arterial routes/motorised traffic for safety.</i>
12 Network of routes	<i>Need links and integration with wider city network.</i>
10 Mode priorities needed	<i>Priorities needed as all users cannot be accommodated.</i>
10 Junction priorities	<i>Design road junctions to give pedestrians and cyclists priority over vehicles.</i>
10 Use when provided	<i>Cyclists must use the expensive cycleways provided.</i>

People Friendly Streets

support level
78%



To support the transition to cleaner vehicles, develop a comprehensive network of electric vehicle charging points



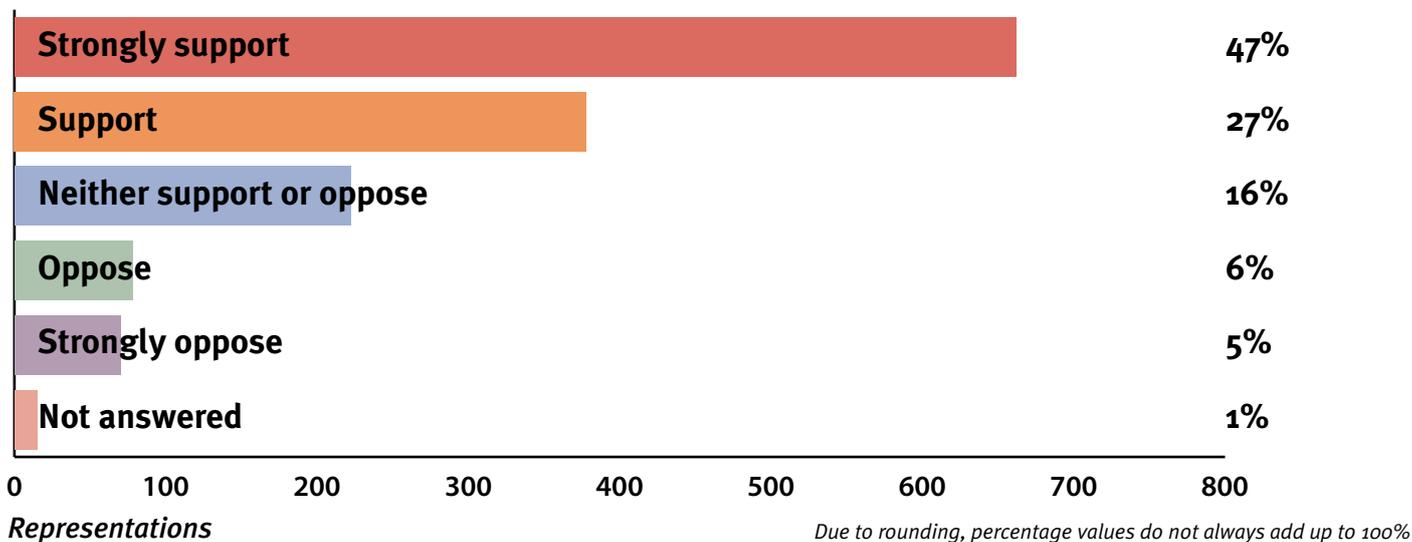
Detailed feedback		
10 or more comments	What you said	
40	Electric cars do not address car use	Electric vehicles pose many of the same problems as conventional cars.
32	Uses pedestrian/cycle space	EV charging points must not be on pavements or in cycle lanes.
29	Electric vehicle footprint	Whilst I support electric vehicles they must not be thought of as pollution free.
18	High density areas	How to charge inner city high density areas?
15	Reduce car use	Need to reduce the number of vehicles regardless of how they are powered.
15	Other particulate pollution	Electric cars release harmful particulates from brakes and tyres.
15	Cars	We also need more charge points for private vehicles.
13	Hydrogen/tech. change	Technology risk: technology could improve/hydrogen may take over.
13	Prioritise walking, cycling & public transport	Prioritise public and active transport over electric vehicles.
12	Expense	Many people cannot afford electric cars.
11	Electric bikes	Provision for e-bike charging.
11	Incentives	Need to do more to incentivise take up of electric vehicles.

People Friendly Streets

support level
74%



Minimise the number of freight vehicle trips by developing distribution centres and click-and-collect hubs across the city



Detailed feedback

10
or more
comments

Topic area

What you said

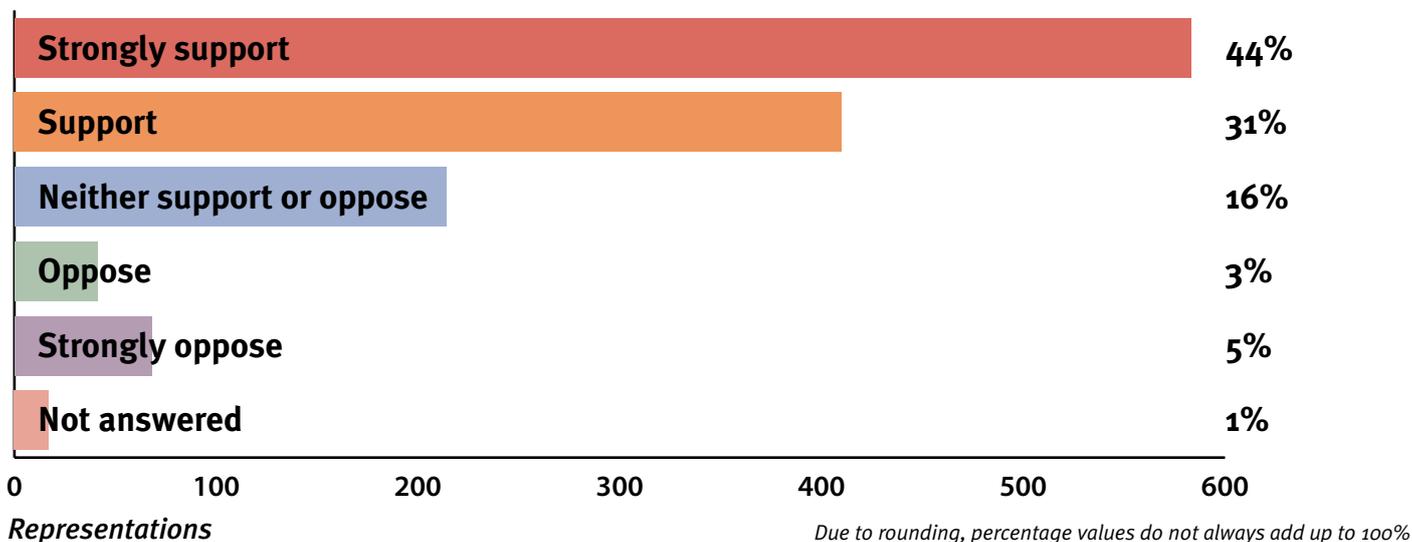
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|----|----------------------------------|--|
| 15 | Bike deliveries | First and last mile using shared transport such as cargo bikes. |
| 16 | Restrict delivery times | Time management of deliveries would help. |
| 15 | Elderly/mobility impaired (hubs) | Impact on old, ill or people with disabilities of uplifting from hubs. |
| 13 | What is the Council's role? | How can the Council affect this? |
| 12 | Create car trips (hubs) | People may drive to collection hubs: local congestion. |
| 11 | Heavy/large items (hubs) | Many deliveries are of large, heavy or awkward packages. |

People Friendly Streets

support level
75%



Develop a city operations centre to monitor and control travel, transport and road works across the city



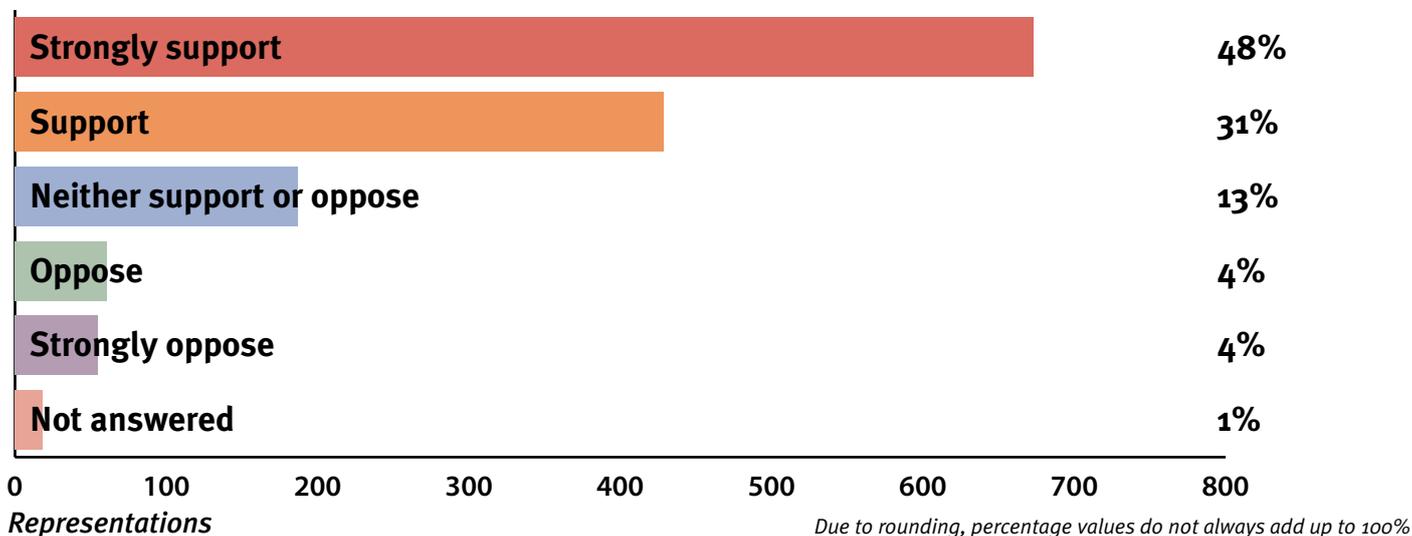
Detailed feedback		
5 or more comments		
Topic area	What you said	
21	Co-ordinate roadworks	<i>Incomplete and random roadworks are the cause of much traffic congestion; it would be good to have them planned and coordinated.</i>
12	Control of utility companies	<i>Getting the various utilities to coordinate work and for the council to be much stricter in insisting roadway reinstatement be carried out to a good standard.</i>
6	Analyse the movement of people	<i>Better use of data to monitor demand for public transport and where are people driving to.</i>
5	Cost of city operations centre	<i>City operations centres are expensive.</i>

Planning New Developments

support level
79%



Introduce transport hubs in major new developments to accommodate public and shared transport, and to enable co-ordinated deliveries and click-and-collect hubs



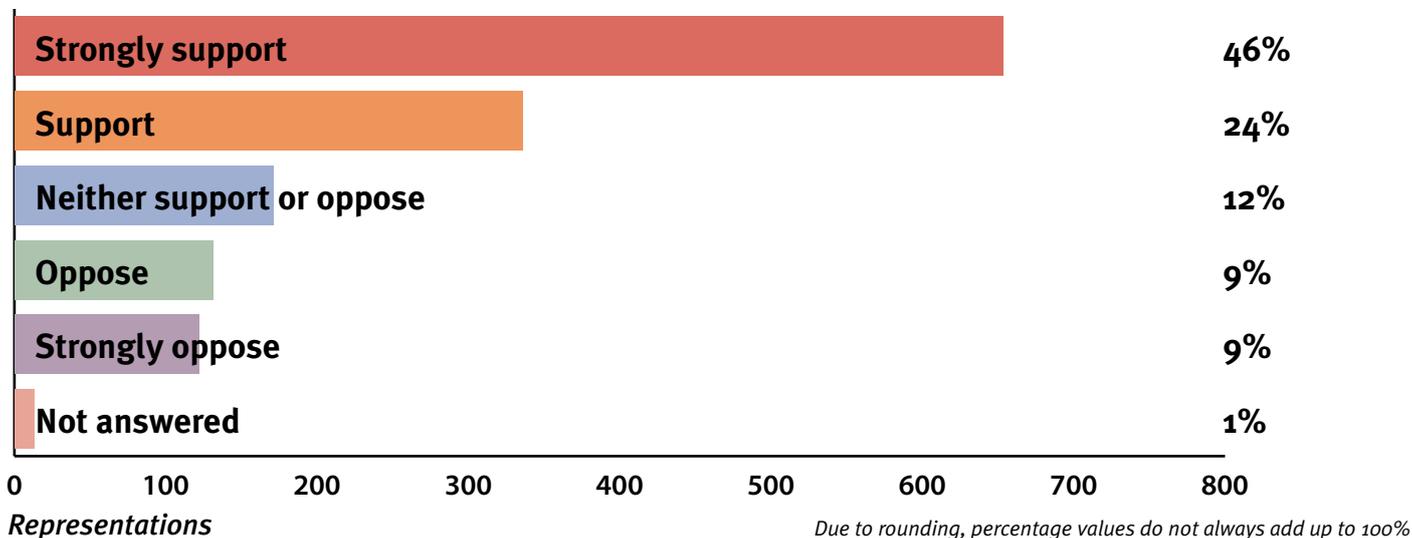
Detailed feedback	
5 or more comments	
Topic area	What you said
8 Support mobility hubs	<i>I think these should be a matter of course for new developments.</i>
6 Don't support	<i>I don't support mobility hubs.</i>
6 Incorporate range of services	<i>Should have ancillary and community services (eg click and collect, cafes, cultural, community facilities) to incentivise use.</i>
5 Public transport/active travel priority	<i>Hubs should provide travel choice and prioritise public transport and active travel.</i>

Planning New Developments

support level
70%

P

Control the level of parking in and around new developments and include requirements for car club, electric vehicles and bike hire provision



Detailed feedback

10
or more comments

Topic area

What you said

33

Support controlling parking in new developments



Either allow no parking or at least limit the number of parking spaces allowed in new developments.

18

Parking displacement

Controlling levels of parking could lead to displacement of parking to other areas.

16

Cycle parking

New developments should include secure cycling parking.

14

Ensure alternatives to the car are available

No point banning cars or car parking if public transport is not in place.

13

Electric vehicle charging

All new housing should have electric vehicle charge points.

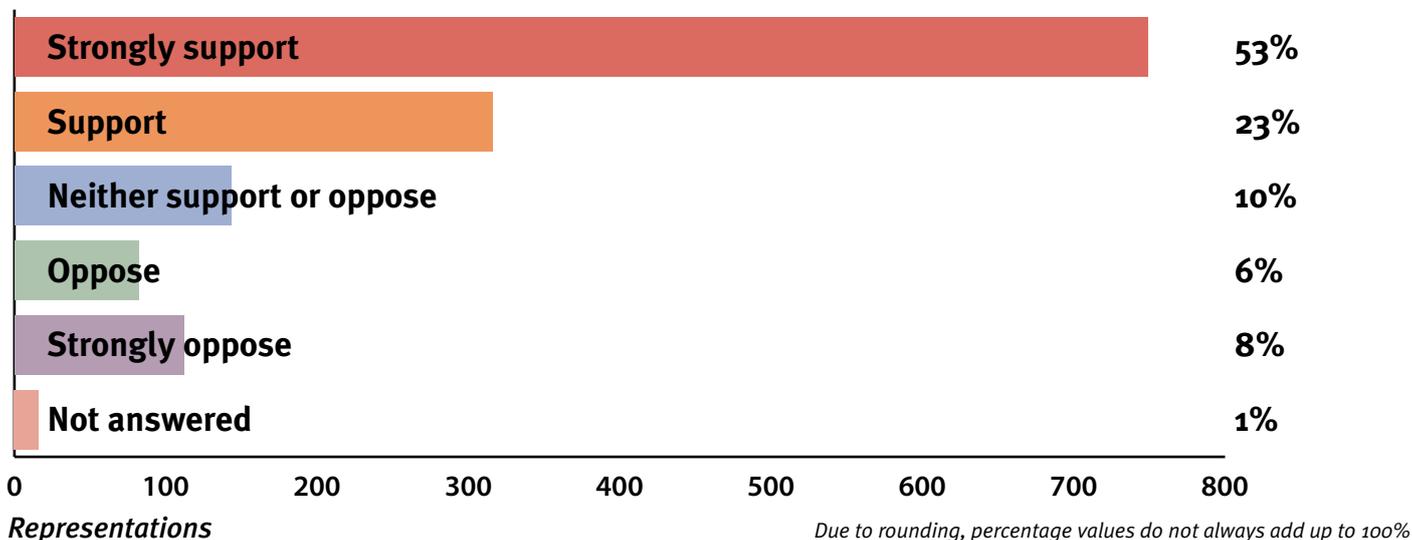


Planning New Developments

support level
76%



To change travel behaviours, require travel plans for major new developments, workplaces and schools that include targets for walking, cycling and public transport use



Detailed feedback

10
or more
comments

Topic area

What you said

18

Need infrastructure to enable

Targets are fine - but the infrastructure must be in place first!

16

Implementation and enforcement

How are the travel plans going to be enforced?

13

Should be policy for all new development

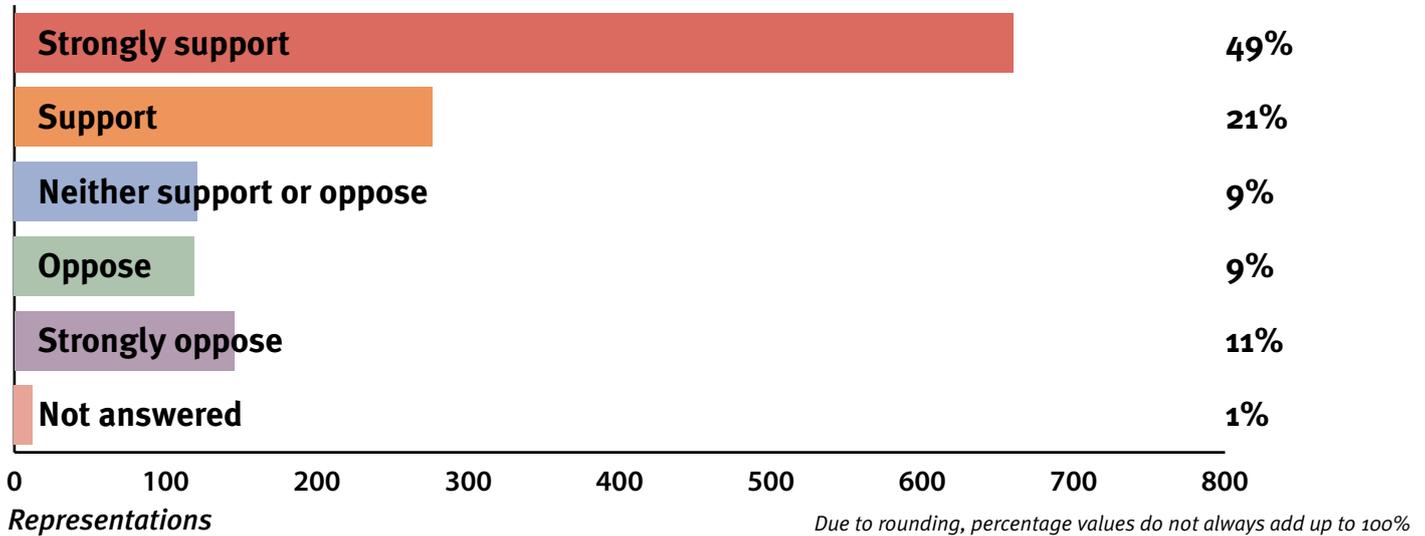
Travel plans should be embedded in policy and required for every new development.

Managing Demand



To create space for public transport, walking and cycling, reduce the level of on-street parking in areas well-served by public transport whilst enabling parking for residents and people with mobility difficulties

support level
70%



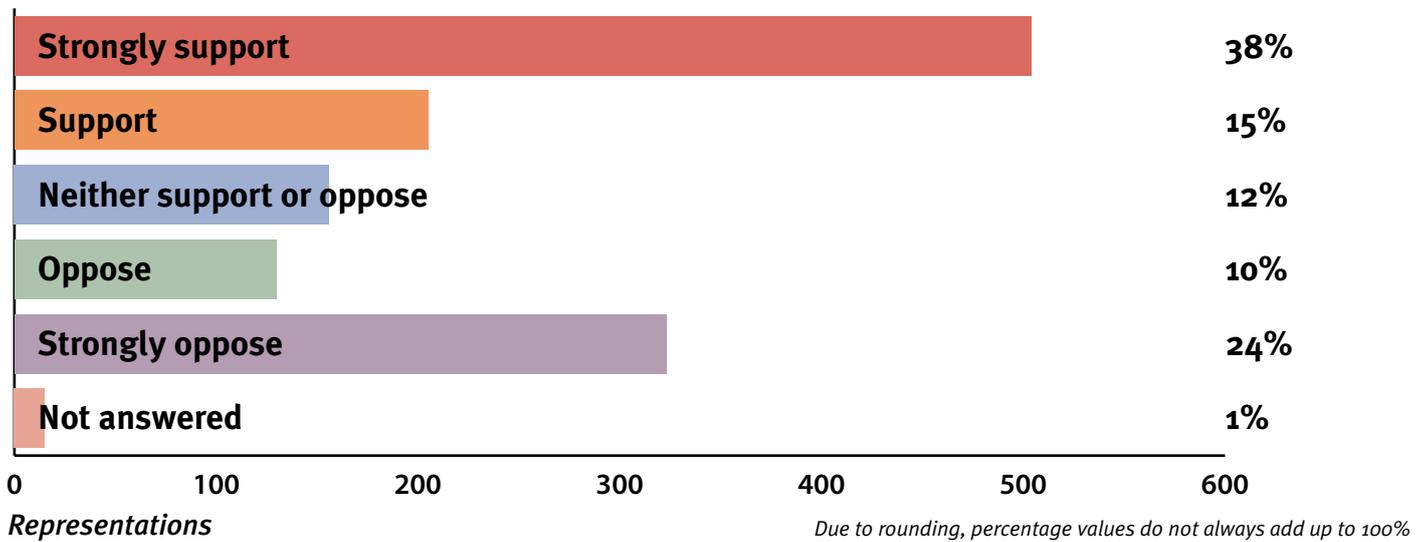
Detailed feedback		
10 or more comments	Topic area	What you said
40	Disabled parking	<i>While it would be desirable to reduce the number of on-street parking spaces this should not be at the expense of residents especially those with mobility difficulties.</i>
17	Reduce residents parking	<i>The present default that it is 'a right' for every resident to have a car parked outside their residence needs to be completely changed.</i>
16	Align with improved public transport	<i>This cannot be considered in isolation. In reducing access/parking for vehicles, there needs to be a significant improvement in the reliability, availability, accessibility and integration of public transport options.</i>
16	Pregnancy parking	<i>Pregnancy and maternity should have easier parking options, similar to disabled car parking.</i>
13	Church parking	<i>Restricting travel options to places of worship, especially for older people who may need to travel by car, discriminates against the practice of religious belief.</i>
13	Reallocate for active travel	<i>On street parking is a massive waste of space and extremely inefficient. Replace with wider pavements and/or protected cycle lanes.</i>
13	Stronger enforcement	<i>There is a need for stronger enforcement of illegal parking.</i>
11	Reallocate for car clubs/shared transport	<i>There should be no divine right for residents to have parking spaces: provide city cars instead.</i>
10	Businesses require access and deliveries	<i>In restricting parking, you do also need to take account of access to deliveries particularly to businesses.</i>
10	Penalises car use	<i>People still need to bring cars into the city for all variety of reasons, making it more and more difficult to park will not help.</i>
10	Support	<i>Reducing on street parking seems like a very simple and effective way to manage non-essential vehicle use.</i>

Managing Demand

support level
53%



Explore the introduction of road user charging within the city to reduce the number of vehicles.



Detailed feedback		
10 or more comments	Topic area	
	What you said	
31	Drivers already pay enough	<i>Not supportive of additional costs, ie congestion charge.</i>
29	Improve public transport first	<i>I oppose the introduction of road user charging within the city without a reliable inclusive public transport system being in place.</i>
28	Impact on those who cannot afford a charge	<i>Road user charging, whilst attractive in principle, has an adverse effect on the less affluent members of society.</i>
23	Previously voted against	<i>Road charging was defeated in a referendum. This should be off the agenda.</i>
18	Support	<i>Strongly support explore the introduction of road user charging within the city to reduce the number of vehicles.</i>
15	Make Edinburgh residents exempt	<i>Edinburgh residents should be exempt from any road user charging within the city, aim to reduce the number of vehicles commuting.</i>
14	Exemptions for disabled people	<i>Road user charging would have to consider possible exemptions or reductions for people who find public transport very difficult due to disability.</i>

Existing policy measures

Enhancing Public Transport

Feedback on other Enhancing Public Transport policy measures not explicitly explored through the consultation

Detailed
feedback

10
or more
comments

Topic area

What you said

	Topic area	What you said
66	South Suburban line for rail travel	Re-open the South Suburban line and create a high frequency network of rail services.
48	Cleaner, electric buses	Transition to electric buses.
32	Wheelchair and buggy space on buses	Buses need to ensure there is space for wheelchairs and buggies.
27	Reduce bus routes in centre	We absolutely need to reduce the amount of buses traversing the city centre.
26	Accessibility for outer city communities	Edinburgh on the whole has an excellent bus service which should be expanded on to make it even more effective particularly in outlying districts.
25	Orbital routes	The use of circular routes to link nodes would result in more transport users than just on linear routes.
23	Improve rail within Edinburgh	Recreate stations which are shut in areas with high demand and congestion such as Portobello.
22	Impact of changing transport on those with mobility issues	Stopping buses from travelling through the city centre will seriously disadvantage older people, disabled people and those with babies/small children.
21	Mass rapid transport should utilise South Suburban line	The South Suburban rail line is an under utilised asset. Introduce tram or light railway services on it, that would help keep traffic out of the city centre.
20	Changing transport will be unpopular	The strength of Edinburgh's current public transport network is the ability to travel cross city without changing.
20	Retain some through routes	Cross city public transport must not be harmed by the "not through" policy.
20	Existing railway lines	Reinstate existing rail tracks.
17	Impact of changing routes on those who are disabled or impaired	Improvements for disabled people and not just those in wheelchairs: any change of route causes panic and an unwillingness to travel for those with autism and high anxiety.
17	Need for regional rail	Trains in the wider Lothian area should be considered.
15	Link mass rapid transport to rail	Link it in to the railways (by reopening old railways).
15	Enforcement of bus lanes	There needs to be greater enforcement and sanctions for those that park on bus lanes.

12	Accessibility of transport	<i>Consider ways to make public transport as accessible to people with physical disabilities e.g. autism.</i>
12	Issues with new bus design	<i>New buses must be designed to make it easier for those in wheelchairs.</i>
11	Wheelchair and buggy space on new bus fleet	<i>You need to address the issue of people being unable to use the new buses who have babies in prams that cannot be folded.</i>
11	Evening bus services	<i>Putting on more buses at night time would make me feel safer.</i>
10	Tour buses	<i>A significant proportion of the traffic on Princes Street is tour buses, I do wonder if those could be reined in slightly!</i>
10	Bus service is already good	<i>We have an efficient enough bus service.</i>
10	Bike storage on buses	<i>Please consider adding bicycle racks on buses to allow long distance users an eco-friendly last mile and bad weather alternative.</i>
10	24/7 bus lanes	<i>Bus lanes should be prioritised 24/7.</i>



Existing policy measures

People Friendly Streets

Feedback on other People Friendly Streets policy measures not explicitly explored through the consultation

Detailed feedback

10
or more
comments

Topic area

What you said

43	Enforce/regulate cyclist behaviours	 Cyclists must be made to obey the highway code and made accountable.
38	Wider pavements	Anything that improves pavement space should help less mobile people.
37	Shared path conflict	Please keep pedestrian spaces free of cycles - "shared use" does not work.
34	Improve surfacing	Pavements need to be addressed as many are trip hazards.
32	More street greenery	Need more green space on our streets.
30	Safe cycle storage	Needs to be an increase in safe cycle storage.
29	20mph speed enforcement	Enforce the 20 mph speed limit more proactively.
28	Prevent pavement parking	Implementation and enforcement of pavement parking legislation.
27	Road surface quality	Vital to improve road surfacing and to look at possibility of using sustainable techniques, including waste plastic for potholes.
25	Reduce traffic in residential streets	Turn residential streets into places for people and tackle rat running.
23	Surface quality issues for cyclists	Cycling in town is dangerous due to the poor road surface, pot holes and substandard repairs which don't last long.
22	Business impacts: car restrictions	What effect will car restrictions have on city centre businesses?
21	Pavement clutter	Pavement clutter must be kept to a minimum.
18	More pedestrian crossings	More crossings where we need to cross busy roads.
18	Opposition to 20mph limits	20mph speed limits prohibit a flowing city and reduced emissions.
17	LEZ: new cars costly/inequality	Punishing the poorest in society who can't afford flash new cars.
16	Support removing city centre cars	Unless through car traffic is removed from city centre we'll never achieve people-friendly streets.
15	Provide good public transport to change behaviour	The only thing stopping people getting on public transport is cost and reliability and if these are improved people will use it more.
13	Cycle training	Compulsory training for all bike users.
13	Crossing timings for pedestrians	Traffic light phasing should reduce waiting times for pedestrians.
12	Extend LEZ beyond city centre	Be ambitious - a full city zone rather than just the centre of Edinburgh.
12	Pedestrianise central streets	Pedestrian areas - exclude private cars from city centre.
12	Pedestrianisation support	More pedestrian only streets.
12	Traffic displacement	Car free city centre needs careful thought - street closures simply displace issues.
10	Business impacts of the LEZ	Exodus of tradesmen and businesses from affected areas.



Planning New Developments

Feedback on other Planning New Developments policy measures not explicitly explored through the consultation

Detailed feedback	
10 or more comments	
Topic area	What you said
31	<p>Include services and amenities in new developments</p> <p><i>Stop building so many houses without considering local roads and amenities, doctors, dentists, schools and shops.</i></p>
22	<p>New developments should provide walking, cycling and public transport links</p> <p><i>New travel routes to accommodate urban areas and increased housing developments.</i></p>
19	<p>Support Park and Ride</p> <p><i>Further Park and Ride provision is overdue.</i></p>
17	<p>Green/open space, gardens</p> <p><i>Could incentives be available for existing developments to help residents turn under-used carparks into gardens</i></p>
15	<p>Too many bus stops</p> <p><i>The number of stops on most bus routes could be reduced without significant impact on usability.</i></p>
15	<p>New development should incorporate public transport</p> <p><i>No new development should be approved without a public transport plan. Ideally, public transport should be in place before construction commences so that site workers can use it. Developers should pay for public transport infrastructure.</i></p>
15	<p>Park and Ride in wider region</p> <p><i>Park and Ride hubs and transport interchanges should work in unison with surrounding councils and form an integrated plan with the Lothians and Fife.</i></p>
13	<p>Public transport integration with East Lothian</p> <p><i>Need to consider those living in East Lothian who lack frequent public transport services.</i></p>
12	<p>Interchange is an issue for protected characteristic groups</p> <p><i>It is important that the means by which people transition between public transport is suited to all users.</i></p>
12	<p>Dense development</p> <p><i>Ensure that developments are dense and include a mixture of home types and provide opportunities for multi-generational living.</i></p>
12	<p>Regional public transport integration</p> <p><i>The Council should therefore ensure that it considers all modes of travel including the train to co-ordinate public transport to better service the city and the wider region.</i></p>
10	<p>Don't build on greenbelt</p> <p><i>Stop building on the green belt for a start. There are plenty of brownfield sites in Edinburgh to build on.</i></p>



Managing Demand

Feedback on other Managing Demand policy measures not explicitly explored through the consultation

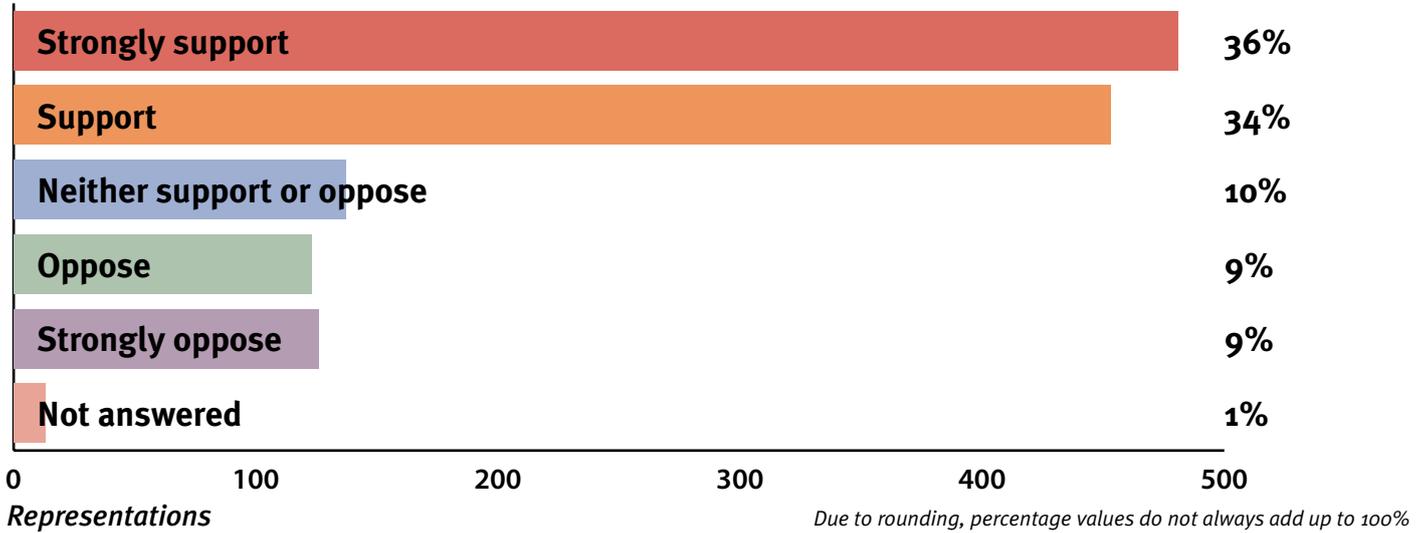
Detailed feedback 10 <i>or more comments</i>	Topic area	What you said
27	Workplace Parking Levy should not penalise those who require cars for work	<i>Employers whose employees need to drive to work because of where they stay, or the type of work they do, should not be penalised.</i>
14	Blue Badges	<i>Increase Blue Badge parking spaces.</i>
12	Support Workplace Parking Levy	<i>The Workplace Parking Levy is an excellent idea which should be implemented.</i>
10	Workplace Parking Levy exemptions	<i>The Workplace Parking Levy needs to take into account the requirement for key worker parking and other businesses where employees require cars as part of their job.</i>

Feedback on the vision for mobility in 2022

support level
70%



The path to 2030



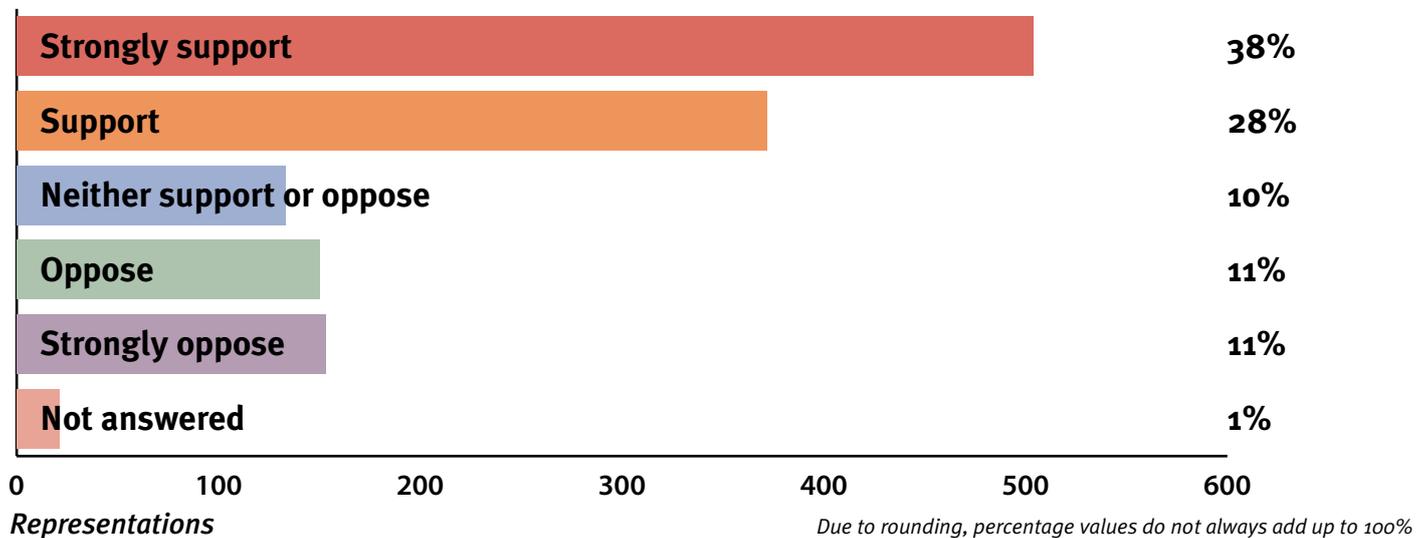
Detailed feedback	
10 or more comments	Topic area
	What you said
23	More ambition for 2022 timeline <i>It is a good start, but I would like more ambition.</i>
15	Improve road surfacing first <i>Road surface repairs are a priority, to make cycling safer.</i>
12	Support for 2022 vision <i>This is all long overdue and very welcome.</i>
12	Increase walking and cycling infrastructure post Covid <i>Increased levels of cycling and walking should be embraced and seen as an opportunity to implement measures aimed at facilitating a permanent shift to more active modes of travel.</i>
11	Areas out with centre <i>Please focus on ensuring the entire city is brought to the same level and not concentrate on the centre alone - many other town centre areas are in desperate need of development.</i>
11	Bring forward vision for 2022 <i>Whilst I support these actions the timetable should be accelerated.</i>
10	More emphasis on segregated cycle lanes <i>I would give stronger support if more emphasis was put on separating bikes and vehicles.</i>
10	COVID19 impact on public transport <i>The presence of air borne viruses (current Covid-19 experience) may also impact on the appeal of public transport in the future.</i>

Feedback on the vision for mobility in 2025

support level
66%



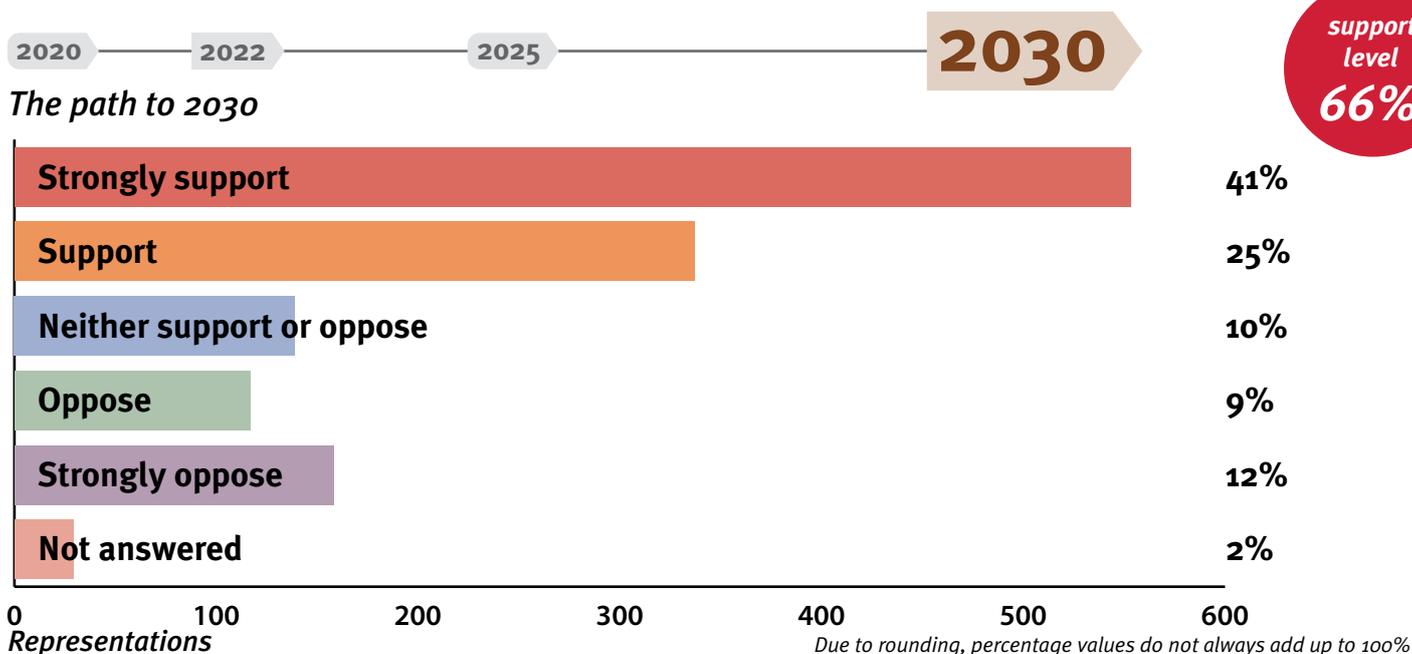
The path to 2030



Detailed feedback
10 or more comments

Topic area	What you said
<p>38 Bring forward the vision for 2025</p>	<p><i>I support this in principle, but it is too long to wait for many of these measures. They are all great initiatives, but we cannot wait till 2025 to have delivered these.</i></p>
<p>19 Bring forward roadspace reallocation</p>	<p><i>I support the vision but we can't wait 5 years for reallocating road space on all arterial routes for cycling and walking.</i></p>
<p>17 Support the vision for 2025</p>	<p><i>Again, happy with this as any move to reduce car usage is a good move.</i></p>
<p>15 Support roadspace reallocation</p>	<p><i>Fully support walking and cycling routes.</i></p>

Feedback on the overall vision and the specific 2030 proposals



Detailed feedback		The overall vision and specific 2030 proposals	
10 or more comments		Topic area	What you said
42	Prioritise pedestrians		<i>There is a disproportionate emphasis on cycling and not anything like enough attention to walking and pedestrian needs.</i>
39	Seamless ticketing: bring forward		<i>Seamless ticketing should be rolled out much earlier.</i>
33	Costs/funded how?		<i>Where's the money for all this coming from?</i>
32	Accelerate delivery of the vision		<i>There needs to be more urgency, bring forward the timeframes.</i>
32	Anti-car		<i>Stop penalising those who drive cars.</i>
24	Achievability of vision		<i>Difficult to achieve actions listed in 10 years: needs national/local political will, funding and community support.</i>
23	Reduced mobility		<i>Your vision is fine for a younger, fit and healthy population but not for the ageing or disabled population.</i>
23	Accomodate cars		<i>Accommodating all needs & abilities needs to acknowledge that sometimes people might need to use a car.</i>
21	Prioritise active travel		<i>We need smart urban planning and to prioritise the experience of walking and cycling.</i>
19	Focus on reducing car use		<i>We need to reduce and quickly eliminate private car transport</i>
18	More cycling focus		<i>A bigger & bolder emphasis on cycling options would be very welcome.</i>
18	Revise due to Covid 19		<i>Now requires some broader scope and contextual revision within the broader and rapidly changing economic and social context.</i>
17	Emphasise electric vehicles		<i>There should be more emphasis on infrastructure development to support electric vehicles.</i>
13	Pedestrianised streets: bring forward		<i>Pedestrianisation of key streets needs to be done much sooner.</i>
13	Regional planning		<i>Long term vision gives inadequate consideration to the pressures generated by increasing transport demand across the city boundary.</i>

Equalities impacts

Feedback received on the potential impacts of the Plan’s strategic priorities on the nine protected characteristics defined in the Equality Act 2010 (Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race, Religion or belief, Sex, Sexual orientation).

Detailed feedback		
10 or more comments		
Topic area	What you said	
62	Walking/cycling are not inclusive	Many older people and disabled people cannot cycle or walk.
46	Car dependent disabled people	Disabled people often rely on car access.
40	Disabled access/parking (city centre)	Limiting vehicle access to city centre could be discriminatory against the disabled.
22	Bus stop removal	Removing some bus stops could have a detrimental effect on those with mobility problems.
22	City centre residents need cars	A “car free” city centre must provide for city centre population who will still need personal transport.
20	Consult vulnerable groups	There needs to be more detailed planning and discussions with vulnerable groups.
14	Non-visible/classified disabilities	There is a whole spectrum of ability/disability - some people’s disabilities are not obvious.
14	Health & wellbeing	Ultimately the plans are designed to improve health and wellbeing into old age.
12	Public transport safety	Ensure public transport is safe and welcoming for people of all ethnicities and sexualities.
11	The elderly are reliant on cars	The Council needs to set out how it will address the needs of an ageing population for whom having a car means independence.
11	Disabled access to pedestrian zones	Ensure access for people with mobility issues is not restricted due pedestrianisation.



Feedback cited most frequently through the consultation

Topic areas that were fed back most throughout the consultation were as follows:

Topic area	What you said
66 South suburban line for rail travel	<i>Re-open the South suburban line and create a high frequency network of rail.</i>
64 Cost benefit concerns	<i>Phase one of the trams went massively over budget. Have lessons been learnt.</i>
62 Walking/cycling are not inclusive	<i>Many older people and disabled people cannot cycle or walk.</i>
48 Cleaner, electric buses	<i>Transition to electric buses.</i>
46 Affordable public transport	<i>Public transport needs to be cheaper.</i>
46 Car dependent disabled people	<i>Disabled people often rely on car access.</i>
43 Enforce/regulate cyclist behaviours	<i>Cyclists must be made to obey the highway code and made accountable.</i>
42 Prioritise pedestrians	<i>There is a disproportionate emphasis on cycling and not anything like enough attention to walking and pedestrian needs.</i>
40 Good bus system already in place	<i>Our bus services are fantastic already and already go to the same areas and further than the trams.</i>
40 Electric cars do not address car use	<i>Electric vehicles pose many of the same problems as conventional cars.</i>
40 Disabled parking	<i>While it would be desirable to reduce the number of on-street parking spaces this should not be at the expense of residents especially those with mobility difficulties.</i>
40 Disabled access/parking (city centre)	<i>Limiting vehicle access to city centre could be discriminatory against the disabled.</i>

Feedback consistently cited strongly through the Draft Plan consultation and the engagement prospectus ‘Connecting our City, Transforming our Places’

<i>Draft plan theme/topic area</i>	<i>Prospectus engagement: linked points that also received strong feedback levels</i>
Public Transport	
Support Park and Ride	<i>Improve park and ride options / Increase number of park and rides</i>
Ticketing across all modes	<i>Smart ticketing to enable interchange/multiple changes across travel modes</i>
Child ticketing	<i>Free travel for children</i>
Car club/sharing support	<i>Participation in / communicate benefits of car-sharing schemes</i>
Cleaner, electric buses	<i>Greater use of electric and other low or zero emissions buses</i>
Integrated travel	<i>Integrate public transport i.e. bus, tram and rail</i>
Orbital routes	<i>More orbital bus services / avoiding city centre</i>
Support extending tram	<i>Expand the tram network</i>
South Suburban Line for rail travel	<i>South Suburban railway</i>
People Friendly Streets	
Wider pavements	<i>Pavements need to be widened</i>
More pedestrian crossings	<i>Increase the number, and improve the timings, of signalised pedestrian crossings</i>
Crossing timings for pedestrians	<i>Increase the number, and improve the timings, of signalised pedestrian crossings</i>
Support removing city centre cars	<i>Removal of traffic from key city centre streets</i>
Traffic displacement	<i>Traffic reduction measures in one area would displace traffic to adjacent/nearby areas</i>
Car dependent disabled people	<i>Need to enable access for people with disabilities, and for those with mobility impairments</i>
Business impacts: car restrictions	<i>Need to enable access for goods/services</i>
Road surface maintenance	<i>Better maintained infrastructure: roads/pavements/public spaces</i>
Pavement clutter	<i>Manage pavement clutter</i>
Improved safety	<i>Safe, segregated cycle routes</i>
Shared path conflict	<i>Reduce conflict between pedestrians and cyclists</i>
Electric vehicle footprint	<i>Electric vehicles perceived green to use, but broader environmental issues with batteries</i>
Doesn't address car use	<i>Does not address congestion/traffic flow</i>
Hydrogen/tech. change	<i>Wider spectrum of cleaner fuels required i.e. hydrogen</i>
Restrict delivery times	<i>Restrict deliveries to specific times of day</i>
Extend LEZ beyond city centre	<i>Citywide Low Emission Zone</i>
LEZ: new cars costly/inequality	<i>Social implications - costs to less well off</i>
Equalities	
Health & wellbeing	<i>Health benefits for the public from improved air quality</i>

The Environmental Report (ER) accompanying the City Mobility Plan was submitted to for consultation on 31 January 2020. In accordance with the 2005 Act, consultation with the Consultation Authorities Scottish Natural Heritage (SNH), Scottish Environmental Protection Agency (SEPA) and Historic Environment Scotland (HES) was undertaken and comments provided in March 2020. Table 1 presents these comments from the Consultation Authorities and the response made within the ER.

Table 1: SEA Consultation Authority Comments and Response

Consultation Authority	Section of ER	Comment	Response
SEPA	General	<p>In general, we consider that the ER for the plan is comprehensive and the impacts on air and climate (both positive and negative), for instance, are being considered in a way we support.</p> <p>Most of the proposed policies in the plan will have a positive impact on air quality. Some policies may lead to traffic displacement which could be a concern, but this has been identified and is being addressed.</p>	Noted
	Assessment Methodology, p2	A slight error. SEPA is the Scottish Environment (not "Environmental") Protection Agency.	Amended in Assessment Methodology, p2.
	Environmental Context, p3	7th bullet point. Another deficiency is the lack of radial routes for public transport, but this is a deficiency which the CMP seeks to address.	Noted
	Key Findings, Table, p4	Air Quality and Climatic Factors. If displacement of private vehicles, and the displacement of emissions, seems likely a transport appraisal to determine and remedy these impacts is essential.	Amended in Key Findings, Table, p4
	Key Findings, Table, p4	<p>"The draft CMP approach to integrated land use planning is likely to reduce widespread construction across the city. This is likely to reduce flood risk, as natural drainage patterns are less likely to be affected by dispersed development and impermeable surfaces. It was also identified that the implementation of the CMP could improve water quality through reduced runoff pollutants, following a reduction in private vehicles and encouraging modal shift. Any new infrastructure should aim to improve sustainable drainage and pollutant filtration."</p> <p>The need to reduce flood risk and improve water quality are essential for the CMP LDP for the city. While we agree, completely, with the spirit of this summary, does it need to be re-phrased? Is the following closer to what is meant?</p>	Amended in Key Findings, Table, p4

	<p>“The draft CMP and Choices approach to integrated land use planning is likely to reduce widespread (dispersed and low-density?) construction across the city. This is likely to reduce increased flood risk as it allows for an integrated strategy for surface water management, using natural drainage patterns and the whole range of sustainable urban drainage patterns using the whole range of options for sustainable drainage systems as part of the city’s green/blue infrastructure. As well as reducing flood risk this would lead to an improvement of water quality through reduced runoff pollutants as a result of a reduction in private vehicles and encouraging modal shift and a commitment to all new infrastructure improving sustainable drainage and pollutant filtration.”</p>	
Key Findings, Table, p5	<p>The reduction in emissions, which is a main aim of the CMP, could have a significant impact on human health, by an improvement in air quality and a reduction in the harmful emissions driving climate change.</p>	Noted
Next Steps and Monitoring Framework	<p>“It is proposed that the monitoring framework would align with the forthcoming City Plan 2030 and recently adopted Edinburgh City Centre Transformation Strategy, to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the public consultation. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement, the final stage in the SEA process.”</p> <p>We recognise that it is vital for the CMP, Choices, ECCTS and LEZ to be co-ordinated initiatives that deliver a more sustainable city while delivering unprecedented growth. A monitoring framework with shared targets/indicators is an element of this co-ordinated approach. It should identify that a more sustainable city is being delivered and not simply an enlarged city.</p>	To be considered within the Post Adoption Statement
Table 3-1, p14	<p>Air quality and climatic factors. We fully support the twin objectives of reducing the harmful emissions which drive climate change, assisting with the aim of Edinburgh being carbon neutral by 2030, while building in resilience to climate change which will happen.</p>	Noted.
Table 3-2, p16	<p>SEA Topic Air Quality and Climatic Factors. We are not sure quite what is meant by “flooding to increase to 1:200 severity” and “storms and high</p>	Amended in Table 3-2, p16

	winds to increase to 1:50 severity". Does it mean that these 'rare' events are anticipated to become more frequent? It would be useful for the meaning to be clarified	
Table 3-2, p16-17	<p>SEA Topic Water. We think this is a very good summary of the water environment in Edinburgh. We would make a few comments, however.</p> <p>It is important to see flood risk (coastal, fluvial, surface and sewer) on a catchment basis, e.g. all areas natural and built up, existing and proposed draining into the Water of Leith, and all natural and built up, existing and proposed, areas which could be flooded from the Water of Leith, with a view to understanding how developing in one area can be affected or affect other areas. Work underpinning the development of the City Plan 2030, and its ER, is considering this catchment approach. It is an example of the importance of the CMP and the City Plan being aligned.</p> <p>The City of Edinburgh Council has commissioned a study to investigate to standard of protection offered by the flood defences along the Water of Leith. Once this has been concluded and its findings accepted it may be necessary to reconsider the number of properties at risk in this catchment which are at flood risk.</p>	Noted.
Table 3-2, p18	The relation between human health and air quality are clearly drawn out in this table. The impact flooding has on health, particularly mental health, is also an area for considerable concern. Further information should [be] sought from NHS Lothian.	Health baseline has been updated in Table 3-2, p18
3.4 Environmental Baseline Information, p20	"In the absence of a new transport strategy, it is possible that some existing environmental problems would persist and even increase." Especially in view of what follows in Table 3-3, it would seem reasonable to express this without any qualifications: "in the absence of a new transport strategy some existing environmental problems would persist and increase."	Adverse effects are captured under each SEA topic with justification. No change proposed.
4.2 SEA Objectives and Assessment Criteria, p22	The critical point is that the SEA objectives and assessment criteria have been developed from a comprehensive review of the baseline issues and policy requirements to align with the SEA objectives used with the forthcoming City Plan 2030 (LDP) SEA and recently adopted ECCT SEA to ensure a consistent approach and have been updated to incorporate Consultation Authorities'	Noted.

	feedback. We have no further comments to make on this section of the ER	
Table 4.1	Bullet 2. This was NOX in the original but should be NO2	Amended in Table 4.1.
Table 4.1	Bullet 3. Possibly replace AQMA with "air quality objectives".	Retained AQMA to maintain consistency in document.
Table 4.1	Bullet 4. Add to end of sentence: "and the Scottish Government's Cleaner Air for Scotland Strategy	Amended in Table 4.1.
5.1.3 Findings, p31	Combining four strategic objectives to the same three key principles of the ECCT is welcome, not least as it will help align work on the CMP and ECCT	Noted.
Table 5-2, p33	<p>Enhancing Publics Transport. Summary against SEA Objectives. "The introduction of enhanced public transport measures is expected to have a minor positive effect on air quality and landscape. Significant positive effects are expected on material assets and population and human health."</p> <p>If the ambition for the CMP is only to provide enhanced public transport, we agree it could be expected to have a minor positive effect. "Enhanced public transport" suggests, possibly, only a more appealing or available public transport system. It could have greater positive benefits if the ambition is upgraded to something closer to providing a public transport system that provides an alternative to private car use, especially if this public transport provision is developed in tandem with other mechanisms to ensure the city achieves its goal of being carbon neutral by 2030. The section on Recommendations and Mitigation could include details of how the other measures and mechanisms needed to ensure that transport does not compromise this over-arching goal.</p> <p>People Friendly Streets, Planning New Developments, Managing Demand. The benefits of all of these high level objectives (and the more detailed objectives and actions beneath them) would all increase if the ambitions for the CMP (public transport as the first choice for transport in the city) was explicit as the intended consequence of the CMP. If the high level objectives are recast with greater ambition the more detailed policies that follow, e.g. Policy 3 – Tram Extension, can be seen as being developed as part of a holistic set of measures which</p>	Noted.

		individually and collectively will achieve greater positive benefits across a full range of outcomes for the environment and the people who live, work, travel in that environment.	
	Table 5-8, p38	“Depending on potential displacement of traffic, there may be locations outside of the LEZ boundaries where air quality is made poorer by a change in the quantity and types of vehicles passing through. Initial transport modelling shows that roads outside the LEZ boundary are likely to see an increase in traffic volumes.” It is critical to the success of the LEZ, the ECCT, the CMP and the City Plan that poor air quality is not moved from one area to another. It is essential that analysis identifies the scale and location of impacts of displacement and effective measures are identified and implemented to avoid these impacts.	Noted. Potential for displacement is being considered in more detail within the LEZ project.
	Cumulative Effects	<p>We support this intra and inter plan assessment of cumulative effects. What is essential is that the CMP, ECCT, LEZ and LDP for the city are developed together with the aim of supporting each other and the aspirations for a carbon neutral city where all share the benefits by 2030.</p> <p>We agree, for instance with the summary of ‘cumulative impact with other PPS’ on Water (page 41) and that it is likely to be ‘mixed’. The cumulative impact on water, however, could be positive if the LDP, CMP and ECCT go further than the intention “that any new development/infrastructure should aim to improve sustainable drainage and pollutant filtration” for each individual site of new development or element of infrastructure. Each new development or element of infrastructure should be required to provide a net gain for the city, i.e. it should provide drainage and pollutant infiltration in excess of what is needed to meet the basic requirements for itself. Each SEA Topic could be re-visited in this table to identify opportunities for net gain for the city rather than mitigation for individual developments.</p>	Noted. While out with the scope of CMP forthcoming SUDS guidance is being developed and will be part of the Streets Design Guidance.
	Mitigation and Enhancement	As mentioned in the section above, we consider that the emphasis should be on ‘enhancement’ (gain to the city and its inhabitants) rather than mitigation (of the impacts of individual developments) and that the integrated approach to developing the CMP, LDP, ECCT and LEZ offers a unique opportunity to ensure this. Aim for less, aim for mitigation and we will fall short of the demands of the climate change emergency and the aim for all residents, workers	Will be considered within the Post Adoption Statement

		and visitors to Edinburgh to share the benefits of the city.	
HES	General	You have identified neutral effects for the historic environment. However, some measures in this package, particularly the expansion of the tram / mass rapid transport network and the development of new Park and Ride facilities, have significant infrastructure requirements. We consider that these have the potential for significant negative effects on the historic environment, but that this would be location-specific. Due to the high-level nature of the spatial strategy, it is not possible to place a high level of certainty on these effects, but we consider that the assessment and plan, and actions arising from the plan, should recognise them and set in place appropriate mitigation measures.	Assessment text amended to include more clarity on mitigation.
SNH	2.4, p12	This section discusses Habitats Regulations Appraisal (HRA), noting that the strategic nature of the Mobility Plan means that no potential impacts have been identified. It states that further iterations will be subject to review to determine if HRA screening is required. Our advice is that having subjected the Mobility Plan to this consideration, HRA screening work has been undertaken but it has not been presented as such. As a type of plan that should be subject to HRA we recommend that our Guidance 1 is followed and that the decision making process outlined in the Environmental Report is clearly presented as HRA.	Approach to HRA will be clarified in the Post Adoption Statement.
	Table 3.2, p16	Discussion of the implications of the Mobility Plan in relation to the Land and Soil topic include reference to impacts through construction of mobility hubs and new walking and cycling routes. We welcome the recognition of this likely impact and consider that while the size and land take of these may vary, the likelihood of them being large facilities which are associated with high density development means that their impact on soil could be significant.	Noted
	Table 3.3, p21	We agree that in the absence of the Mobility Plan there would be an increased risk of lower levels of activity and increased risk to pedestrians. However, this focusses on pedestrians and also "certain times of the year". We consider that the traffic increase that this effect is linked to would increase inconvenience for people walking and cycling as wait times at junctions invariably prioritise vehicle movements. We agree that risk is increased at	Amended wording in Table 3.3, p21

	certain times of year due to darkness but generally speaking, we expect that increased traffic would lead to increased risk throughout the year albeit with higher risk during the winter months.	
Table 4.1, p22-23	We agree with the assessment questions set out in Table 4.1. However, reference to 'Natura' sites needs to be updated in future iterations of the Environmental Report and in the Post-Adoption Statement and Monitoring Statement. The UK's departure from the EU means that sites designated under the Habitats Regulations will no longer form part of the Natura 2000 network of designated sites. They will however continue to form part of a European network of designated sites and should therefore be referred to as European sites.	Removed reference to Natura in Table 4.1, p22-23
Section 5.1.3, p31	We generally welcome the review of objectives and the refinement of these. However, the Place objectives, which include the environment and responding to climate change, don't include much detail on either of these issues.	Comment to be considered within the finalised City Mobility Plan.
Table 5.3, p34	We welcome the recommendation in Table 5.3 that measures for people friendly streets should be linked to any city-wide green infrastructure plans. This should also include links to existing and planned open space as part of the wider green network.	Noted.
	Table 5.3 also proposes consideration of "making reference to multiple benefits of green infrastructure which can be used for walking and cycling but with other benefits, such as amenity, climate change adaptation, etc." We agree that this link should be made.	Noted.
	We welcome the recommendation in Table 5.3 that opportunities to incorporate renewable energy into new infrastructure should be explored.	Noted.
	The final recommendation in Table 5.3 appears to be a duplication of the second recommendation.	Amended in Table 5.3, p34
Table 5.4, p35	We welcome all of the recommendations in Table 5.4, particularly the efforts to link spatial planning with transport planning.	Noted.
Table 5.5, p36	We welcome the recommendation in Table 5.5 that a co-ordinated approach to modal shift is required and that the delivery of packages should be timed together	Noted.
Table 5.6, p37	Assessment of the Land and Soil and Landscape topics in relation to Policy 3: Tram Extension is	Assessment text amended to reflect

	minor negative, while Biodiversity is assessed as neutral. We are unclear on the latter as the minor negative scores are attributed to land-take which would also have a minor negative effect on habitat networks and species, particularly as the tram network expands out from the city.	potential for minor negative effect on biodiversity.
Table 6.1, p42	Consideration of cumulative effect under Biodiversity topic in Table 6.1 includes reference to need for "strategic HRA screening" if there is potential for the Mobility Plan along with other plans to have a cumulative significant effect on a European site. As discussed in relation to section 2, there is a need to update terms used here. In addition, this is a bit disordered in what triggers what. HRA screening would be the means through which cumulative (or in-combination) effects would be identified.	Removed reference to Natura in Table 6.1, p42
Section 7.1 & 7.2, p44	We agree with the approach for embedded and future mitigation.	Noted.
Section 8.1, p45	We continue to support the proposed alignment of the Monitoring Framework with monitoring for City Centre Transformation and City Plan 2030.	Noted.
Section A.1.5	Section A.1.5 states that "At present, the CMP contains strategic policies rather than any site-specific policies, objectives or proposed interventions. As such, a screening under the Scottish Habitats Regulations, Conservation (Natural Habitats, &c.) Regulations 1994, (the first stage of a Habitats Regulations Appraisal - HRA) will not be undertaken." HRA Screening is a requirement where a plan is being produced, regardless of whether there are site-specific proposals or not. As such, if you have considered that strategic nature you have undertaken work that could be considered as screening and it should be presented as such.	Approach to HRA will be clarified in the Post Adoption Statement
Biodiversity, Flora and Fauna	Reference to the Wildlife & Countryside Act includes a description of purpose that appears incorrect as it refers to implementation of Habitats and Birds Directives. This should be removed in subsequent iterations of the Environmental Report.	Text amended in Appendix B.
High Level Assessment	There are no changes recommended that are relevant to our remit.	Noted

City Mobility Plan Consultation Draft

Integrated Impact Assessment

Summary Report

Interim report	✓	Final report	
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1. Title of plan, policy or strategy being assessed

City Mobility Plan (Draft for Consultation)

2. What will change as a result of this proposal?

Since its inception in 1996, the Council has had a Transport Strategy centred on supporting the development of the city and on encouraging efficient and environmentally-friendly travel. The current strategy is the Local Transport Strategy 2014-2019.

Edinburgh continues to face significant mobility and transport challenges, but these are amplified by city and regional growth forecasts. The range of challenges and issues has been expressed through extensive stakeholder and public engagement activities over the past 12 months and demonstrate a clear desire for action.

To meet these challenges a City Mobility Plan (the Plan) is being developed to succeed the Local Transport Strategy. The Plan will improve travel choice and access to public and sustainable transport for all residents and visitors to Edinburgh, regardless of age, ability or background, leading to fewer trips made by car – this will improve air quality, public health and experience of streets and public spaces.

3. Briefly describe public involvement in this proposal to date and planned

Between March and May 2018 combined engagement was undertaken with stakeholders on the City Mobility Plan, Edinburgh City Centre Transformation and the Low Emission Zone project to identify mobility issues and opportunities in Edinburgh. Stakeholders consulted included Edinburgh Access Panel and EVOC.

Following analysis of the consultation undertaken in early 2018 a range of ideas to deal with the issues was created. These ideas were then set out in the prospectus

'Connecting our City, Transforming our Places' which formed the basis of wide-ranging public consultation in summer and autumn 2018. This phase of engagement, which was the largest public engagement exercise undertaken in Edinburgh in 2018, included public engagement events, focus groups, surveys and market research which targeted hard to reach citizens. In addition to the general public engagement, further meetings took place with Edinburgh Access Panel and a dedicated young persons event involving school pupils from around the city was held.

All of the consultation has informed the draft Plan which, subject to committee approval, will be the subject of further public and stakeholder consultation in early 2020. The consultation will focus on the Plan's vision and objectives, the new policy measures and themes, associated blueprints and the monitoring framework. The consultation process will involve awareness raising, public drop-in events, stakeholder meetings and workshops, and an online survey that collectively will aim to gather the views of people from across the city and into the wider region.

The stakeholder and public consultation will be undertaken in conjunction with City Plan 2030 (pending its approval by Planning Committee) for a 12 week period from December to February 2020.

4. Date of IIA

An IIA workshop for interest and stakeholder groups to look at emerging policy proposals was arranged for July 2019 but due to lack of interest this did not go ahead. A workshop was held, however, with Edinburgh Access Panel in September 2019.

A full IIA workshop involving City of Edinburgh Council staff was held on 29 October 2019. Officers from a wide range of services were invited but those who attended were predominantly transport and planning officers.

5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training	Email
Greg McDougall (facilitator and report writer)	Transport Officer – Spatial Policy	29/10/2019	greg.mcdougall@edinburgh.gov.uk

Andrew Smith	Senior Planning Officer	29/10/2019	andrew.smith@edinburgh.gov.uk
Andrea Mackie	Transport Officer - Development	29/10/2019	andrea.mackie@edinburgh.gov.uk
Laura Marshall	Planning Officer	29/10/2019	laura.marshall@edinburgh.gov.uk
Gavin Sherriff	Acting Senior Transport Team Leader - Parking	29/10/2019	gavin.sherriff@edinburgh.gov.uk
Suzanne Hunter	Transport Officer – Development	29/10/2019	suzanne.hunter@edinburgh.gov.uk
Cameron Baillie	Transport Officer - Planning	29/10/2019	cameron.baillie@edinburgh.gov.uk
Alan Dean	Transport Officer – Public Transport	29/10/2019	alan.dean@edinburgh.gov.uk

6. Evidence available at the time of the IIA

Evidence	Available?	Comments: what does the evidence tell you?
Data on populations in need	Census 2011 National Records for Scotland 2017 Mid-year estimates	Edinburgh has one of the fastest growing populations of any city in the UK, with the population projected to have increased by 26% between 2006 and 2041. This is partly due to an aging population - in 2016 there were nearly 76,000 Edinburgh residents aged over 65 with this level expected to rise to 117,000 by 2041, accounting for 20% of the total population of the city. Based on 2011 Census Data the wards

Evidence	Available?	Comments: what does the evidence tell you?
		<p>with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre.</p>
Data on service uptake/access	Census 2011	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010 of the 190,000 people living and working in Edinburgh, 60,000 commuted to work by car and a further 61,300 commuted by car from other local authority areas.</p> <p>Transport accessibility is lowest around the periphery of the city, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p>
Data on equality outcomes	Bike Life (Sustrans 2017)	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes. 2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or</p>

Evidence	Available?	Comments: what does the evidence tell you?
		<p>twice a week for transport. In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive. 7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p>
<p>Research/literature evidence</p>	<p>Yes</p>	<p>City Mobility Plan is informed by a number of other strategies, including:</p> <p><u>National Transport Strategy</u> <u>Strategic Transport Projects Review</u> <u>National Planning Framework</u> <u>Regional Transport Strategy</u> <u>Edinburgh City Vision 2050</u> <u>2030 Sustainability Strategy</u> <u>City Plan 2030</u></p> <p>An Equalities and Rights Assessment was prepared for Local Transport Strategy 2014-2019. No negative impacts were identified.</p>
<p>Public experience/ information</p>	<p>Ongoing, including Consultation between spring 2018 and autumn 2019</p>	<ul style="list-style-type: none"> • Affordability of public transport (especially if interchange required). • Concern about safety with pedestrians and cyclists sharing infrastructure. ◦ Worry that reducing traffic in one area will displace traffic to adjacent/nearby areas. ◦ Poor orbital public transport connectivity – reliance on city

Evidence	Available?	Comments: what does the evidence tell you?
		<p>centre interchange (generating unnecessary trips into centre from outskirts).</p> <ul style="list-style-type: none"> • Some concern about limiting number of buses in city centre. • Concern about implications of a reduction in on street parking for blue badge holders. • Reservations expressed about impacts on elderly of increasing distance between bus stops. • Access for freight and deliveries needs to be maintained. • Parking provision is essential for people with mobility difficulties and people with small children. • Scepticism around interchanges compelling people to change mode, particularly people with mobility difficulties. • Public transport ticket payment methods are outdated and inflexible but concern that over reliance on technology presents a social barrier. • Technological barriers to using Mobility as a Service options. ◦ Costs of LEZ will have social implications and be felt more by less well off people. ◦ Concern that cost of Workplace Parking Levy will be passed to

Evidence	Available?	Comments: what does the evidence tell you?
		employees.
Evidence of inclusive engagement of service users and involvement findings	<p>Edinburgh City Centre Transformation IIA Stakeholder Workshop (April 2019)</p> <p>Edinburgh Access Panel (November 2018, April, September 2019)</p> <p>City Mobility Plan IIA Workshop (October 2019)</p>	<ul style="list-style-type: none"> • Concerns about impacts of shared space on people with sensory disabilities • Need for better access to public transport information for sensory impaired (using new technology). • Support for better 'more convenient' public transport interchange (e.g. between bus and rail) – seamless ticketing will be important. • Road space re-allocation to pavements benefits disabled. • Advantages of clear waymarking (including of accessible routes) • Area around Waverley Station should be priority for lighting improvements.
Evidence of unmet need	Yes	As above.
Good practice guidelines	Yes	<p>At the start of Plan's development a review of the previous Local Transport Strategy was undertaken by Napier University's Transport Research Institute and recommendations made on suggested structure of the Plan.</p> <p>Officers producing the Plan have been involved in an information sharing European project (Sustainable Urban Mobility Planning) aimed at sharing best practice on how to produce a</p>

Evidence	Available?	Comments: what does the evidence tell you?
		mobility plan.
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the City Mobility Plan.
Risk from cumulative impacts		Cumulative impacts may come about as a result of Low Emission Zone, Edinburgh City Centre Transformation and City Plan 2030 policies which are being developed in parallel with City Mobility Plan. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Other (please specify)		
Additional evidence required	N/A	

7. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights	Affected populations
<p>Positive</p> <p>The impacts resulting from the City Mobility Plan will be predominantly positive, improving the range of transport choice available, the affordability of transport and accelerating a shift from private car use to more use of healthy, sustainable modes of transport.</p> <p>Positive impacts will include improved access to public transport for more people (in terms of both affordability and range/number of services available), car sharing and car club options for people who have no access to a car and access to walking and cycling for more people through expanded and improved footways and cycleways.</p>	<p>All</p>

<p>Affordable, accessible public transport will benefit young people accessing education and will help to provide access to employment opportunities for people seeking work.</p> <p>Less use of private car and more use of public transport, walking, cycling and car sharing will result in public health improvements – air quality will be improved, road safety will be improved and individual health will benefit from more active travel. In addition more sustainable travel will contribute to adaptation to climate change and extreme weather events.</p> <p>Negative</p> <p>Some of the Plan's policies, such as extension of parking controls, might have a disproportionately negative impact on older people, people with mobility difficulties, carers and others reliant on private transport to access or provide services and amenities. This could be mitigated by improvements to other modes of transport and increased choice of transport options.</p> <p>There are proposed policies which may have disproportionate impact on people vulnerable to poverty, for example Workplace Parking Levy, road user charging and LEZ policies which may involve extra financial burden. Similarly, increased use of technology may impact on people with no access to smart phones or bank accounts.</p> <p>Any impacts caused by these policies will need to be mitigated – any mitigation measures identified will need to be implemented before these policies are introduced.</p>	<p>Older people, families, carers and people with mobility difficulties</p> <p>Those vulnerable to poverty</p>
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<p>Environment and Sustainability</p> <p>A separate SEA has been completed and should be referred to. The SEA did not identify any significant negative effects from the policy measures in the Plan.</p>	<p>Affected populations</p>
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Economic	Affected populations
<p>Positive</p> <p>The City Mobility Plan will benefit Edinburgh's economy – by improving movement of people and goods into and around the city, congestion will be reduced and public health will be improved.</p> <p>Increased range of transport options and improved accessibility to transport will facilitate easier access to employment opportunities for all.</p> <p>There is the potential for positive impacts on retail as fewer shoppers travel by car – evidence suggests that shoppers who travel by public transport, on foot or by bike spend more than those who travel by private car.</p> <p>Some of the policy measures will support expanded and new economic growth – for example changes to how deliveries are made in Edinburgh through lower emission vehicles/electric cargo bikes/micro distribution hubs may provide new business opportunities.</p>	<p>Local business</p>
<p>Negative</p> <p>Reductions in parking provision and loading and delivery restrictions might have an impact on businesses – this would likely be short term as business would adapt to any changes.</p> <p>Introduction of a Workplace Parking Levy has the potential to impact on businesses and their employees. Implementation of changes to parking provision, loading and delivery restrictions and introduction of Workplace Parking Levy would need to be introduced following extensive consultation with residents, visitors, employees and businesses.</p>	<p>Local business, employees</p>

8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

No

9. **Consider how you will communicate information about this policy/ service change to children and young people and those affected by hearing loss, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

A joint engagement and consultation programme is being developed for the City Mobility Plan and City Plan 2030. The content of the consultation, communication and engagement materials will be tailored to ensure suitability for all citizens.

The City of Edinburgh Council can offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

10. **Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, a SEA should be completed, and the impacts identified in the IIA should be included in this.**

The City Mobility Plan concerns transport, planning and land use and a Strategic Environmental Assessment (SEA) is required. A SEA has been carried out.

11. **Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

No further evidence required.

12. **Recommendations (these should be drawn from 6 – 11 above)**

- **Ensure equalities are considered in consultation programme.**
- **Continue to utilise existing networks, including Edinburgh Access Panel, EVOC and network of other stakeholders throughout the final plan preparation process to ensure that consultation on the draft plan is fully inclusive.**
- **Consult on potential equalities and rights impacts of the City Mobility Plan to identify any further consequences from proposed policy measures.**

13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and contact details)	Deadline for progressing	Review date
Collect equalities information during consultation.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020
Continue to utilise existing networks.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020
Include questions within consultation on City Mobility Plan asking for views on any impacts on equalities and rights.	Steven Murrell – City Mobility Plan Project Manager	During consultation on draft City Mobility Plan in early 2020	March 2020

14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?

A monitoring and evaluation framework, with associated indicators and targets is being developed for the Plan. It will align with the adopted City Centre Transformation Strategy and forthcoming City Plan 2030 and Low Emission Zone projects to ensure an integrated approach, and to continue the close alignment of these mutually supportive projects.

E D Kennerly

15. Sign off by Head of Service

MT

Name Michael Thain

Date 16/01/20

16. Publication

Send completed IIA for publication on the relevant website for your organisation.

