

Transport and Environment Committee

10.00am, Thursday, 1 February 2024

City Mobility Plan – 1st Review

Executive/routine
Wards

Executive
All

Recommendations

- 1.1 It is recommended that Committee notes the first biennial review of the City Mobility Plan (CMP), the findings from the recent 'Actions to Deliver Edinburgh's CMP' consultation which have helped inform this review, progress against the Key Performance Indicators (KPIs) and the CMP Implementation Plan; and approves:
 - 1.1.1 The updated CMP Implementation Plan - expanded to include actions from the active travel, public transport, parking, road safety and air quality action planning work, enabling a fully integrated approach to citywide mobility-planning and place-based investment;
 - 1.1.2 The additional KPIs to support monitoring of progress to deliver CMP objectives;
 - 1.1.3 Updates to the CMP Strategy to 2030 document;
 - 1.1.4 The Air Quality Action Plan (Appendix 10) which fulfils the statutory requirement to set out actions to reduce concentrations of air pollutants and exposure to air pollution, with specific focus on nitrogen dioxide (NO₂); and
 - 1.1.5 The 'Delivering Actions - Supporting Information' papers for active travel, public transport, road safety and parking to support the updated CMP

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

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

City Mobility Plan – 1st Review

2. Executive Summary

- 2.1 This report and Appendices present the outcomes of the first biennial review of the City Mobility Plan 2021-30 (CMP). Primary focus has been given to updating the Implementation Plan alongside reviewing progress against Key Performance Indicators (KPIs) and actions committed for delivery by the end of 2023. The CMP ‘Strategy to 2030’ has also been updated.
- 2.2 The review has been informed by the recent consultation on ‘Actions to Deliver Edinburgh’s City Mobility Plan’ which was undertaken between April and July 2023.

3. Background

City Mobility Plan

- 3.1 [CMP](#) was approved by Committee on 19 February 2021 after an extensive period of consultation, undertaken in parallel with the Council’s emerging [City Plan 2030](#). CMP sets out the Council’s strategic approach to sustainable, safe and effective movement of people and goods in Edinburgh up to 2030. It has two key parts:
 - 3.1.1 The [Strategy to 2030](#) includes the vision, objectives and policy measures set across three main themes: People, Movement and Place. The strategy also sets out KPIs to support the review of progress against meeting the plan’s objectives; and
 - 3.1.2 The [Implementation Plan](#) sets out the key actions required to deliver CMP objectives. The Implementation Plan includes delivery milestones, delivery responsibility and cost/funding information where known.
- 3.2 CMP’s biennial review schedule was agreed to focus primarily on reviewing and updating the Implementation Plan and reviewing progress against the KPIs and Implementation Plan.

Links with Scottish Government priorities

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

- 3.4 In December 2020, the Scottish Government published an [Update to the Climate Change Plan](#) which set a national target to reduce car kilometres (kms) by 20% by 2030. On 11 November 2021, Committee approved a [citywide target](#) for Edinburgh to reduce car kms by 30% by 2030, in recognition of the city's urban context and existing connectivity.
- 3.5 In Spring 2022, the Scottish Government consulted on a [Route Map to Achieve a 20% Reduction in Car Kilometers by 2030](#) with interventions framed around reducing the need to travel, living well locally, switching to sustainable travel modes, and combining/sharing trips. It also highlighted the need to explore equitable options to further discourage car use, including road user charging (aka 'Pay as you Drive' as referred to in CMP). The final Route Map and supporting research on road user charging are expected later this year and will support a national Car Demand Management Framework by 2025.
- 3.6 In December 2022, Transport Scotland published the second Strategic Transport Projects Review 2 (STPR2), providing an overview of transport investment required to deliver NTS2 priorities including mass rapid transit (tram and bus priority) and active travel investment in Edinburgh and the wider city region. NTS2's [Third Delivery Plan](#) was published in December 2023. This outlines progress against commitments and further actions to be progressed in the coming year, including anticipated publication of a transport infrastructure delivery plan for STPR2.

Links with other priorities

- 3.7 A new [Regional Transport Strategy – SEStran 2035](#) for the south-east of Scotland was published in June 2023. It reinforces NTS2 priorities and supports the national target to reduce car kms by 20% by 2030.
- 3.8 [National Planning Framework 4](#) (NPF4), published in February 2023, sets out spatial principles and policies to deliver sustainable, liveable and productive places. National Developments relevant to delivering CMP include commitments to deliver urban mass rapid transit, walking, wheeling and cycling networks. This reflects the outcomes from STP2R and commitments in the CMP.
- 3.9 Adoption of [City Plan 2030](#) is anticipated in 2024. City Plan 2030 supports NPF4 and CMP objectives to deliver a 'place-based' approach to the creation of high quality, high density, mixed-use and walkable communities, linked by better active travel and public transport infrastructure.
- 3.10 The Council's [Climate Strategy 2030](#), approved in December 2021, sets out the steps Edinburgh will take to tackle the challenge of climate change and achieve the aim of becoming a net zero city by 2030. Delivery of the CMP is a key priority of this Strategy, as part of a just transition.
- 3.11 In 2023, the Council published its new [Business Plan 2023-2027](#) which sets three strategic priorities: to create good places to live and work across Edinburgh; end poverty; and deliver a net zero city by 2030.

4. Main report

- 4.1 The Council has approved ambitious targets to tackle climate change, reduce congestion and improve the quality, health, safety and accessibility of public streets and spaces. CMP continues to play a pivotal role in meeting these targets, including achieving net zero, reducing car kms by 30% by 2030 and Vision Zero (where there are zero fatalities or serious injuries on Scotland's roads) by 2050.
- 4.2 Impacts on travel patterns from COVID-19 are beginning to settle, however uncertainty remains on longer term changes. There is greater acceptance of home working and online retailing. Public transport use is recovering but continues to be lower than pre-pandemic levels. Data from the Department for Transport, SEPA and TomTom confirms that private car use has returned to close to pre-pandemic levels, with morning/evening peaks evident again since their initial flattening. Congestion therefore continues to be a significant challenge.
- 4.3 Edinburgh remains dominant as a regional employment centre, accounting for around 45% of all commuting trips. The city centre remains a huge draw for tourists and leisure activities. Projected future population growth means Edinburgh requires the construction of just over 44,000 new homes by 2032.
- 4.4 On review, CMP's strategic vision, objectives and policy measures remain relevant to help meet the Council's commitments. CMP also remains reflective of current national, regional and local policies, strategies and priorities including the Council's new Business Plan. Continued ambition is needed to deliver the CMP, and this is reflected in the updated Implementation Plan (Appendix 4).

Delivering CMP Objectives - Review of Progress

Key Performance Indicators (KPIs)

- 4.5 CMP currently has 15 KPIs to help measure how successfully objectives are being met. Appendix 1 details progress against these KPIs along with 21 new KPIs added following this review – mostly transferred from the draft Active Travel and Parking Action Plans - to enhance monitoring and evaluation. Not all the new KPIs can be measured from the CMP 2019 baseline due to the timing of when data first became available. The most recent available data is presented. Results include:
- 4.5.1 8% decrease in carbon emissions from on-road transport from 2019/20 to 2021/22 - 53,100 less tonnes of carbon dioxide equivalent (tCO₂e);
- 4.5.2 7% decrease in car kms driven on Edinburgh roads from 2019 to 2022, equivalent to 164 million less kms);
- 4.5.3 Increase from 65% to 66% of residents walking and wheeling five or more days a week from 2019 to 2021;
- 4.5.4 Decrease from 9% to 8% in residents cycling five or more days a week from 2019 to 2021. Whilst this indicates a marginal reduction in high frequency cycling, there has been an overall increase in residents who cycle from 42% in 2019 to 47% in 2021, and an increase in residents who cycle at least once

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

- 4.5.5 Patronage for Lothian Buses and Edinburgh Trams reduced from 131.65 million passengers in 2019 to 98.28 million passengers in 2022. Public transport patronage has been significantly impacted by the pandemic but is showing strong signs of recovery now, and 2023 patronage data will be confirmed as soon as available;
- 4.5.6 Public transport remains comparatively more affordable in most cases than the other three comparator cities (Dundee, Aberdeen, Glasgow);
- 4.5.7 Reduction in air pollution from 2019 to 2023 resulting in a decrease of Air Quality Management Areas (AQMAs) (the Council is in the process of revoking Inverleith AQMA and amending St Johns Road AQMA to reflect this);
- 4.5.8 2% decrease in the number of people killed and seriously injured on the city's roads between 2019/21 and 2020/22 (three year average) and a 13% decrease in number of pedestrians seriously injured over the same period. However, there has been an 11% increase in young people (under 18) seriously injured between 2019/21 and 2020/22;
- 4.5.9 Increase from 27% to 37% of population living in streets served by Controlled Parking Zone or Priority Parking Area from 2019 to 2023;
- 4.5.10 14% increase in the number of multimodal interchanges from 2019 to 2023;
- 4.5.11 43% increase in provision of publicly available electric vehicle chargers from 2019 to 2023; and
- 4.5.12 Increase from 10% to 13% in the number of dwellings with low levels of public transport from 2019 to 2023. Influencing factors include volume of new development outside the city or town centres particularly in the west and south where there are fewer/less frequent bus services due to lower densities of demand.

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

Implementation Plan 'by end of 2023' Actions

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

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

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

- 4.8 A citywide [consultation](#) seeking views on five draft action plans (Active Travel, Public Transport, Road Safety, Parking, and Air Quality) and the emerging ‘*Our Future Streets – a circulation plan for Edinburgh*’ was undertaken between April and July 2023. The consultation provided further understanding of the city's biggest priorities and difficult decisions needed to deliver committed targets, CMP objectives and enhance related programmes (such as [Edinburgh's City Centre Transformation](#)).
- 4.9 The consultation findings were [reported](#) to Committee in October and have influenced several changes to the CMP and the final outputs presented in this report and ‘sister’ report - ‘*Our Future Streets – a circulation plan for Edinburgh*’. Appendix 3 details how the consultation has, as far as possible, reinforced supported actions and/or influenced changes, including provision of further detail, where concerns or uncertainties were raised.

CMP-Led Approach

- 4.10 Consultation feedback included the need to streamline the amount of information presented across the action plans and to resolve duplication with CMP. This has resulted in a more integrated ‘CMP-led’ approach as follows:
- 4.10.1 Actions (amended where required) within the draft action plans have been transferred into the updated CMP Implementation Plan (Appendix 4). This means all mobility-related actions and investment priorities can be viewed and understood in one place (under CMP's strategic ‘People’, ‘Movement’ and ‘Place’ themes), supporting a more integrated, simpler and consistent approach that also resolves any duplication issues;
- 4.10.2 The draft Active Travel, Public Transport, Parking, and Road Safety Action Plans have been refocused to provide supporting information on the delivery of actions. This information is now presented in ‘Delivering Actions - Supporting Information’ papers (Appendices 6-9). Relevant strategic/contextual information has been transferred to the updated CMP Strategy to 2030 (Appendix 5);
- 4.10.3 The Air Quality Action Plan (AQAP) is a statutory requirement and must follow a Scottish Government template. It has not therefore been refined in the same way as the other draft action plans. The AQAP also considers actions to tackle non-transport related air pollution so is not entirely linked to CMP. However, the delivery information on all transport-related actions has been included in the updated Implementation Plan, reinforcing the integration needed to deliver a place-based approach. The final AQAP is presented in Appendix 10; and

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

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

Place-based Approach

- 4.12 To support an integrated, place-based approach to delivering actions, two new columns have been added to the updated Implementation Plan - 'Geographic Coverage/Approach to Prioritisation' and 'Project Types'.
- 4.13 Project Type categories comprise: Behaviour Change, Governance, Corridors and Routes, Street Transformation, Tram, Liveable Neighbourhoods, Major Junctions and Crossings, and City Operations. Each Project Type has been further explained, using examples, in Appendix 11. This approach will enable related actions under the same Project Types to be identified and built into project development and delivery in a more integrated way. This will also support a more robust and efficient approach to seeking/spending funding.
- 4.14 The '*Our Future Streets – a circulation plan for Edinburgh*' report sets out the Council's place-based approach to delivering streetspace reallocation, focusing across key corridors, the city centre and neighbourhoods.

5. Next Steps

- 5.1 If approved, the updated City Mobility Plan Strategy to 2030, the Implementation Plan and the supporting information papers will be uploaded to the Council's website. Committee are asked to delegate authority to officers to update the graphically produced document for publication on the Council's website.
- 5.2 If approved, the AQAP will be uploaded to the Council's website, replacing the 2010 AQAP.
- 5.3 KPIs will continue to be monitored as data becomes available, for reporting at the next biennial CMP review point.

6. Financial Impact

- 6.1 If the recommendations in this report are to be delivered, significant additional resource and funding will be required.
- 6.2 Current available external funding streams are generally focussed on individual modes, which introduces complexities and significant risks to the Council's

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

- 6.3 The Council will continue to build the case for place-based multi-modal investment/funding structures and to work closely with funding partners, Governments and other local authorities, to ensure a place-based approach to future funding applied over multiple financial years (to better reflect actual local delivery constraints and timescales). As part of this approach, officers will seek opportunities to maximise external funding, developer contributions and alignment with existing capital priorities.
- 6.4 The main delivery mechanism for CMP is investment on capital projects and programmes, as well as other operational changes that may need to be introduced to ensure any consequences are managed and mitigated. The level and timing of external funding to deliver the CMP Implementation Plan will, to a large extent, dictate the speed at which investment can happen. As a consequence, investment requirements need to be targeted and prioritised according to funding expectations over a given investment period.
- 6.5 The two examples below intend to provide an order of magnitude for the scale of the investment required to deliver the CMP:
- 6.5.1 Delivery of the portfolio of ‘Street Transformation’, ‘Corridors and Routes’, ‘Liveable Neighbourhoods’ and ‘Minor Works’ projects and programmes is estimated at between £823 million and £1,450 million¹.
- 6.5.2 A Strategic Business Case (SBC) for expansion of the tram network from Granton to Bioquarter and beyond is now under development. At this stage of the project, estimates indicate that the overall cost to build the scheme could be in the region of £2 billion. Further details will be reported to Committee as part of the SBC later this year.
- 6.6 Given the financial constraints faced by the Council, certain areas will need to be prioritised and may need to also consider application of low-cost delivery models, as well as permanent changes, in order to maximise benefit/cost ratios, to acceptable delivery timescales.
- 6.7 Other key factors impacting on the delivery of the CMP Implementation Plan relate to Council staff resources, organisational effectiveness and powers and processes needed to deliver and enforce the proposed changes.
- 6.8 A separate briefing will be shared with Committee to address the requirements of Councillor Bandel’s motion ‘Staff Resourcing for the City Mobility Plan’, as amended and agreed by Committee in [August 2023](#).

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

7. Equality and Poverty Impact

- 7.1 The [City Mobility Plan's IIA](#) and IIA processes undertaken for the action planning and '*Our Future Streets – a circulation plan for Edinburgh*' work have helped identify a range of views and impacts, including from seldom heard and/or underrepresented groups. These groups include those experiencing poverty, rural communities, women, children and young people, people with mobility issues, people living with a non-mobility related disability, and older people.
- 7.2 IIAs undertaken for the action planning work are available via the Council's [IIA webpages](#). The IIA process for the 'Delivering Actions for Road Safety – Supporting Information' paper has been informed by the CMP IIA and will be finalised and presented as part of the Road Annual Safety Delivery Programme.

8. Climate and Nature Emergency Implications

- 8.1 The CMP will continue to have multiple citywide social, environmental and economic impacts as identified through the IIA and through discussions with stakeholders and members of the public as part of the various consultations that have informed its evolution.
- 8.2 Overall, the CMP's vision, objectives, policy measures and associated Implementation Plan strongly support and reinforce the Council's commitments to meeting climate change and adaptation goals, improving air quality, health and wellbeing, tackling poverty, and delivering good placemaking (including enhancing biodiversity).
- 8.3 The consultation undertaken in 2023 was designed to further understand the city's priorities in creating cleaner, greener, safer, more accessible and affordable travel choices. It was also designed to draw attention to and facilitate discussion on the difficult decisions and compromises needed to create a fully sustainable, efficient, inclusive and fair citywide transport system. The feedback from this consultation has informed CMP's review.
- 8.4 To help better understand the citywide carbon implications of reducing car kilometres driven and reductions to speed limits, the Scottish Environment Protection Agency (SEPA) have developed a tool for local authorities in Scotland to use. Appendix 12 summarises the application of the tool to the Council's networks, City Mobility Plan and Our Future Streets (Circulation Plan).
- 8.5 Findings from the tool scenarios indicate that the total carbon emissions of road transport in Edinburgh is approximately 644,204 tonnes of CO₂ per annum, according to current data. Carbon emissions would reduce by 19% if all streets and roads within the Council area achieved a 30% reduction in car kilometres, according to current data. Increasing the rollout of 20mph streets in Edinburgh, from 86% coverage to 90%, would have a negligible impact on carbon emissions.

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

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

- 9.1 The consultation in 2023 and earlier consultations to inform CMP complied with the Council's approved Consultation Policy and were designed in collaboration with the Council's Consultation Advisory Panel and Committee. The items for Committees approval have follow correct procedures in terms of consultation and IIA processes.
- 9.2 The updates to CMP align with and support related Council targets, policies, strategies and guidance.

10. Background reading/external references

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

11. Appendices

- Appendix 1 Progress against CMP Key Performance Indicators (KPIs)
- Appendix 2 Progress against CMP Implementation Plan (actions to be complete 'by end of 2023')
- Appendix 3 Actions to Deliver Edinburgh's City Mobility Plan Consultation - *You Said, We Did*
- Appendix 4 Updated CMP Implementation Plan
- Transport and Environment Committee – 1 February 2024

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

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



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



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

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

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

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

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

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

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

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

APPENDIX 2

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

Progress update against 'By End of 2023' commitments

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

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

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

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

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

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

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

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

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

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

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

APPENDIX 3

Actions to Deliver Edinburgh's City Mobility Plan Consultation

'You Said, We Did'

1. Introduction

- 1.1 A citywide [consultation](#) seeking views on five draft action plans (Active Travel, Air Quality, Parking, Public Transport and Road Safety) and the emerging Our Future Streets (circulation plan) was undertaken over a 12-week period from 17 April until 9 July 2023.
- 1.2 Consultation activities were structured predominantly around stakeholder discussions including in-person workshops, market research, an online survey, public drop-in events, and focus groups capturing seldom heard and underrepresented groups.
- 1.3 The consultation gained further understanding of some of the city's biggest priorities and difficult decisions needed to deliver committed targets, [City Mobility Plan](#) (CMP) objectives and ways in which we can further enhance related programmes such as [Edinburgh's City Centre Transformation](#). Key targets include reducing car kilometres by 30% by 2030, reaching net zero for carbon by 2030, and achieving Vision Zero for safety by 2050.
- 1.4 This report summarises how the Council has used the consultation feedback, alongside data and technical evidence, to further inform, and reinforce or revise the final outputs of this work.

2. Consultation Feedback

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

- 2.2 The online survey received a total of 2,955 responses, with an additional 553 people engaged through representative market research. 55 Edinburgh residents participated in the focus groups. 41 stakeholders attended the workshops, and 166 members of the public attended the drop-in events. Stakeholder organisations submitted 56 written responses. As such, the consultation programme received a total of 3,826 representations.
- 2.3 Views were captured across the following key themes:
1. Improving local travel for walking and wheeling
 2. Delivering a joined-up cycle network
 3. Delivering improvements to our public transport network
 4. Delivering a people-friendly city centre
 5. Achieving city-wide road safety targets
 6. Improving our public transport and active travel corridors
 7. Delivering vibrant shopping streets
 8. Delivering liveable neighbourhoods
 9. Supporting the journey to net zero and cleaner air
- 2.4 The consultation also enabled general feedback to be provided outwith these themes.
- 2.5 Full details of the activities, process and findings were presented to the Council's Transport and Environment Committee on 12 October 2023 – the report can be accessed [here](#).

3. Response to Consultation Feedback

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

City Mobility Plan-Led Approach

- 3.2 Consultation feedback included the need to streamline the amount of information presented across the action plans and resolve duplication with CMP. This has resulted in a more integrated 'CMP-led' approach as follows:
- Actions within the draft action plans have been transferred (as amended where required) into the updated CMP Implementation Plan. This means all mobility-related actions and investment priorities can be viewed and understood in one place under CMP's strategic umbrella, supporting a more integrated, consistent approach that also resolves duplication.
 - The draft Active Travel, Parking, Public Transport, and Road Safety Action Plans have been refocused to provide supporting information to the CMP Implementation Plan on the delivery of actions. This information is now presented in 'Delivering Actions - Supporting Information' papers. Relevant strategic/contextual information has been transferred to the updated CMP Strategy to 2030.

- The Air Quality Action Plan (AQAP) is statutorily required to follow a Scottish Government template and has not been refined in the same way as the other action plans. The AQAP also considers actions to tackle non-transport related air pollution so is not entirely linked to CMP. However, the delivery information on all transport-related actions have been included in the updated Implementation Plan, reinforcing the need for integrated and place-based approaches.
 - Key performance indicators from the draft Action Plans have been reviewed and transferred, where appropriate, to the updated CMP Strategy to 2030. The inclusion of these additional KPIs in CMP supports a more strategic and efficient approach to monitoring all transport-related actions as opposed to each plan undertaking its own monitoring.
- 3.3 The CMP Implementation Plan also includes new strategic cross-cutting actions to support CMP objectives, including establishing an Accessibility Commission to deliver improvements for disabled people across our public streets and spaces.
- 3.4 To support an integrated, place-based approach to delivering actions, two new columns have been added to the updated Implementation Plan - 'Geographic Coverage/Approach to Prioritisation' and 'Project Types'.
- 3.5 Project Type categories comprise: Behaviour Change, Governance, Corridors and Routes, Street Transformation, Tram, Liveable Neighbourhoods, Major Junctions and Crossings, and City Operations. This approach will enable related actions under the same Project Types to be identified and built into project development and delivery in a more integrated way. This will also support a more robust and efficient approach to seeking and spending future funding.

Consultation Themes

Theme 1 - Improving local travel for walking and wheeling

- 3.6 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations were consistently regarded as the top priorities to make streets accessible for everyone walking and wheeling.
- 3.7 These priorities, and other measures which also received support including providing rest places, will be reflected in 'Liveable Neighbourhoods' projects (refer to Theme 8) and through our wider delivery programme for walking interventions.
- 3.8 Some footway improvements (e.g., providing smooth and level footways) will require significantly more budget than others (e.g. dropped kerbs). Our approach to prioritising footway interventions will take into account the cost and deliverability of measures.
- 3.9 For footway decluttering, stakeholder feedback places a priority on our town centres, and we will look to adopt this priority in our approach to decluttering.

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

- 3.10 The importance of dropped kerbs was stressed by stakeholders and in focus groups. We will continue to dedicate resource to rolling out dropped kerbs across the city. This simple, low-cost measure will form a core part of our 'Liveable Neighbourhoods' programme.
- 3.11 While seating and places to rest were given the lowest priority by those responding to the consultation and market research for making our streets more accessible, those with mobility issues listed more rest places/benches as "extremely important". In response to this, we will not deprioritise additional rest spaces but will take care to only introduce new rest spaces in a way that does not increase street clutter
- 3.12 In terms of crossings, providing more frequent crossing opportunities or more time to cross roads was a priority from the market research and joint second priority from the survey. Making changes to crossings can sometimes be complicated by older equipment and/or interface with other modes of transport, like buses and trams. However, with relatively strong support for these changes, we will look to, where possible, improve crossing opportunities in the city. Our first priority locations will be around routes to schools.
- 3.13 In the draft Active Travel Action Plan, we had committed to reviewing 'two-stage' crossings and changing to 'single-stage' crossings where possible. While there was a significant difference in support coming through the survey and the market research, this action still featured lower on priorities across the board. We will first consider whether a widened pedestrian island may be a more appropriate solution for a crossing improvement. Where implementing single-stage crossings, we will ensure there is ample time provided to cross.
- 3.14 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. Decluttering actions will be prioritised within local/town centres and the city centre and actions to make walking safer in neighbourhoods will be progressed on routes to schools.
- 3.15 The Council established an independent Accessibility Commission for Edinburgh in January 2024 which includes representatives across several disability representative groups. This Commission, which will run for at least two years from the start of 2024, will support the Council's work in meeting the Equal Pavements Pledge.

Theme 2 - Delivering a joined-up cycle network

- 3.16 In terms of expanding Edinburgh's cycle network so that every household is within 250-400m of a high quality cycle route, the majority of survey and market research respondents supported this action. We will continue to plan the delivery of this action.
- 3.17 In response to stakeholder feedback, we emphasised the importance of our cycling infrastructure being a "network" in our supportive information.

- 3.18 Several comments were raised around the need to reintroduce a public bike hire scheme. Work is progressing to explore this as a priority for the city.
- 3.19 In response to stakeholder feedback, we have now committed to reviewing the Edinburgh Street Design Guidance every two years, rather than every year. This reflects the significant resource required to undertake this work and it is considered that a biannual review approach would still ensure the guidance reflects updates policy and practice in a timeous way.
- 3.20 In response to stakeholder feedback, we have stated an ambition to support cycle parking outwith Council land, for example in retail spaces. We have similarly stated an aspiration to have the recreational network audited and mapped, illustrating accessibility for different uses, in response to stakeholder feedback. Additional resource and partnership working is needed to support this work.
- 3.21 Our Future Streets (Circulation Plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, initiatives proposed was focus on simple measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings. Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. For corridors, the cycling network will be contingent on future investments on full corridors (e.g., A8). For the city centre, a network will be achieved by reducing/removing intrusive through traffic, making the streets safer and providing better connectivity/options for cycling within the city centre.

Theme 3 - Delivering improvements to our public transport network

- 3.22 Proposals to improve bus stop facilities were outlined in the draft Public Transport Action Plan. The consultation revealed that the highest priority was the need to improve real-time passenger information (RTPI). Commitments to improve RTPI will be updated to reflect the importance of this action and the need for the continued rollout of new information screens across new sites.
- 3.23 The Council is in the process of rolling out a new travel tracker system which uses full colour screens which are easier to read. This will display real-time departure information for multiple transport operators. As at end of November 2023, the Council will have replaced 210 out of 330 on-street signs and will create 100 new sites after the replacement schedule has finished.
- 3.24 The consultation confirmed support for improved shelter provision, particularly amongst older respondents. A need for safe, weatherproof and lit shelters with suitable seating was expressed, therefore commitments to deliver this have been strengthened to reflect this.
- 3.25 People with disabilities highlighted that improving the layouts of bus stops is a priority. The provision of more information on the availability of disabled spaces onboard bus and tram vehicles is also important. Actions have been reviewed

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

- 3.26 The Council will continue with its rolling programme of new and replacement bus shelters as budget permits, with prioritisation based on shelter condition and locations where there are known access difficulties.
- 3.27 The consultation asked whether people would be willing or able to walk or wheel a little further to reach a bus stop where there are; a) faster or express services, b) increased range of bus services; c) improved waiting facilities. There was general support for this subject to delivering a) and b). Proposals to realign a small number of bus stops across the city will reflect these preferences, to optimise spacing of stops and improve bus journey times and reliability. Maximising accessibility to/from these bus stops will be a critical part of the development of these proposals.
- 3.28 Several respondents mentioned the need for better integration of ticketing between bus and tram. In addition to that, younger people living in poverty mentioned the increasing cost of public transport as a barrier. *Tap Tap Cap* is being introduced on tram during spring 2024, reducing the cost of travel for many. Improved ticketing integration between bus and tram is consistent with council's longer-term objective in supporting integrating ticketing across all public transport modes.
- 3.29 Several respondents raised concerns about issues with antisocial behaviour on trains and buses, especially outside the main working hours. The Council will continue to work with the police and bus operators to tackle this. Investment in new CCTV technology connected with the City Operations Centre will help support ongoing initiatives.
- 3.30 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For neighbourhoods, walking, wheeling and cycling actions will seek to improve connectivity to public transport routes. For corridors, public transport actions will focus on making it more reliable and reducing journey times, as part of early actions and future fully integrated corridor projects (A8). For the city centre, public transport journey times will be improved with the removal of intrusive through traffic which will reduce demand by car to the city centre, further easing congestion.

Theme 4 - Delivering a people-friendly city centre

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

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

- 3.32 The biggest priority areas for reducing through traffic include George Street, Lothian Road, Princes Street, High Street, the Bridges Corridor, Canongate, Cowgate, George IV Bridge and Grassmarket. Stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could potentially create wider traffic displacement, if not properly managed. Transformational public realm proposals are already being progressed at various stages for many of these priority areas (George Street, Lothian Road, Princes Street in particular) and the Council's City Centre Transformation (CCT) programme and the new Our Future Streets (Circulation Plan), which proposes an expanded area of interventions to further build on CCT, are proposed to address feedback. Further discussion on more detailed proposals for these interventions will be undertaken in due course.
- 3.33 There were mixed levels of support for delivering a targeted reduction in kerbside parking within the city centre. Effective parking controls help to ensure that parking opportunities are available for residents, those with mobility issues and blue badge holders making Edinburgh a great place to live and work. We will need to significantly reduce on-street visitor car parking to achieve the level of place and pedestrian priority required and to reduce demand by car from the city centre – this will help mitigate displacement impacts by removing demand and help revitalise businesses who will have better managed access for deliveries.
- 3.34 For businesses, we need to help them thrive and want to ensure deliveries can happen as easily as possible. However, the way we manage deliveries will need to change with stricter timed windows on our most sensitive streets which will become people focused.
- 3.35 There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Access to the city centre via public transport is already extensive and improvements to support travel via all sustainable modes is a key to City Mobility Plan objective. The Council's pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.
- 3.36 Our Future Streets (circulation plan) recommends place-based approaches to packaging works for 'on street' delivery. For the city centre this will focus on the following cross-cutting themes when exploring how streets' networks will be delivered and communicated:
- Accessibility
 - Deliveries/logistics
 - Buses, in particular tour buses

Theme 5 - Achieving city-wide road safety targets

- 3.37 The priority for the Road Safety team is to undertake its statutory function in terms of collision and casualty reduction. To achieve this “statutory” outcome the team are undertaking the following duties:
- Facilitating an Accident Investigation and Prevention (AIP) programme on a 3-year cycle
 - Identifying and delivering a Speed Reduction Site programme, including investigation and intervention to change driver behaviour
 - Undertake speed limits reviews and delivering appropriate interventions
 - Reviewing pedestrian crossing infrastructure requirements and developing a proposed citywide framework to consider where facilities are required with other delivery partners.
 - Engaging with School Communities to consider appropriate safe active travel infrastructure around schools (including School Streets zones where appropriate)
 - Providing a Road Safety Audit service for the Authority (external consultant currently)
 - Developing future road safety policy and predictive risk modelling
 - Delivering annual Young and Old Driver education, and Junior Road Safety Officer events
 - Management of School Crossing Patrol Service
 - Deployment and supervision of school crossing guide staff
 - Crossing Guide site audits to consider appropriate infrastructure improvements
 - Engagement with Roadworks Co-ordination team to manage safe interaction with roadworks.
- 3.38 Re-designing major junctions was the highest priority to protect vulnerable road users even where this may have an impact on motorised traffic. Implementation of the Council’s Major Junctions Review is the appropriate project to focus and address this issue.
- 3.39 The initial stage of the Major Junctions Review work included the development a scoring methodology for the prioritisation of major junctions across the city, to enable the Council in subsequent stages, to establish a programme of interventions aimed at improving the safety of people walking, wheeling, and cycling through the prioritised junctions. An initial long list of 140 junctions was developed, which included an assessment and scoring methodology.
- 3.40 Following this, engagement was undertaken with key stakeholder groups representing vulnerable users (Living Streets Edinburgh Group, Spokes and the Edinburgh Access Panel) to identify those major junctions within the city which present the greatest safety concerns. A report was presented to the Committee on 20 April 2023, presenting the outcomes of the prioritisation and setting out the next steps towards the implementation of improvements at the 40 junctions prioritised through the review.

- 3.41 A professional services brief is now under preparation for the appointment of a consultant to take forward:
- Detailed development of early interventions on the top 40 junctions approved at Committee
 - Detailed design and traffic order development of the Kings Road (Portobello) junction scheme.
 - Concept design work for 6 of the top 10 junctions considering significant improvements for our most vulnerable road users.
- 3.42 A high proportion of those with children at home felt that it was also important to expand the number of schools with 'School Streets'.
- 3.43 The Council will continue to engage with School Communities to support School Travel Plans and importantly, consider appropriate safe active travel infrastructure required around schools. These measures will include different interventions and may including School Streets zones where appropriate.
- 3.44 There was overall support for the introduction of restrictions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally.
- 3.45 In a road safety context the creation of the Local Traffic Improvement team is intended to focus on mobility challenges our local communities face in terms of intrusive traffic and dealing with traffic volume. The Speed Reduction Programme (noted above) is considered as part of the statutory duties to reduce collisions and casualties, a function to reduce the speed of traffic in our neighbourhoods.
- 3.46 The Council will develop a project criteria to improve local mobility and mitigate the impact of intrusive traffic on our communities. We will also engage with local community representatives to build up a "Project Bank" for criteria assessment and local project delivery.
- 3.47 There is a legacy of the historical Neighbourhood Environment Programme (NEPs) and this is expected to deliver local projects that would not otherwise be included in traditional active travel, 20-minute neighbourhood or Road Safety programmes.
- 3.48 In a move to better inform the Council's Road Safety investment strategies, the service is exploring the use of predictive risk modelling to consider where collisions, incidents or areas of risk are likely to occur in the future. The team intend to trial the use of predictive risk factors to consider where future infrastructure improvements may be appropriate considering environmental, physical, driver and vehicle profile factors.

Theme 6 - Improving our public transport and active travel corridors

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

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

- 3.50 While there was general opposition to the “extension of bus lanes to 7am-7pm for 7 days a week” from survey respondents, marginal support from market research respondents, and general support from stakeholders. This remains a strong desire of bus operators due to service unreliability outside of peak times and at weekends. Consideration is being given to trialling extended bus lane hours on a strategic bus lane corridor to allow evidence to be gathered on bus service journey time and reliability improvements alongside any detriment to general traffic and local businesses. This work will then inform any further roll-out and discussion on this measure.
- 3.51 The consultation revealed broad support for reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport. To free up space for place and sustainable modes, the Council will need to significantly reduce/remove parking on our key corridors.
- 3.52 Waiting/loading/shopper parking will be moved to side streets where-ever possible with overall volume pressures reduced significantly via consolidation based on user requirements (timed windows for loading, dedicated blue badge parking etc).
- 3.53 The Council will focus also on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods.
- 3.54 Public parking charges and maximum stay periods will also be tailored to specific local circumstances, such as short-term parking at local shopping areas and longer-term parking in non-residential streets with sufficient capacity.
- 3.55 A City Centre Operations Plan is currently being developed which will respond to feedback on the need for a clear strategy to support consolidation of freight and servicing movements including last mile delivery opportunities using low/zero emission modes such as cargo bikes. The Operations Plan will also consider other key city centre operational elements including coaches, taxis and private hire cars. It will also need to consider parking strategy to manage demand and improve accessibility for those with mobility requirements and residents living within the city centre.

Theme 7 - Delivering vibrant shopping streets

- 3.56 The consultation revealed broad support for reducing parking on shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties.
- 3.57 As the number of parking places are reduced, it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside

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

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

Theme 8 - Delivering liveable neighbourhoods

- 3.59 Interventions to reduce the speed and volume of traffic in neighbourhoods to facilitate people's choice to walk, wheel or cycle locally were given overall support from the consultation.
- 3.60 Improving footways to provide safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations was consistently regarded as the top priorities to make streets accessible for everyone.
- 3.61 A programme of area-wide 'Liveable Neighbourhood' initiatives is now proposed, focussing on measures like dropping kerbs, narrowing side roads, better pavements around local shops and new crossings, decluttering and resolving trip hazards. Travel to school routes, and associated school street closures will also be considered. Issues of intrusive traffic caused by rat-running would also be addressed where there is local support using measures such as modal filters, as would measures such as crossings to help deliver cycling quiet routes. and has committed to proactively improving junctions and side streets with a prioritised plan.
- 3.62 The main aim is to deliver streets that allow people, especially residents, to get around easily, sustainably and locally. The Council will continue to plan the delivery of these actions in consultation with communities and other key stakeholders.

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

- 3.63 Consultation on the Air Quality Action Plan was extensive and wide ranging, as part of the consultation process for both the City Mobility Plan (CMP) and for the Air Quality Action Plan (AQAP) (direct consultation with statutory consultees and the provision of an Air Quality specific workshop).
- 3.64 In response to the questions about supporting the journey to net zero and cleaner air, the Council has ensured that the actions which have support have remained in the AQAP, and where there has been particular public support, such as for supporting a progression to a zero-carbon bus fleet, these actions have increased in prominence and priority, including providing a more detailed implementation timescale.

- 3.65 Concerns about the LEZ are reflected within the AQAP and more signposting to available grants will be included. Concerns about impacts of the LEZ outside of the zone will be monitored as part of the monitoring and evaluation of the scheme.
- 3.66 Following the Air Quality specific workshop, there have been some changes to the actions, for example, it was suggested that rather than holding a workshop to increase collaborative working across the Council, the Steering Group should continue, and assist with the governance of the AQAP. We have widened the Steering Group out to further external partners, to ensure that actions are delivered within the timescales in the plan. The Council's Transport and Environment Committee also agreed that Council should work with organisations like the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh continues to improve beyond the minimum standard set by the Scottish Government.
- 3.67 Whilst amending the AQAP, we have continued collaborative working across the Council, and with external stakeholders to ensure that the actions are deliverable. Meetings have been held with colleagues in Education and Planning, those working with the travelling community, SEPA, as well as more formal collaborative working through a Steering Group meeting, which includes external organisations.
- 3.68 Other changes following continued collaborative working have included:
- Amalgamating AQAP Actions 2.1 and 2.4 (Action 2.1 is ensuring that air quality assessments are undertaken for traffic management projects, Action 2.4 is about making use of the National Modelling Framework (NMF) model to undertake such assessments), with 2.4 being a mechanism by which 2.1 can be implemented.
 - AQAP Action 4.1 (To incorporate air quality considerations within the Public Transport Action Plan), has been removed, as the action is no longer relevant because of the integration of the five plans into one streamlined CMP Implementation Plan and therefore implicit consideration of air quality. A new action now replaces Action 4.1 to support improvements to public transport, including enhancing and expanding the bus/mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing.
 - AQAP Action 8.4 (delivery of net zero community pilots) has been removed, because the funding source is no longer relevant, and it is unclear how this action would be delivered.
- 3.69 SEPA provided detailed feedback, and in response to this, and an updated Action Plan template issued by Scottish Government, changes to the structure of the document have been made, in particular a streamlining of the information contained within it, to focus more on the actions themselves.
- 3.70 The updated CMP Implementation Plan and AQAP contains more detailed information on implementation timescales.
- 3.71 Whilst the proposal to review on-street parking charges based on vehicle emissions to help reduce harmful emissions from transport was not considered

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

- 3.72 Proposals to provide public electric vehicle (EV) charging hubs to help reduce harmful emissions from transport received majority support. The Council will continue to work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.
- 3.73 A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.
- 3.74 General support was given to expanding the areas served by Car Club to help reduce harmful emissions from transport. This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel and will continue to be a key element of the Council's strategy to support air quality improvements and support more sustainable travel.

Greening our City

- 3.75 Several responses expressed support for increasing the number of street trees and green spaces. Respondents noted the potential benefits with regards to safety, biodiversity and the creation of more welcoming spaces.
- 3.76 Creation and enhancement of greenspace including street-greening is a key priority for the Council, supported by the [adopted Local Development Plan](#) and emerging [City Plan 2030](#), and projects including the [Green Blue Network](#), and [Edinburgh's Biodiversity Action Plan](#) which support climate resilience and will help to tackle the biodiversity crisis. The Council has committed to being a [One Million Tree City](#) by 2030.
- 3.77 Our Future Streets (circulation plan) puts a focus on 'place' especially on streets with 'high-street' functions and within neighbourhoods, to maximise opportunities for street greening including sustainable urban drainage.

APPENDIX 4 - City Mobility Plan - Updated Implementation Plan

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

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

Plan Section	Theme	Summary of Relevant CMP Objective(s) / Policy Measure(s)	Action Ref. No.	Key Actions By / Funding Status			Main Responsible Body(s)	Overall Scale of Cost (likely or if known at this stage)	Main/Potential Funding Sources	Geographic Coverage/ Approach to Prioritisation	Project Type
				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
PEOPLE	Making Sustainable Choices	Deliver information, initiatives and campaigns to encourage behaviour change to sustainable travel modes	1	Develop programme of behavioural change initiatives focussing on active travel and public transport.	Delivery as per programme	Delivery as per programme	CEC Transport Scotland/SEStran Operators	S	CEC Transport Scotland/SEStran	Citywide - prioritised as per programme	Behaviour Change
			2	Engage in Clean Air Day on an annual basis.	Ongoing engagement	Ongoing engagement	CEC	S	Transport Scotland	Citywide	Behaviour Change
			3	Work with Council Education Officers and schools to increase air quality awareness and make improvements across the school community.	Ongoing implementation	Ongoing implementation	CEC	S	CEC Scottish Government	Citywide	Behaviour Change
			4	Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes.	Ongoing implementation	Ongoing implementation	CEC University of Edinburgh Community Groups	S	CEC Scottish Government	Citywide	Behaviour Change
	Equal Access to the City	Maintain affordable fares	5	Continue engagement on concessionary travel / free under 22 travel on tram. Continue to work with the Scottish Government on the Fair Fares Review to extend scheme to include Light Rail.	Ongoing Implementation	Ongoing Implementation	CEC Scottish Government	M	Transport Scotland	Citywide	Behaviour Change
			6	Establish independent Accessibility Commission to further develop understanding of accessibility challenges faced in accessing public streets and spaces. Implement recommendations subject to agreed programme and funding where required.	Implement recommendations subject to agreed programme and funding where required	Implement recommendations subject to agreed programme and funding where required	CEC Commission	Dependant on recommendations.	CEC Sustrans Transport Scotland	Citywide	Behaviour Change City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
MOVEMENT Sustainable and Integrated Travel	Public Transport	Enhance and expand bus/mass rapid transit network	7	Supporting ALEO reform, review the city's bus network to improve integration with tram and active travel. Develop Strategic Objectives and Key Performance Indicators (KPIs) to inform the review, recognising commercial realities and legal requirements. Develop a comprehensive integrated public transport system in cooperation with operators, including stops, routes, and public transport interchanges in line with outcomes from Our Future Streets (Circulation Plan).	An evolved bus network will be in place.	Continued evolution of city's bus network	CEC Council's arm's length public transport organisations (ALEOs) Other Public Transport Operators	Dependant on outcome of review.	CEC Sustrans Transport Scotland	Citywide	Governance City Operations
			8	Work with regional partners and Transport Scotland to complete project level Strategic Business Case (SBC) in the context of regional mass transit as informed by the Strategic Transport Projects Review 2 (STPR2). Subject SBC approval, begin Outline Business Case for Tram - Granton to BioQuarter and Beyond.	Complete Outline Business Case (OBC) for Tram, Granton to BioQuarter and Beyond by end of 2028. Complete Financial Business Case (FBC) and gain approvals for Tram, Granton to BioQuarter and Beyond by end of 2030.	Subject to approval, Tram, Granton to BioQuarter and Beyond complete by end of 2035	CEC Transport Scotland Council's public transport ALEOs	XL	CEC, Scottish Government Developer contributions where applicable	Region	Tram
			9	New governance arrangements of Council-owned public transport operators agreed and in place. Agree Key Performance Indicators (KPIs) for the operator and the wider city.	Ongoing monitoring and performance evaluation.	Ongoing monitoring and performance evaluation.	CEC East, Mid and West Lothian Councils	S	CEC	Citywide	Governance
			10	Strengthen new Edinburgh Bus Alliance and coordination with neighbouring alliances and local authorities.	Implement initial Bus Service Improvement Plan (BSIP) proposals.	On-going monitoring and performance evaluation.	CEC East, Mid and West Lothian Councils	S	CEC East, Mid and West Lothian Councils	Region	Governance

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			11	Complete consultation with operators on opportunities for express and regional bus services (limited stops) particularly from Mid and West Lothian and investigate infrastructure requirements to aid delivery.	Deliver 1st phase of enhanced networks.	Deliver enhanced networks, supported by West Edinburgh Transport Improvements Programme (WETIP) and Bus Partnership Fund (BPF) interventions by end of 2035	CEC East, Mid and West Lothian Councils	S Note no BPF funding available in Financial Year 24/25	CEC East, Mid and West Lothian Councils Transport Scotland UK Government Operators	Region and main city bus corridors. Prioritised as per consultation and informed by Our Future Streets (Circulation Plan) / BPF	City Operations
			12	Improve perceived safety for all users through improved lighting at walking routes to bus and tram stops and rail stations by completing an audit of existing infrastructure. Consult with key stakeholders.	Prioritise improvement at key locations of concern and deliver, subject to funding.	Continue roll out across the city	CEC	M	CEC	Citywide, prioritisation informed by audit	Behaviour Change Street Transformation Corridors & Routes Liveable Neighbourhoods Minor Works Tram
			13	Work with stakeholders to identify and prioritise interventions to improve travel experience for disabled users including bus stop accessibility and bus occupancy (wheelchair space) information.	Highest priority interventions complete.	Implement remaining identified interventions. Review / monitor with an aim of continuous improvement	CEC	M	CEC	Citywide, prioritisation informed by stakeholder engagement	Behaviour Change City Operations
			14	Continue programme for bus shelter replacement. Work with JCDecaux to identify new sites. Develop protocol for replacement of any shelters that are removed.	Continue with ongoing options to enhance quality of shelters. Identify new site locations.	Continue with ongoing options to enhance quality of shelters. Identify new site locations.	CEC Bus operators JCDecaux	M	CEC	Citywide, prioritised as per programme	City Operations Street Transformation Corridors & Routes Tram
			15	Replace all existing on-street bustracker signs with multi operator information signs. Install new on-street screens at 100 new locations.	Review and implement at additional sites.	Continue with implementation of additional sites.	CEC Bus operators	M	CEC	Citywide. Prioritisation based on stop passenger demand and service frequency.	City Operations

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

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

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

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

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

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

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			41	Undertake study to identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist and define a programme of land purchases to support delivery of those connections.	Progress with programme subject to committee consideration of study outcomes	Progress with programme subject to committee consideration of study outcomes	CEC	TBC	CEC	Citywide Prioritise informed by study/programme	Liveable Neighbourhoods Major Junctions & Crossings Street Transformation Corridors & Routes Minor Works
			42	Identify priorities and programme for delivery of active travel bridges and seek funding to progress design and construction as per agreed programme.	Delivery as per programme	Delivery as per programme	CEC	TBC	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme	Corridors & Routes Tram
			43	Subject to finalisation of the Open Space Strategy (OSS), create a programme to inform the delivery of crossing, pavement and path upgrade improvements (as identified in the OSS) and the Water of Leith Management Plan to improve access to Edinburgh's green and blue spaces.	Delivery as per programme	Delivery as per programme	CEC, Scottish Canals	TBC	CEC	Citywide Priorities determined by OSS.	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works
			44	Develop plans for delivering innovative solutions for active travel, starting with Continental-style zebra crossings. Investigate opportunities to trial low-cost zebra crossings.	Roll out wider application of Continental-style zebra crossings if trial successful. Identify other opportunities for innovative solutions and trial if appropriate.	Roll out wider application of Continental-style zebra crossings/other innovative solutions if trials successful.	CEC	S	CEC	Citywide, as per prioritisation programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works
			45	Develop business case with prioritised programme and secure funding to deliver a core citywide network of routes to 'Active Travel Freeway' standard.	Delivery as per programme	Delivery as per programme	CEC	XL	Transport Scotland Sustrans CEC	Citywide Prioritise as per programme	Street Transformation Corridors & Routes Tram

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			46	Create a programme for delivering active travel interventions from Local Development Plan Action Programme. Secure funding for delivery. Begin construction of projects in Burdiehouse, Queensferry, Leith and at Albion Road.	Aim to have all priorities delivered		CEC	M	Transport Scotland Sustrans CEC	Citywide Prioritise as per LDP Action Programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works
			47	Create a programme for delivering active travel interventions from City Plan 2030 Action Programme. Secure funding for delivery.	Deliver as per programme, in line with development sites in City Plan	Deliver as per programme, in line with development sites in City Plan	CEC	M	Transport Scotland Sustrans CEC	Informed by programme	Liveable Neighbourhoods Street Transformation Corridors & Routes Major Junctions & Crossings Minor Works
			48	Continue delivering the rolling Minor Improvements programme (encompassing works such as chicane removal, minor resurfacing of pavements, updated line markings, etc)	Aim to deliver at least £350,000 worth of improvements.	Continue rollout of Minor Improvements programme	CEC	S	Transport Scotland Sustrans CEC	Citywide	Liveable Neighbourhoods Street Transformation Corridors & Routes Minor Works Tram

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

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

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

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

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

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

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

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			86	Conclude optioneering for delivery of net zero carbon fleet and agree preferred technologies (electric, hydrogen or mix).	Roll out fleet on identified corridors.	Full fleet achieves Net Zero 2035	CEC Bus operators SPEN	XL	Lothian Buses Transport Scotland	Network Wide	City Operations
		Mitigating air quality impacts	87	Develop mitigations for potential negative impacts on air quality across relevant traffic management projects.	Ongoing	Ongoing	CEC Transport Scotland (depending on scheme)	Depends on scheme	CEC Transport Scotland (depending on scheme)	Citywide	City Operations
			88	Complete design work for improvements at St John's Road/Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme.	Deliver as per agreed programme.	Deliver as per agreed programme.	CEC	S	CEC, Scottish Government, Transport Scotland	A8 Corridor - St John's Road/Drumbrae South Junction within St Johns Road Air Quality	Major Junctions & Crossings
		Fleet Emissions	89	Continue the ECO Stars fleet recognition scheme	Continue the ECO Stars fleet recognition scheme	Continue the ECO Stars fleet recognition scheme	CEC	S	Scottish Government	Citywide	City Operations
			90	Continue to enforce against vehicle idling and expand awareness raising campaigns, including advising commercial fleet operators at Council's Events Planning and Oversight Group of engine idling laws.	Ongoing		CEC	S	CEC	Citywide	City Operations
MOVEMENT Managing Demand	Parking	Controlling parking levels	91	Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.			CEC	M	CEC	As per agreed Strategic Review of Parking phasing	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			98	Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this scheme	Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of the Workplace Parking Levy if it is agreed to impose this scheme.		CEC Businesses	S	CEC Businesses	Citywide: parking prohibitions. City centre: Low Emission Zone. Workplace Parking Levy: coverage dependent on terms of the levy.	City Operations
	Street Space Allocation	Develop and deliver a strategic approach to allocating street space between different modes	99	Our Future Streets (Circulation Plan) presented for approval. Subject to approval and funding commence delivery as per programme.	Deliver as per programme.	Deliver as per programme.	CEC Public transport operators Developers Freight/Service Operators	L	CEC Transport Scotland	As per agreed programme	City Operations Street Transformation Corridors & Routes Major Junctions & Crossings Liveable Neighbourhoods Tram
		Secure legislative change to deliver benefits faster	100	Work with and continue to push for Scottish Government regulation change to the Traffic Regulation Order and Redetermination Order process to support greater efficiency.	Achieve change to legislation/regulations as soon as possible		Scottish Government CEC	S	CEC Scottish Government	Citywide	Governance City Operations
	Road User Charging	Explore a 'Pay as you Drive' scheme	101	Once national 'Route Map to Achieve 20% Reduction in Car Kilometres' and associated demand management research is published, review next steps to exploring a local 'pay as you drive' scheme in partnership with Transport Scotland.	Informed by exploration process		Transport Scotland CEC		Transport Scotland CEC	Citywide / Region	City Operations

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

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			106	Call on the Scottish Government to make legislative changes that enable innovation, including widening the legislative scope for Automatic Number Plate Recognition (ANPR) to aid delivery of interventions like liveable neighbourhoods and school streets	Continue to seek legislative change as needed		SCOTS COSLA Scottish Government CEC	S	CEC Scottish Government	Citywide	Governance City Operations
	Servicing new development	Create dense mixed-use developments which support public transport and reduce need for longer distance journeys	107	Review public transport requirements / obligations for new development sites and support delivery of public transport service extensions and enhancements.	Ongoing as per new development proposals	Ongoing as per new development proposals	CEC Public transport operators Developers		Developers CEC	Citywide Prioritised as required in connection with new development proposals	City Operations
	Street Design/Public Realm	Enhancement of public realm	108	Delivery of public realm schemes as set out in updated Edinburgh City Centre Transformation (ECCT) Delivery Plan, Our Future Streets (Circulation Plan) programme and Active Travel Investment Programme, subject to approvals as required.	Deliver as per agreed Delivery Plan/programme	Deliver as per agreed Delivery Plan/programme	CEC Sustrans	L	CEC Transport Scotland Developers (as appropriate)	City wide Prioritisation as per agreed Delivery Plan/ programme	Street Transformation Corridors & Routes Liveable Neighbourhoods
			109	Review prioritisation of Capital Road Renewals programme considering walking, wheeling, cycling, public transport and other factors in time for 2025-28 renewals programme report.	Review prioritisation in future renewals programme reports	Review prioritisation in future renewals programme reports	CEC	S	CEC	Citywide Review to identify priorities.	
		Guidance	110	Update Edinburgh Design Guidance to further support the delivery of City Mobility Plan objectives, including a review of the parking standards which will also incorporate greater provision of electric Vehicles (EV) infrastructure in new developments where parking is provided.	Reviewed as required.	Reviewed as required.	CEC	S	CEC	Citywide	City Operations
			111	Complete remaining Edinburgh Street Design Guidance Factsheets (ESDG) and undertake biennial reviews to align with emerging best practice/reflect lessons learned from use	Biennial reviews	Biennial reviews	CEC	S	CEC	Citywide	City Operations

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				By end of 2025	By end of 2030 (if known at this stage)	Post 2030 (if known at this stage)					
			112	Provide staff training on Edinburgh Street Design Guidance Factsheets and raise awareness across key external stakeholders	Annual training sessions and awareness raising delivered	Annual training sessions and awareness raising delivered	CEC	S	CEC Transport Scotland	Citywide	City Operations Behaviour Change

Appendix 5

Updates to City Mobility Plan Strategy to 2030

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

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

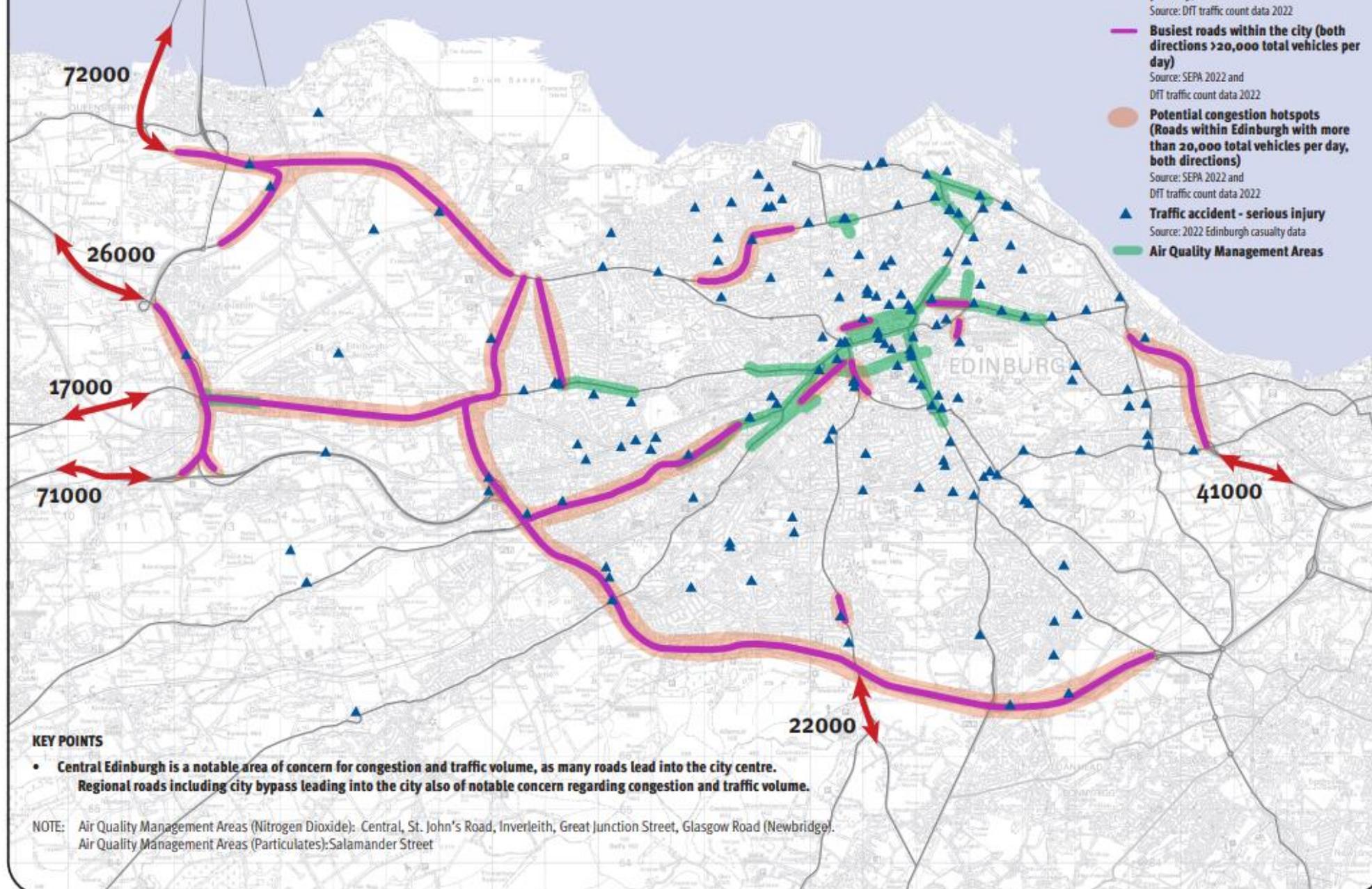
Chapter	Section	Page No.	Proposed Updates
			<p>This plan is ambitious. The context is transport, but its aims are people focussed - improving wellbeing, boosting the economy and improving accessibility. It will have failed if does not deliver these aims. This is why we have consulted heavily on this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

Chapter	Section	Page No.	Proposed Updates
			<p>NATIONAL</p> <ul style="list-style-type: none"> National Transport Strategy Strategic Transport Projects Review National Planning Framework <p>REGIONAL</p> <ul style="list-style-type: none"> Regional Transport Strategy City Region Deal Regional Spatial Strategy <p>CITY</p> <ul style="list-style-type: none"> Ending Poverty in Edinburgh Delivery Plan 2030 Edinburgh City Vision 2050 2030 Climate Strategy Economy Strategy 20 Minute Neighbourhood Strategy Local Outcome Improvement Plan <p>DELIVERY</p> <ul style="list-style-type: none"> City Mobility Plan 2030 City Plan 2030 Implementation Plan including: <ul style="list-style-type: none"> Our Future Streets (Circulation Plan), Edinburgh City Centre Transformation, Low Emission Zone, Transport Asset Management Plan Place/Site Briefs, Guidance etc
1	Climate Emergency	7	<p>Replace current text and associated diagram with:</p> <p>Climate Emergency - Transport, the way we move people, goods and services around places, is the second biggest generator of carbon emissions in Edinburgh. In 2021, 29% of carbon emissions are accounted for by transport. Data shows that there has been a 12% 'rebound' in carbon emissions in Edinburgh from 2020 to 2021, following a 15% drop in 2020 due to the COVID-19 pandemic. 2021 data shows that emissions increased predominantly from the transport sector as COVID-19 pandemic restrictions were lifted from between 2020-2021. According to the Department for Transport, around 80% of vehicle mileage in Edinburgh comes from cars and taxis, and the latest figures show that mileage for cars (including taxis) is at 93% of pre-pandemic levels, and for all motor vehicles, at 96%.</p>

Chapter	Section	Page No.	Proposed Updates																		
			<table border="1"> <caption>Breakdown of Emissions in Edinburgh in 2021</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Domestic</td> <td>33%</td> </tr> <tr> <td>Public Sector</td> <td>11%</td> </tr> <tr> <td>Commercial</td> <td>10%</td> </tr> <tr> <td>Industry</td> <td>9%</td> </tr> <tr> <td>Waste Management</td> <td>3%</td> </tr> <tr> <td>LULUCF</td> <td>3%</td> </tr> <tr> <td>Agriculture</td> <td>2%</td> </tr> <tr> <td>Transport</td> <td>29%</td> </tr> </tbody> </table> <p>Source: Council's Citywide Emissions Reporting (February 2024), showing breakdown of emissions in Edinburgh in 2021 (LULUCF stands for Land Use, Land Use Change and Forestry).</p>	Category	Percentage	Domestic	33%	Public Sector	11%	Commercial	10%	Industry	9%	Waste Management	3%	LULUCF	3%	Agriculture	2%	Transport	29%
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1	Congestion	8	<p>Replace current text with:</p> <p>Parts of the city's transport network are highly congested and, according to data from Tom Tom, Edinburgh was the fifth most congested city in the UK in 2023. In 2023 drivers spent an additional £94 on fuel and an additional 74 hours driving due to congestion, with 17% of the total carbon emitted during driving being due to congestion. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making</p>																		

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

Traffic and associated issues



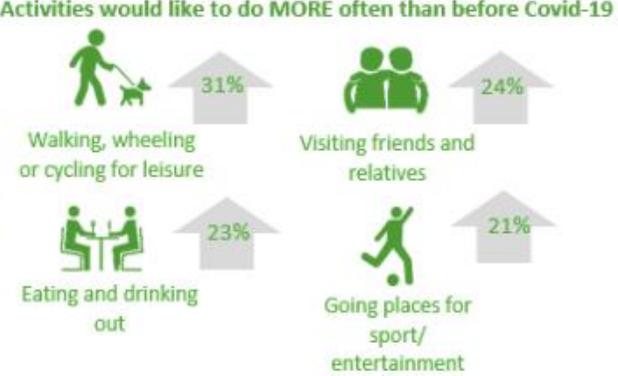
- Busiest roads in and out of the city (both directions >15,000 total vehicles per day)**
Source: DfT traffic count data 2022
- Busiest roads within the city (both directions >20,000 total vehicles per day)**
Source: SEPA 2022 and DfT traffic count data 2022
- Potential congestion hotspots (Roads within Edinburgh with more than 20,000 total vehicles per day, both directions)**
Source: SEPA 2022 and DfT traffic count data 2022
- Traffic accident - serious injury**
Source: 2022 Edinburgh casualty data
- Air Quality Management Areas**

KEY POINTS

- **Central Edinburgh is a notable area of concern for congestion and traffic volume, as many roads lead into the city centre.**
- **Regional roads including city bypass leading into the city also of notable concern regarding congestion and traffic volume.**

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

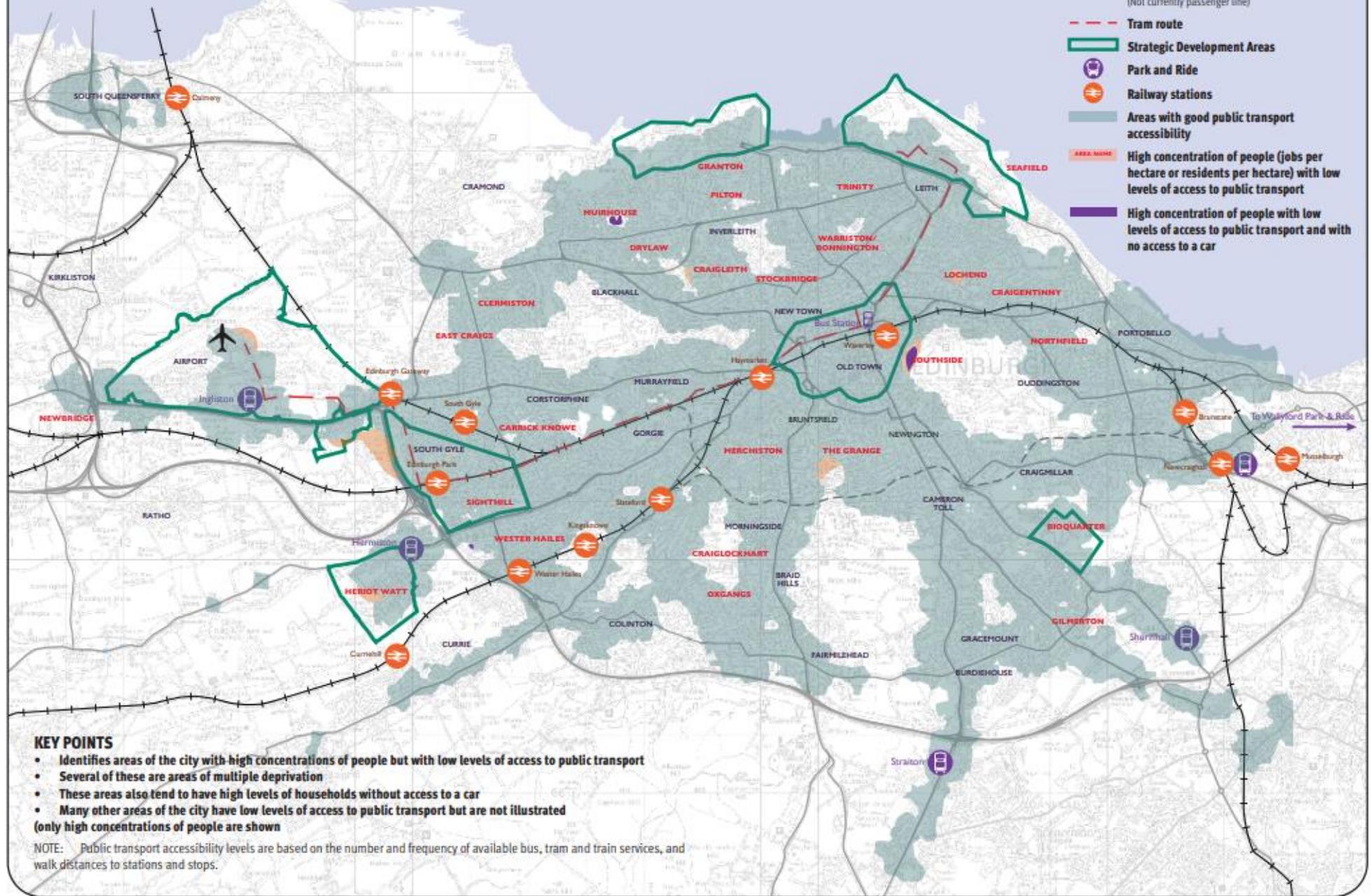
Chapter	Section	Page No.	Proposed Updates
1	Covid-19 Impacts and Recovery	12	<p>Replace current text/diagram with:</p> <p>Covid-19 has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving. At the time of this Plan's first publication in February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

Chapter	Section	Page No.	Proposed Updates														
			<p>Online retailing, which was already increasing before the pandemic, remains high with home deliveries adding to the vehicles on the city’s roads. Edinburgh’s city and town centres continue to adapt by supporting the ‘visitor experience’, including food and drink, entertainment, and local independent retail provision. The city centre remains a huge draw for tourists.</p> <p>We need to continue to embed the beneficial outcomes of lower traffic levels seen during the height of the pandemic - cleaner air, travelling more actively, local trip-making, and creation of more space for sustainable travel and placemaking, including greening and biodiversity.</p> <p>Looking to the future</p> <p>Challenges..</p>  <table border="1" data-bbox="817 683 1379 863"> <thead> <tr> <th colspan="2">Expectations for the future (% of eligible population who agree):</th> </tr> </thead> <tbody> <tr> <td>I'd prefer my children to avoid public transport for the foreseeable future</td> <td>67%</td> </tr> <tr> <td>I'd prefer to avoid public transport for the foreseeable future</td> <td>63%</td> </tr> </tbody> </table> <p>Opportunities...</p>  <table border="1" data-bbox="817 975 1379 1230"> <thead> <tr> <th colspan="2">Expectations for the future (% of eligible population who agree):</th> </tr> </thead> <tbody> <tr> <td>I would like to use local shops and businesses more often</td> <td>62%</td> </tr> <tr> <td>Longer term I would like to make fewer non-essential journeys</td> <td>54%</td> </tr> <tr> <td>Longer term I would like to work from home more often</td> <td>49%</td> </tr> </tbody> </table> <p>Activities would like to do MORE often than before Covid-19</p>  <p>Activities would like to do LESS often than before Covid-19</p> 	Expectations for the future (% of eligible population who agree):		I'd prefer my children to avoid public transport for the foreseeable future	67%	I'd prefer to avoid public transport for the foreseeable future	63%	Expectations for the future (% of eligible population who agree):		I would like to use local shops and businesses more often	62%	Longer term I would like to make fewer non-essential journeys	54%	Longer term I would like to work from home more often	49%
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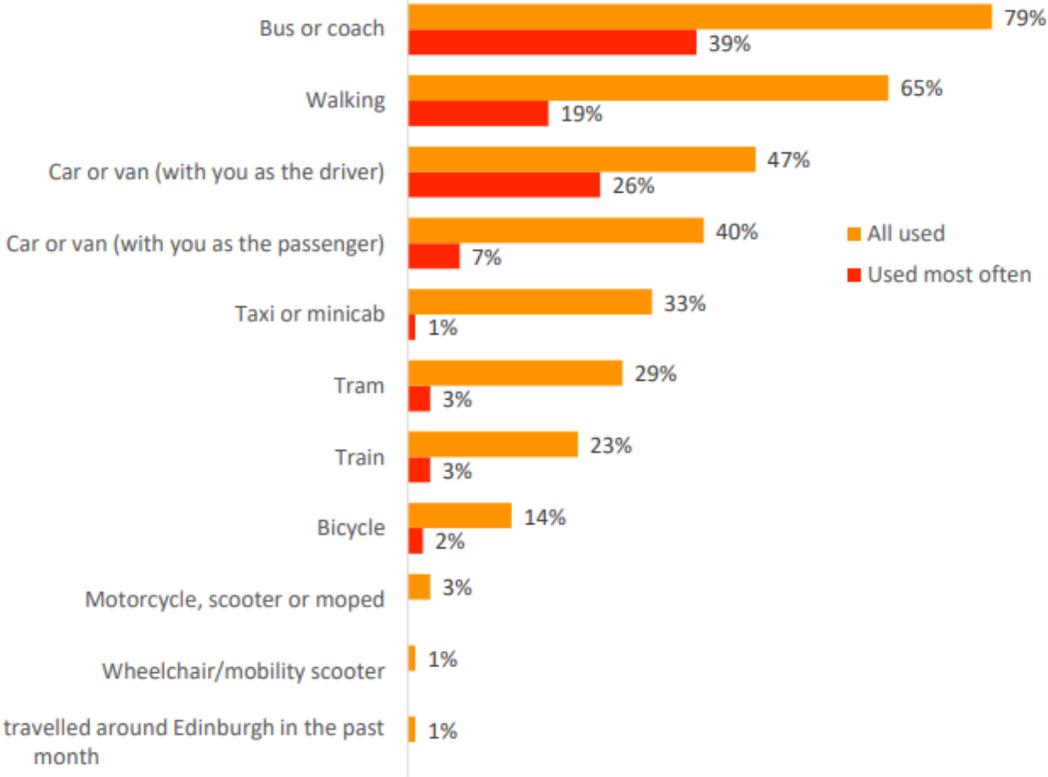
Chapter	Section	Page No.	Proposed Updates
			Source - Extract from Regional Transport Strategy (SEStran, 2023) Travel Attitudes Survey (reported March 2021)
1	Our City's Progress	13, 14	<p>Update diagram as follows:</p> <p>Remove 1990s line.</p> <p>Add following:</p> <ul style="list-style-type: none"> - 2021 – City Mobility Plan and 20-Minute Neighbourhood Strategy approved - 2022 – City centre Low Emission Zone (LEZ) implemented (enforced from June 2024); Lothian Buses achieve full compliance with LEZ, City Operations Centre goes 'live' - 2023 – Tram extension to Newhaven operational, integration of Edinburgh Trams and Lothian Buses approved (ALEO reform), Leith Connections and Corstorphine Connections launched, 'Feminist City' approach to support women's safety declared, City Centre West East Link (CCWEL) largely complete, new Controlled Parking Zones introduced in Leith and Gorgie, since 2021 81 publicly available electric vehicle chargers delivered serving 141 electric vehicle charging places.
2	Equal Access to the City – Poverty	17	<p>Replace current sentence with:</p> <p>After housing, transport costs are the single biggest household expenditure in the UK with an average weekly spend of £61.60 or 14% of the household average total weekly expenditure*.</p> <p>*Source – 2021 Census.</p>
2	People with mobility difficulties and our ageing population	18	<p>People with mobility difficulties and our ageing population</p> <p>Replace 2nd paragraph:</p> <p>It is recognised that there are a wide range of personal challenges that impact on mobility, including neurodiversity, which need to be considered and targeted solutions are required. In 2024 the Council facilitated the establishment of an independent Accessibility Commission with the core aim of ensuring public streets and spaces in the city are as accessible as possible. The Commission will examine and engage on the challenges and opportunities in many our streets as accessible as possible, focussing on design, engagement and communication.</p>

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

Public transport across the city



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

Chapter	Section	Page No.	Proposed Updates																																				
			<p data-bbox="618 196 2134 300">The Council undertook an extensive citywide consultation in spring/summer 2023 to further understand the city’s biggest priorities and difficult decisions needed to deliver this Plan’s objectives. Market research was undertaken as part of this exercise to gain views from a representative sample of residents across the city.</p> <p data-bbox="618 341 2134 517">As part of this consultation respondents were asked to set out what modes of transport they had used during the last month, and how often. These results, along with other sources of mode share data including the Scottish Household Survey, Edinburgh Walking and Cycling Index, and census information, help provide a more comprehensive picture of how people travel in the city. The market research results are set out below:</p>  <table border="1" data-bbox="929 560 1977 1337"> <thead> <tr> <th>Mode of Transport</th> <th>All used (%)</th> <th>Used most often (%)</th> </tr> </thead> <tbody> <tr> <td>Bus or coach</td> <td>79%</td> <td>39%</td> </tr> <tr> <td>Walking</td> <td>65%</td> <td>19%</td> </tr> <tr> <td>Car or van (with you as the driver)</td> <td>47%</td> <td>26%</td> </tr> <tr> <td>Car or van (with you as the passenger)</td> <td>40%</td> <td>7%</td> </tr> <tr> <td>Taxi or minicab</td> <td>33%</td> <td>1%</td> </tr> <tr> <td>Tram</td> <td>29%</td> <td>3%</td> </tr> <tr> <td>Train</td> <td>23%</td> <td>3%</td> </tr> <tr> <td>Bicycle</td> <td>14%</td> <td>2%</td> </tr> <tr> <td>Motorcycle, scooter or moped</td> <td>3%</td> <td></td> </tr> <tr> <td>Wheelchair/mobility scooter</td> <td>1%</td> <td></td> </tr> <tr> <td>None of these – have not travelled around Edinburgh in the past month</td> <td>1%</td> <td></td> </tr> </tbody> </table>	Mode of Transport	All used (%)	Used most often (%)	Bus or coach	79%	39%	Walking	65%	19%	Car or van (with you as the driver)	47%	26%	Car or van (with you as the passenger)	40%	7%	Taxi or minicab	33%	1%	Tram	29%	3%	Train	23%	3%	Bicycle	14%	2%	Motorcycle, scooter or moped	3%		Wheelchair/mobility scooter	1%		None of these – have not travelled around Edinburgh in the past month	1%	
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			<p>Figure shows transport use in the last month and transport used most often in the last month (Source - Council-led Market Research, 2023)</p> <p>Reducing Car Kilometres</p> <p>The Council has set a citywide target to reduce the car kilometres driven on Edinburgh’s roads by 30% by 2030. This target is higher than the Scottish Government’s target of 20% reduction, reflective of Edinburgh’s already well-connected and compact nature. Delivering the measures in this plan are critical to meeting this target.*</p> <p>*Add new graphic showing target.</p>
3	Mass Rapid Transit	25	<p>Mass Rapid Transit</p> <p>Replace 2nd paragraph:</p> <p>Our existing tram line is an example of a mass rapid transit system which materially enhances public transport connectivity between the east of the city, the city centre and to the west connecting to the airport. It has a capacity of 250 people per tram, equivalent to three double decker buses. The tram’s extension to Newhaven became operational in 2023.</p>
3	Governance Reform of Council-Owned Public Transport Companies	27	<p>Governance Reform of Council Owned Public Transport Companies</p> <p>Replace 2nd paragraph:</p> <p>Notwithstanding current impacts on patronage from the COVID-19 pandemic, we have a record for the highest bus use in Scotland - almost 30% of adults use buses every day - with high passenger satisfaction and low fares.</p> <p>Replace 3rd paragraph:</p>

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

Chapter	Section	Page No.	Proposed Updates
			<p>The delivery of active travel <i>and public transport</i> infrastructure where road space needs to be reallocated must usually go through a legal process called a traffic order. Currently this is a lengthy process and often hinders progress in delivering improvements in a timely way.</p> <p>The Transport (Scotland) Act 2019/20 opened the door for exploring ways to streamline traffic order processes. We are committed to working with the Scottish Government to capture these opportunities <i>to make the traffic order process more efficient to deliver benefits faster.</i></p> <p>In addition to working with the Scottish Government on the traffic orders process, we will explore different ways to design active travel infrastructure that delivers benefits faster and makes the best use of resources. If we are to meet the ambitions of this Plan we need to significantly accelerate project delivery.</p>
3	Active Travel	31	<p>Walking and Wheeling</p> <p>Amend 6th paragraph:</p> <p>A citywide travel survey undertaken in 2019 identified that the most useful actions that would encourage more people to walk/wheel are improved conditions of pavements and paths, more direct paths, and better street lighting. <i>A citywide consultation in 2023 revealed the biggest priorities were ensuring safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations.</i></p> <p>Replace 7th and 8th paragraphs:</p> <p>Progress has already been made on de-cluttering streets, enhancing accessibility and giving pedestrians priority. The Council's actions to further enhance and expand the city's walking and wheeling networks are set out in this Plan's associated Implementation Plan.</p>
3	Active Travel	32	<p>Cycling</p> <p>Remove 1st paragraph and relocate updated paragraph to page 30.</p> <p>Replace 1st paragraph:</p>

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

Chapter	Section	Page No.	Proposed Updates
			<p>Transport for Edinburgh has introduced almost 100 bike hire locations across the city to provide a quick, easy, low-cost way to get around. Electric bikes form part of the available mix.</p>
3	Shared Mobility	35	<p>Mobility Hubs</p> <p>Amend section as follows:</p> <p>A mobility hub is a local and accessible place which brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel.</p> <p>Key elements of mobility hubs can include:</p> <ul style="list-style-type: none"> • Co-location of public transport, <i>active travel</i> and shared transport (at least one or more public transport mode; and one or more shared transport mode such as car club, bike and mobility scooter hire); • Provision of travel information, which is clear and visible; • Safe and secure bike storage and parking; • Electric vehicle charging; • High-quality public realm and a sense of place, including good lighting, visibility, accessibility and safety <p>By including shared mobility options for people with mobility difficulties, hubs can play an important role in providing transport options for people of all abilities.</p> <p>Inclusion of delivery lockers and click and collect facilities can help reduce the number of delivery vehicle kilometres travelled on the city's roads.</p> <p>Mobility hubs, alongside shared mobility and MaaS, can play a substantial role in reducing private car use as well as reducing or removing the need for car parking in new developments. They should be developed at a scale appropriate to meet local needs with flexibility for future expansion where needed. They are ideally suited to large mixed use developments. <i>City Plan 2030 lists a range of potential mixed use development sites across the city that would be ideal locations for mobility hubs.</i></p>

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

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

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

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

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

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

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

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

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

Chapter	Section	Page No.	Proposed Updates
			<p>Seamless pricing, ticketing and accessibility will allow passengers to move between different forms of transport, from their cars to trams and local buses at these interchanges, without having to pay at different access points.</p> <p>A comprehensive city centre freight and servicing operations system will be in place. Neighbourhood delivery hubs will be located close to public transport interchanges and public transport and active travel access points, allowing people to collect goods that cannot be delivered direct to their door.</p> <p>The implementation of the Waverley Station Masterplan will be underway.</p>
6	Implementation Plan Approach	56	<p>Implementation Plan Approach</p> <p>Amend 2nd paragraph, add new text to reflect updated Implementation Plan approach:</p> <p>The following information is set out in the Implementation Plan under the key aspects of the <i>this Plan's objectives and</i> policy measures:</p> <ul style="list-style-type: none"> • Key actions by 2023, 2025, and 2030 <i>and post 2030</i> • Main responsible body(s) • Overall scale of cost (likely or as known at this stage) • Current funding status • Main/potential funding sources • <i>Geographic Coverage/Approach to Prioritisation</i> • <i>Project Type</i> <p><i>Project Types comprise Street Transformation, Corridors and Routes, Liveable Neighbourhoods, Major Junctions and Crossings, Minor Work, Tram, Governance, and City Operations. Each action in the Implementation Plan is categorised under one or more of these project types, reinforcing the Council's commitment to delivering related actions collectively as part of a place-based approach.</i></p> <p>Supporting Information</p>

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

Chapter	Section	Page No.	Proposed Updates
			<p>Policy Measure MOVEMENT 36 - Parking in New Developments Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, <i>bike parking, electric bike charging provision</i>, car club and bike hire space.</p> <p>Policy Measure PLACE 7 - Street Design Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance <i>and associated Edinburgh Street Design Guidance</i>, and the Transport Asset Management Plan.</p>
	References	76	Update references as set out in table above, where more up to date data has been confirmed.



CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Active Travel

Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

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Purpose

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

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

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

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

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

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

Improving walking and wheeling in Edinburgh

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

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

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

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

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

Because these themes are important for all three forms of active travel, we've covered the relevant actions in the

section titled, 'Joint Actions – A safer and better city for Active Travel'.

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

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

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

Install dropped kerbs and accompanying tactile paving

Dropped kerbs

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

Tactile Paving

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

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

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

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

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

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

Photograph showing a typical side street junction in Edinburgh



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

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

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

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

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

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



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



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

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

Implementing and enforcing the pavement parking ban and protecting crossing locations

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

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

Improving our pavement surfaces

Repairing damaged pavements

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

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

Making pavements more level

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

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

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





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

De-cluttering our pavements

Removing poles, bollards and unnecessary street furniture

Pavements across the city have a variety of street furniture on them. Much is vital and/or can't be placed anywhere else, for example, bins, bus shelters and streetlights. There are also lots of poles for signs, sometimes bollards, as well as temporary signage for traffic management. These all reduce

the amount of space on the pavement for people to walk along. In some instances, they can make the pavement too narrow for someone in a wheelchair or with a buggy to use.

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

Removing guardrail

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

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

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

Enforcing the A-board ban

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

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

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

Providing places to rest

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

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

The EASI programme will ensure that:

1. our eight town centres and all retail high streets will be easily accessible in a wheelchair or with a pram

2. our neighbourhoods will increasingly become accessible to walk around, with a focus on access to bus stops, local shops and other local facilities.

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

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

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

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



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



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

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

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

Making crossing the street more comfortable or quicker

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

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

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

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

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

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

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

Increasing opportunities for people to cross the street

Installing new street crossings for people walking and wheeling

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

There are several different types of pedestrian crossings:

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



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

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

Photo of an example of a refuge island crossing



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

Adapting traffic signal timings to provide more crossing time, at times of day when lots of people need to cross the street (for example at the beginning and end of the school day)

In some places in the city, there are relatively short but predictable peaks in numbers of people needing to cross the road. One of the main examples of this is where children have to cross a road on their way to and from school. The 'green man' at all crossings is an invitation to cross; it is only

designed to get people walking to start crossing. The traffic lights for motor traffic will be held on red long enough that anyone that starts crossing at the end of a 'green man' will have time to get the full way across the street before the traffic moves. To get large numbers of people across the road in these locations at the relevant times, we will look to increase the frequency of crossing opportunities.

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

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

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

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

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

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

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



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

As part of prioritising people walking and wheeling in our streets in line with the Sustainable Transport Hierarchy, except in the circumstances set out below we will **always** operate our crossings in this way. The only exceptions will be when required because the speed limit is 40mph or more, or where crossings are less than 50 metres from a road junction with traffic lights. Then, the timing of the 'green man' for crossing the street will depend on the lights at the

nearby junction. This is for safety reasons, to avoid drivers seeing red and green traffic lights in close succession. It is also to avoid interactions between crossings and nearby junctions that are excessively inefficient for motorised traffic.

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



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

Joining up street networks for walking and wheeling

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

Where neighbourhoods span our boundaries

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

Joining up journeys with our public transport network

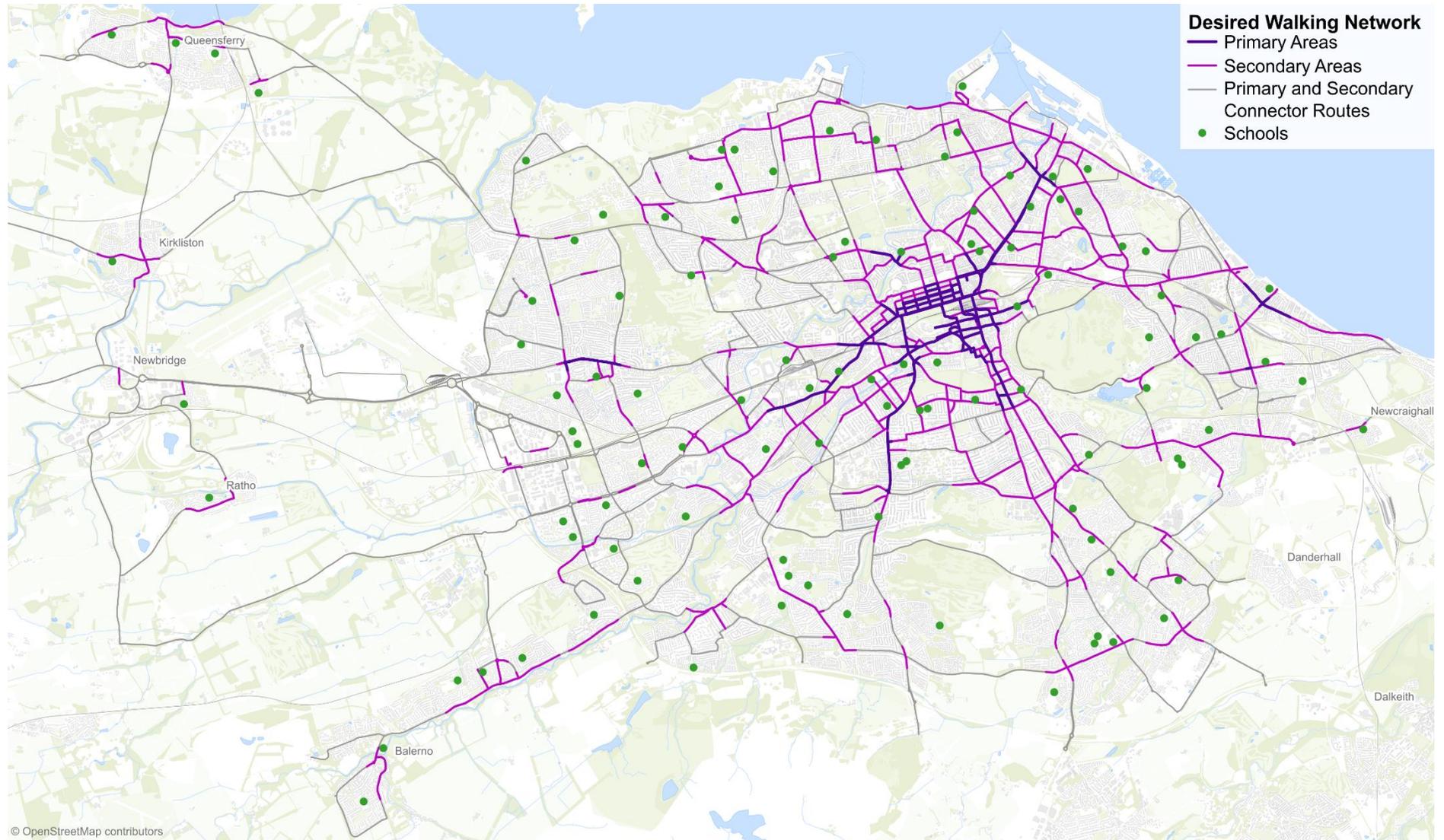
We know that sometimes walking or wheeling is only part of your journey. Every public transport journey involves some degree of walking or wheeling to get to and from the bus/tram stop or train station. Expanding Edinburgh's public transport network over the next 10 years will increase the number of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

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

Active Freeways

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

Figure 1 Our Future Streets (Circulation Plan) Walking network



Delivering the current Active Travel Investment Programme

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

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

Future Plans - increasing investment in walking

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

- The proposals for the city centre as part of the Our Future Streets (Circulation Plan) initiative, a core focus of which is making the centre a better place to walk and spend time
- Town centre upgrade projects, including Craigmillar, Dalry (with potential for extension to Gorgie), Gorgie and Portobello
- Liveable Neighbourhood projects – focusing on delivering the EASI and ABC programmes on an area-wide basis (see also joint actions)

More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

Improving cycling in Edinburgh

Given the right conditions, cycling is very well placed to provide an effective alternative to the car in a city the size of Edinburgh. Because parking at destinations is less problematic than when driving, cycling is often the fastest way of making journeys of up to about 3 miles (5km – a 15 to 20 min bike trip), and it can be very competitive for trips of up to 5 miles (8km). Cycling, like driving and walking, doesn't rely on timetables, meaning it can be a very effective way of joining up suburban areas with disparate travel patterns. The growing availability of reliable electric bikes means that Edinburgh's hills are less of a fundamental barrier than formerly. All this means that there is huge growth potential for this, by far the most energy efficient, low impact, health-enhancing form of wheeled transport.

This section sets out what we plan to do to overcome barriers to cycling or cycling regularly and deliver on our vision for cycling in Edinburgh.

Developing and enhancing Edinburgh's Cycle network

Safety concerns, particularly from motor traffic are one of the major barriers to people choosing to cycle in Edinburgh. To overcome this, we are looking to expand our cycle network.

Edinburgh's existing cycle network

Our current cycle network relies heavily on traffic-free routes along green path networks, particularly the former railway lines of the North Edinburgh Path Network. These generally have easy gradients and are often very pleasant to use during the day, though there are sometimes issues of conflict between users walking and those cycling. But these paths are not overlooked by houses and can feel quite unsafe for many users, especially women, at night or at less busy times of day.

The traffic-free routes will continue to play a vital role, and we will seek to improve their comfort, safety and security. However, we now plan to develop a joined-up network of routes that feel safe to everyone at all times of day. This network will need to make much greater use of segregated cycle tracks on main roads, as well as unsegregated on-street routes that have low volumes of motor traffic. Some use of the off-road path network will however remain unavoidable, as identified in the Our Future Streets (Circulation Plan).

Principles of Edinburgh's updated cycle network plan

In ATAP 2010 we set out our first version of the long-term vision for Edinburgh's cycle network. However, in order to deliver the aims of the CMP, we now need to revise and update our network plan.

Our aim is to deliver a day-to-day cycle network that:

- ensures that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. We will apply the shorter 250m distance in inner, higher density parts of the city, with 400m applied in more suburban areas. This network density is based on network design best practice, such as that set out in Cycling by Design. Edinburgh's topography means that these numbers are not always rigidly applicable.
- provides routes that, whilst being as direct as possible, avoid the steepest hills
- enables everyone to feel safe cycling, whatever the time of day.
- is continuous, so entire journeys can be made in a safe environment for cycling (noting that this is a very challenging aim given limited roadspace).
- builds on the parts of the network we have already built, or have in the pipeline
- integrates with our plans for improving conditions for walking and for public transport, following the principles of the Our Future Streets (Circulation Plan).

Our proposed cycle network is made up of three different types of routes:

- the primary network. This mostly follows main roads, which are usually the most direct, flattest and most socially safe routes.
- the secondary network. This is an evolution of our developing QuietRoutes network. It is largely composed of quiet streets and off-road paths. It provides connections between the primary network and local

destinations. In some places it provides an alternative to the primary network, for example, using green spaces that are pleasant to pass through during the day.

- the local network. This comprises all other local streets in the city, as well as paths on which it is legal to cycle.

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

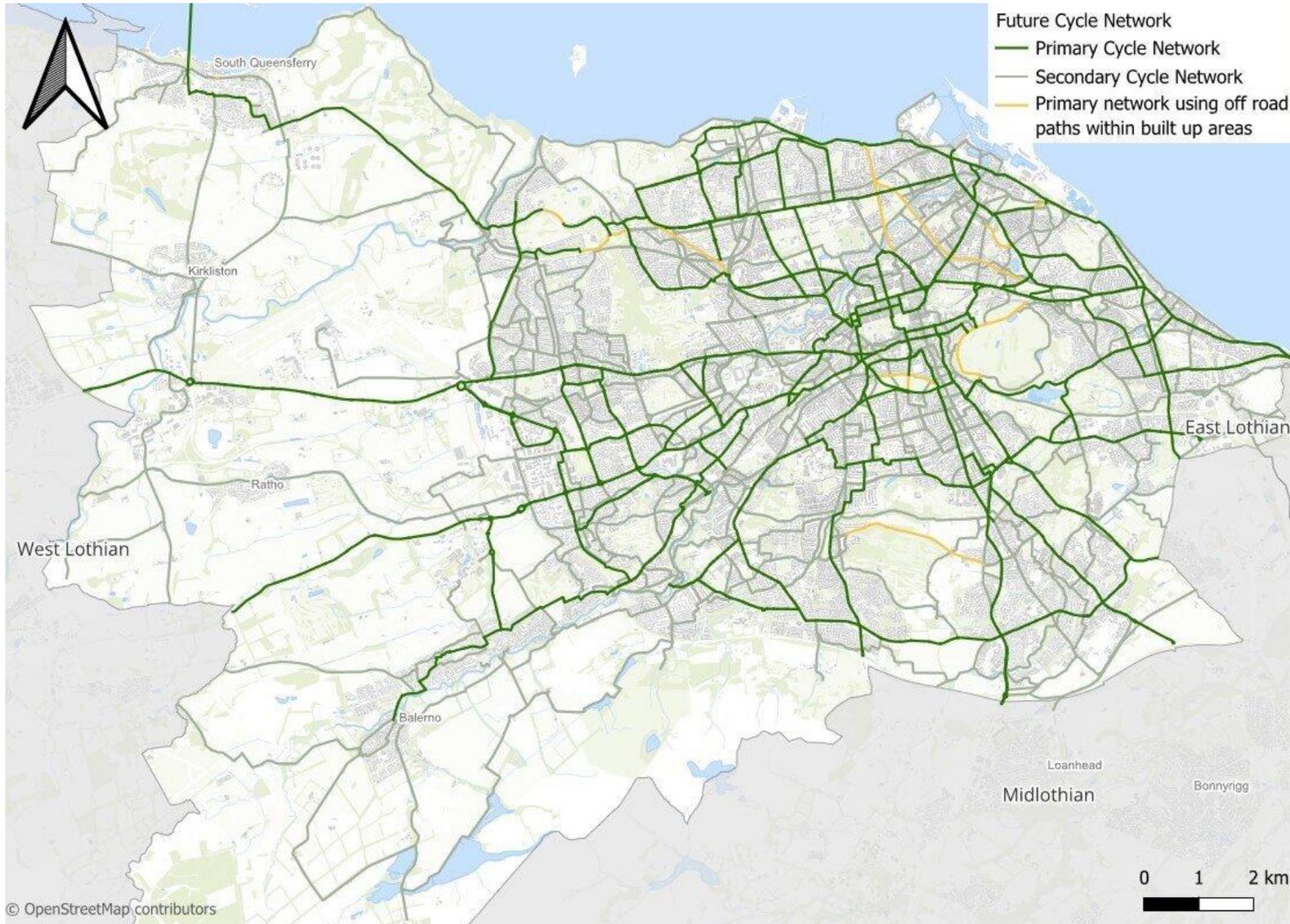
Delivering the primary network will represent a significant challenge, given the limited roadspace available and our aims to also improve conditions for walking and make our public transport system even better. Our Future Streets (Circulation Plan) will help inform the necessary prioritisation of use of road space.

We also recognise that cycling is an enjoyable leisure activity and a great way to reach or experience some of Edinburgh's beautiful green and open spaces, for example the Water of Leith, Holyrood Park and the coast. We set out our vision for the recreational cycle network in the section titled 'Accessing our green spaces and going for leisure cycles.'

Photo of an example of a segregated cycle lane



Figure 2: Map of Edinburgh's future day to day cycle network



More detail on Edinburgh’s proposed cycle network including classification of Primary and Secondary networks can be found in ‘Our Future Streets - a Circulation Plan for Edinburgh’

Making junctions safe and providing safe crossing points for people cycling

Accident data shows that junctions are typically the most dangerous parts of the journey for people cycling. As we build new routes, we'll look to make the junctions involved safer. And as we grow the cycle network, we will make sure that routes link safely together, with dedicated cycle crossings provided where needed.

Unfortunately, junctions are often also the most challenging places to separate people cycling from motorised traffic. This is because we are usually trying to provide easy and convenient crossings for pedestrians, keep buses or trams moving with minimum delay, and also avoid excessive congestion for other traffic.

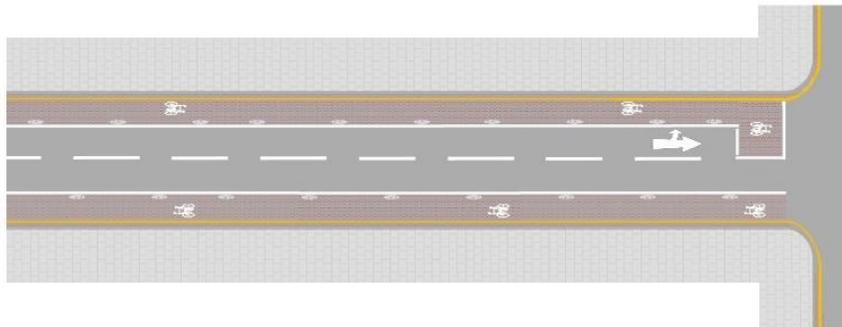
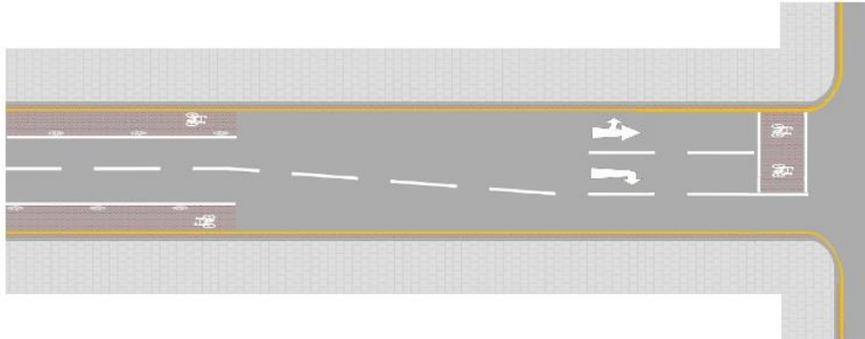
To deliver a joined-up cycle network, in these locations we will consider options such as:

- managing traffic movements at the junction, such as banning turns. This would allow the space used for turning lanes to be repurposed to provide segregation through the junction.
- reducing traffic levels and
- providing segregation up to the junction and an early release green light at the traffic signals for people cycling. This would give cyclists a head-start through the junction ahead of motor traffic

However, sometimes it won't be possible to keep people cycling separate from motorised traffic without unacceptable impacts on delays to public transport. In these

circumstances, and as a last resort, we seek to provide an alternative safe cycle route whilst still taking measures to maximise safety for people cycling on the main road.

Diagrams illustrating how the removal of a turning lane can create space to provide segregation up to a junction



CASE STUDY: Extending Edinburgh's cycle network

The City Centre West to East Cycle Link and Street Improvements project aims to establish a step-change in cycling provision by providing segregated cycling infrastructure connecting the city's existing off-road cycle network to and through the City Centre. The future network will build on and expand in line with this step-change.

Photo showing a segregated cycle track that is separate and at a different height to the pavement and carriageway on either side of it.



The project introduces a bi-directional segregated cycleway along the A8, one of the main roads into Edinburgh, from Roseburn to Haymarket, providing a connection to Edinburgh's comprehensive off-road path network at

Roseburn, and the key public transport interchange at Haymarket Station. From Haymarket, the project route follows quiet roads and segregated cycleways to Charlotte Square via Melville Street. This provides a safe and direct alternative to Shandwick Place, helping to minimise conflict between people cycling and the tram network.

Photo of a segregated cycle track running along a street past a parade of shops. The cycle lane is at a different height to the pavement and the road



As of 2015, the introduction of the CCWEL project is forecast to produce an increase in the number of cycle journeys along the affected corridor by 88%, from 1,675 to

3,142, with projected benefits at the time worth in excess of £20m in terms of health and economic benefits.

The development of the CCWEL project has involved working in close partnership with affected communities and stakeholders, considerable consultation and engagement, leading to various improvements to the designs. The works include placemaking improvements at key locations in Roseburn, Haymarket and the West End, including wider pavements, new pedestrian areas, street trees, wildflower planting, and places to sit and spend time, providing people with more reasons to visit some of Edinburgh's outside spaces.

Growing the Cycle network from now to 2030

Our proposals for Edinburgh's day-to-day cycle network are ambitious, there is a lot of work to do.

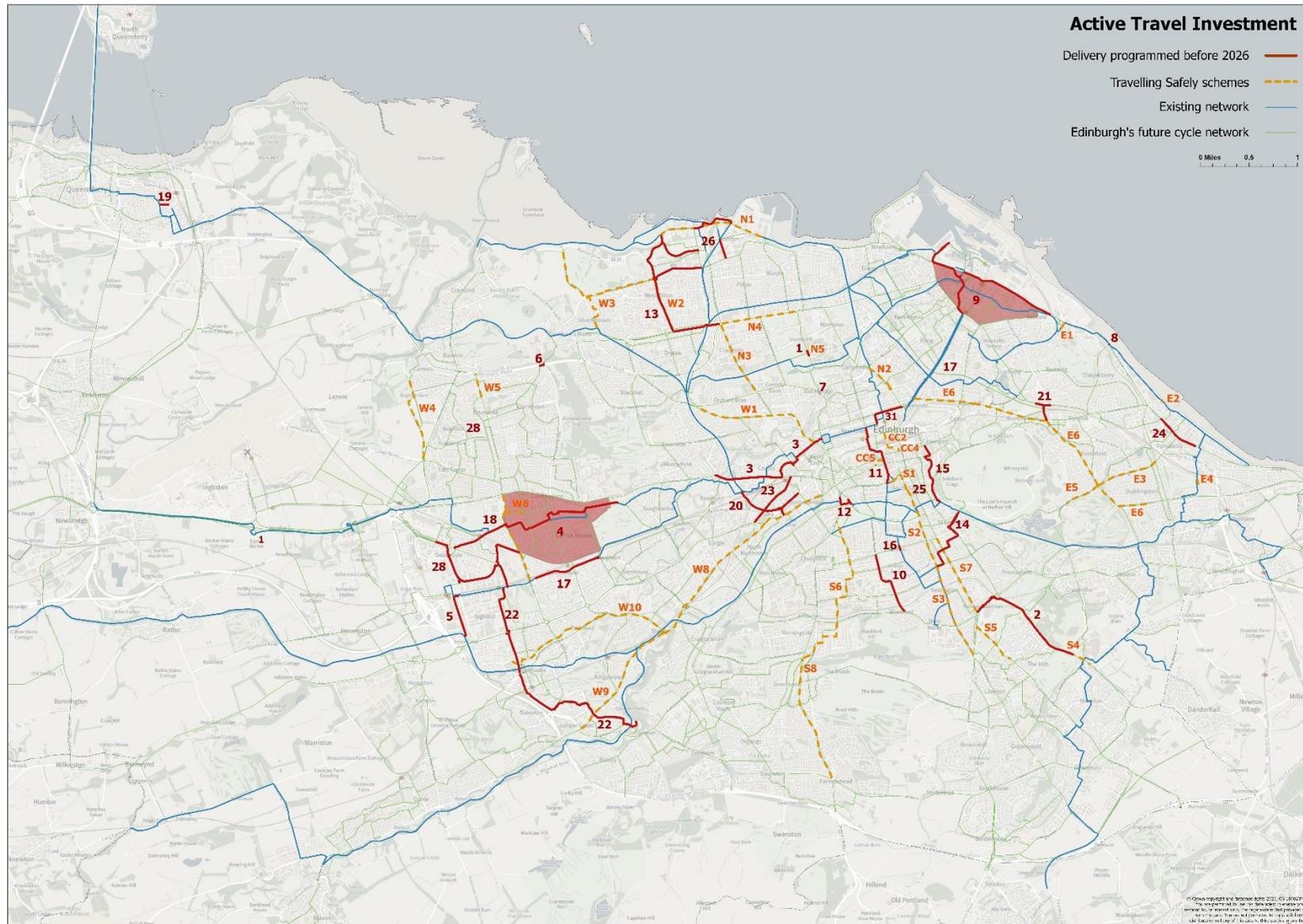
The availability of funding is critical to how much of the network we can deliver. We say more on the funding and the scale of investment required in the section titled 'How we will deliver this plan'. Our aspiration though, is to have a core citywide network in place and functioning by 2030. Our approach to growing the network will be to:

- a) deliver our current programme to 2026
- b) Seek to put in place a foundation of high-quality cycle routes on main roads by 2030, including an integrated project on the A8 and other projects to be brought forward as part of an updated Active Travel Investment Programme
- c) continue complementary investment in routes using quiet streets and off-road paths.

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some of the key connections proposed in the new plan. Work is already well underway on much of the ATInP with community input already sought and design work well progressed. Some key projects, for example the City Centre West-East Link (CCWEL) and the Roseburn to Union Canal connection, are under construction. The full list of schemes that we intend to deliver between now and 2026 can be found in Appendix 2. The map in figure 3 shows the location of the projects.

Figure 3: Current Investment Programme – see Appendix 2 for scheme numbering



Continuing investment in cycling – priorities and plans

Bearing in mind the scale of expansion that we envisage, and the significant cost of the necessary investment, we need to carefully prioritise our investment in improved routes for cycling. We are doing this by considering projects against the aims for the network set out at the start of this section, whilst taking account of work that is already underway or committed, such as:

- Investment planned as part of City Centre Transformation,
- infrastructure currently being trialled through the Travelling Safely programme,

- work underway on major street renewals projects
- Routes needed to enable people moving into newly built homes and neighbourhoods in the city to travel sustainably.

Finally, we want to make sure we keep working on projects to improve our existing cycle network.

With the above in mind, we are proposing the projects set out below as initial major priorities. More detailed investment proposals will be brought to the Council's Transport and Environment Committee as part of the Active Travel Investment Programme review.

Table 1: Initial schemes identified to be delivered 2026-2030

Project name	Project type	Notes
Charlotte Square	Completion of missing link in CCWEL cycle route plus public realm work	
St Andrew's Square	Completion of missing link in CCWEL cycle route and walking improvements	
Upgrading Travelling Safely segregated cycling projects	Segregated cycling	Subject to the current experimental process, replacing infrastructure with more durable/ permanent materials and progressing improvements to junction infrastructure.
A8 Roseburn to Gogar	Segregated cycling/ quiet connections	Integrated with bus priority
Newcraighall to Cameron Toll via Craigmillar Town Centre	Segregated cycling, bus priority and town centre environment/ walking upgrade.	Integrated with bus priority
West Edinburgh Transport Infrastructure Programme (WETIP)	Traffic-free path parallel to road/ segregation through new developments	
Development -related projects: Queensferry, Newhaven to Portobello, Maybury/Barnton, Burdiehouse	See joint actions section on 'Connecting new neighbourhoods through Active Travel'	

Many other projects will be necessary to deliver a network of the standard and coverage that we envisage. We will

continue work to appraise and prioritise the multiple connections that we need to create.

‘Travelling Safely’ measures

The 22 miles of temporary segregated cycle lanes installed during the CoVID-19 pandemic to help people move around the city safely could form a valuable part of Edinburgh’s future sustainable transport network. Subject to the outcome of the current trial of the measures, we will work to make them permanent. In doing so we will look to

- 1) replace the temporary infrastructure with suitable permanent measures, (including reviewing the measures to reduce barriers for people with disabilities)
- 2) improve facilities at junctions,
- 3) Integrate improvements with other projects

Growing the regional cycle network

We recognise that Edinburgh is a key destination from surrounding Local Authorities for both work and leisure. Reducing our car kms travelled in the city by 30% therefore means we also need good connections for people travelling from our neighbouring local authorities. Whilst those travelling from furthest away (such as from Fife or West Lothian) may be more likely to hop on a bus, there are several routes that cross our boundary that the distance (3-5km) would be suitable for many to cycle, if the journey were to feel safe and pleasant enough.

Some of the key cross-boundary routes that we will look to work with our neighbouring Local Authorities to improve over the next decade are:

- Straiton junction, providing improved active travel connections between Midlothian and Edinburgh

- Investigating opportunities in partnership with Midlothian Council and Transport Scotland to look at Lothianburn junction, in order to provide a connection from Edinburgh to the A702 and the Roslin campus
- Connecting Portobello to Musselburgh in East Lothian via a high-quality cycle route
- Improvements from Broxburn to West Edinburgh (see section titled ‘Planning and designing streets for active travel’ more information on the West Edinburgh Travel Investment Programme)

- **Action:** *Deliver currently committed Active Travel Investment Programme and other schemes currently being designed (see Appendix 2)*
- **Action:** *Develop business case with prioritised programme and secure funding to deliver a core citywide network of routes to ‘Active Travel Freeway’ standard.*

Joining up journeys with our public transport network

We know that sometimes your cycle is only part of your journey. Cycling has particular potential when combined with rail travel.

As part of our vision for the long-term day-to-day cycle network we’ve made sure it provides a safe cycle connection to all the train stations in the city. The two largest train stations, Haymarket and Waverley will, respectively, be accessible through safe segregated cycle routes from the west of the city and through the construction of the Meadows to George St scheme within the next few years.

Cycle parking at train stations is provided by Network Rail or Scotrail. Over the lifespan of the next plan, we will encourage and work with these two organisations to expand these facilities, including as part of the Waverley station masterplan.

Upgrading existing modal filters

Around the city, there are streets which are already closed to motor traffic, but still open to people walking, wheeling or cycling. These streets or short links often have bollards installed to prevent vehicles using them whilst allowing people to walk, wheel or cycle through (hence the name modal filter, as they only let certain modes of transport through). However, in many of these locations, there is no dropped kerb between the end of the carriageway and the cut-through.

Photo of a street that is filtered to prevent people driving through, but also with no dropped kerb or double yellow lines



The lack of a dropped kerb makes these local links in the network more difficult for someone on a bike to use. As part of our commitment to make cycling a more direct and

convenient option for local and medium length journeys, we will look to make sure all existing modal filters have dropped kerbs. Where necessary, we will also look to protect these links in the network with double yellow lines, so that the connection isn't blocked by a parked vehicle.

- **Action:** Conduct study and produce programme for upgrading historic modal filters in the city, ensuring they are designed appropriately to allow cyclists and pedestrians through.

Re-naming and improving how we sign the Cycle Network

The name: The Edinburgh Cycle Network

Going forward, more and more of Edinburgh's cycle routes are going to include segregated cycle lanes placed on the city's main road network. To reflect the changing nature of the cycle network, we're also going to update how we refer to it. Instead of Edinburgh's 'QuietRoutes' network, the network will simply become the 'Edinburgh Cycle Network'. For consistency, we will keep and add to our current route numbering system.

Signing the network

As well as re-naming the network, we want to make it easier and clearer to follow our cycle routes. Based on best practice elsewhere, we will use road markings to make routes easier to see and follow.

Photo of example of London cycle network wayfinding. Photo credit: Transport for London



These road markings will enhance and support our current approach of using mounted blue signposts. In line with our Street Design Guidance, when mounting new signposts, we will use existing poles or street furniture where possible. This will avoid creating more street furniture that might obstruct people who are wheeling or walking.

As well as improving how we sign the network, we want to make sure our existing signs are doing their job correctly. Sometimes signs can take a knock due to extreme weather or vandalism, which means they don't point in the right direction. The best people to notice if something changes are those who use the network every day. That's why going forward, we will work co-operatively with Spokes to identify where our signs need fixing. We will then work to deal with issues accordingly.

- **Action:** Adopt new name 'Edinburgh Cycle network' (keeping existing numbering), including on communications materials.
- **Action:** Design/adopt road markings to provide directions on cycle network and implement.
- **Action:** Agree co-operative approach with Spokes and potentially other interested parties to monitor status of cycle network signage.

Maintaining the cycle network

Once we've built the cycle network it's important that we maintain it, so that the network continues to function for years to come.

As well as maintaining our traffic-free path network and segregated cycle lanes, making sure any painted lanes and lines to support cycling on the wider street network need to be refreshed periodically. This includes advanced stop lines, which provide people cycling somewhere safe to wait at traffic lights. Going forward, we will undertake regular maintenance of this type of cycle infrastructure.

- **Action:** Review maintenance regime for cycle lanes, advanced stop line markings and cycle signing. Implement amendments subject to funding.

Public and residential cycle parking

Public cycle parking

Fear of having your bike stolen can prevent people buying or using a bike in the first place. One of the best ways to prevent bike theft is to have somewhere safe to lock your bike. Over the lifespan of the plan we will continue our roll out of cycle parking racks. We will look to provide racks:

- In places we know lots of people travel to, like local town centres, the city centre, sports facilities, and major greenspaces
- Where people ask for them

In some popular destinations, like retail spaces, introducing cycle parking is not within the Council's powers. We do have an ambition to support more cycle parking in such spaces however and may be able to provide advice or design support, where resource allows.

In particular, we will look to:

- a. Coordinate installing new cycle parking racks with our new cycle routes
- b. Ensure some of the new racks are specifically for non-standard cycles. These might be used by people riding cargo bikes, trikes or other adapted bikes for example
- c. Install new cycle parking in line with the Edinburgh Street Design guidance, which means increasingly taking carriageway rather than pavement space to install new racks where possible

Sufficient public and secure residential cycle parking must also be part of new developments in the city.

Secure, covered on-street cycle parking for residents

Lack of a safe place to store a bike at home is a significant barrier to more people cycling in Edinburgh, particularly those who live in tenements and other flats. To overcome this, we will continue our installation programme of secure cycle hangars. Going forward, our programme will focus on providing safe storage in places where there is the greatest need, as well as demand. This means:

- focusing on neighbourhoods with high density housing, such as flats
- focusing on communities within areas that score highly on the Scottish Index of Multiple Deprivation
- Continuing to respond to requests from members of the public.

E-bike parking, with built-in charging facilities

More people are expected to start using e-bikes over the next decade. E-bikes make cycling up hills or going further by bike quicker and easier. This makes them a good option to make cycling accessible to a wider range of people. However, e-bikes have batteries that need to be charged. Most e-bike batteries are designed to be removable, meaning they can be taken inside and charged from the mains supply. However, if you're out and about and need to charge your e-bike battery, charging from a building mains supply might not be possible. Many public buildings or places of study or employment may also not agree to batteries being charged from their mains supply for safety or insurance reasons. For this reason, we will explore the potential of e-bike charging infrastructure that is built in to cycle parking and can be used by any e-bike.

We will look to pilot this infrastructure, focusing initial on key city destinations where people are likely to travel from across the city. If successful and there is sufficient demand, we will look to expand this type of cycle parking.

- **Action:** Create strategy for installing public cycle parking, including for non-standard bikes and deliver annual roll-out
- **Action:** Identify pilot locations and deliver trials for e-bike charging cycle parking at key destinations supported by programme.
- **Action:** Develop a programme for continued rollout of secure cycle hangars and begin installation of next rollout

Cycle Hire

We know that cycling is sometimes just one part of a longer journey. You might not always want (or be able to) take your bike with you for the second part of the journey. Following the closure of the Edinburgh Cycle Hire Scheme in September 2021, we have been exploring what the future of a cycle hire scheme in Edinburgh might look like. At the time of writing, we're still in the process of working through the details of the future offer. However, over the lifespan of the CMP, subject to funding, we will look to support and/or re-introduce cycle hire opportunities in Edinburgh. This may not look or work exactly like the previous scheme did. We will, however, strive to introduce a scheme that best balances the following objectives. Any future scheme will seek to:

- Be inclusive

- Integrate with our public transport system – where for example, cycle hire fares would be part of the future integrated ticket offer for public transport
- Be financially sustainable
- Be secure - accounting for the risk posed by vandalism

In the short-term, we will continue to review options for bicycle hire scheme delivery models and work with partners to support local initiatives that take forward some of the objectives of a cycle hire scheme.

Supporting cargo bikes for business use and last mile delivery

Electric cargo bikes play an increasingly important role in dense urban centres in Europe and are beginning to emerge across UK cities. They help to reduce vehicular dominance, harmful emissions and take up significantly less street space, compared with cars and vans, providing advantages for parking, loading/servicing and improving a sense of place.

E-cargo bikes help to significantly reduce negative impacts associated with individuals' use of private cars when considering private logistics (shopping/leisure transport). They also help to significantly reduce impacts associated with businesses' use of commercial vehicles (especially LGVs and vans), including those used by couriers whose customers include individuals and businesses.

Last mile delivery strategies for Edinburgh must consider consolidation and micro-consolidation centres and look to increasingly use e-cargo bikes to support deliveries, particularly in the city centre. The Our Future Streets (Circulation Plan) highlights streets where we know space is

at a premium for both business loading operations and other street features that make it a nice place to spend time, like seating, greenery etc. E-cargo bikes and last mile delivery consolidation hubs are likely to form part of the solution for some of these constrained situations. Going forward, we will look to further develop and learn lessons from the 'Trams to Newhaven model' to assist with the future development of consolidation/micro-consolidation centres, incorporating e-cargo bikes wherever feasible.

In total, between 20 to 50% of all motorised trips associated with transport of goods could be shifted to e-cargo bike in Edinburgh

- **Action:** *Continue to keep options for implementation of new public cycle hire scheme under review and support implementation subject to agreement/funding.*
- **Action:** *Advertise and apply for external funding to support uptake of e-cargo bikes by individuals and businesses.*

E-scooters: where they might fit in to Edinburgh's active travel networks in the future

E-scooters are currently not legal for use in Scotland. However, this may change in the future, depending on the outcome of the trials that the Department of Transport are currently holding in several English Local Authority areas.

If e-scooters are legalised for use in Scotland, we will consider how best to manage their use. Assuming that appropriate limits on speed are in place, we anticipate allowing use of cycling infrastructure and shared-use paths. Similarly, given that we would wish riders to park responsibly, probably using cycle racks, we will consider whether the racks need to be adapted.

Joint Actions - A safer and better city for active travel

This section summarises actions that will benefit everyone travelling actively in Edinburgh, whether walking, wheeling or cycling. See the CMP Implementation Plan for more detail on each action.

Making our streets safer and more enjoyable places to be

City Centre Transformation

Our City Centre Transformation Programme (CCT) sets out the Council's vision for a people-focused city centre, that is much better for people to walk, wheel and cycle around. Over the next decade, we aim to deliver large parts of this vision. Design work is well advanced on our Meadows to George St project, with its widened pavements and segregated cycling facilities; also on the transformative George Street First New Town project, covering George Street, Charlotte Square and St Andrew's Square. This project will deliver a much-improved place for people to visit and to walk and cycle through, with wider pavements, places to sit and either segregated cycle lanes or largely traffic free streets.

The Our Future Streets (Circulation Plan) initiative proposes further extension of CCT involving significantly reducing traffic levels in the core of the city centre including on the Bridges corridor and Cowgate.

We've now started work on the redesign of Lothian Road, which aims to significantly improve this street as a destination, for walking, and for cycling whilst functioning

efficiently for public transport and enabling other traffic to transit effectively. The project will redesign three major junctions, with Princes St, with the West Approach Road and at Tollcross.

In the Old Town, we'll be working towards delivering a network of connected, high quality, largely car-free streets around the Royal Mile.

Together with improved public transport, these proposals will help our Old and New Towns of Edinburgh World Heritage Site adapt from being traffic dominated to a city centre focussed on people, which supports liveability and our local economy.

An updated City Centre Transformation Delivery Plan and Operations Plan will provide more details of this work.

Improving our town and local centres

Town and local centres are often at the heart of densely occupied areas and provide many of the essential facilities and services that people need easy access to in their local 20-minute neighbourhood. However, they can be dominated by motorised traffic, which makes it difficult for people to move around by walking, wheeling or cycling. This combination of high levels of activity and often difficult conditions is why we propose that town and local centres will be a key focus for our investment in active travel, especially walking and wheeling, over the next decade. The EASI and ABC programmes discussed in the section titled 'Improving walking and wheeling in Edinburgh' will be at the core of our approach to town centres. Any designs on our

town and local centres will be set in the context of the Our Future Streets (Circulation Plan) work, which sets out balance on the use of space in these streets that are key to all functions of the city.

An important element of our work in town centres will be to make the most of opportunities where major work to renew carriageways and/or pavements is already planned. The first two town centres where we propose to take this approach are Dalry and Portobello. These schemes will seek to enhance the centres, aiming to provide integrated public realm, walking, cycling and bus priority. We plan to deliver these improvements by 2026.

- **Action:** Continue to deliver the 20-Minute Neighbourhood Strategy by improving local access to community facilities and services.
- **Action:** Identify pinch points in areas of highest footfall and identify priority locations to commence design and delivery of pavement widening to resolve pinch points.

Placemaking and public realm improvements

One of the joys of walking, wheeling or cycling is being able to connect with what's around us. We're also more likely to travel actively if we find the environment interesting. So, as well as making our streets easy places to walk, wheel and cycle through, we want them to be interesting and enjoyable places.

Photo of a side street junction, where the mouth of the junction has been made smaller



With this in mind, we will endeavour to use any street space not just functionally, but to make our streets nicer, better places. Where suitable, we'll look to use this space to support our commitments within Edinburgh's Biodiversity Action Plan and our Water Vision. This means that, where Edinburgh's Blue-Green Network has identified the need to manage our flood risk in a neighbourhood, we will aim to incorporate Sustainable Drainage (SuDS) features, where appropriate and maintainable. These features are likely to

be trees that have special space for water storage around their roots underground.

Lower speed limits

When vehicles travel faster, crashes are more likely to result in more serious injuries or in death. Furthermore, fear of the danger from motor traffic is a major deterrent for people choosing to travel actively, especially to cycle¹. So an important way to reduce risk, and to help people feel more confident to walk, wheel or cycle, is through lower speed limits.

Extending the number of 20mph streets

The introduction of 20mph speed limits in Edinburgh has resulted in a 30% reduction in casualties in the city. Following this success, we are proposing to extend the network of 20mph streets. [Further streets that might benefit from a 20mph speed limit](#) have been identified based on a set of criteria approved by the Transport and Environment Committee in April 2021.

Amongst the criteria used for assessing a street's suitability for a 20mph limit, are whether streets have higher density housing such as flats or terraced properties, if there are groups of shops and whether there are likely to be higher numbers of people walking or cycling. The streets to be added to the 20mph network will be decided following public and stakeholder consultation and input.

40mph+ speed limit reductions

The Council are currently in the process of reducing the speed limit on 40mph roads fronted by houses to 30mph. To support this, we carried out a consultation [on reducing speed limits](#) on roads outside Edinburgh's main built-up area that have speed limits of 40mph and over. Most of the roads affected are in rural west Edinburgh.

Exploring sub-20mph speed limits

Many streets in Edinburgh where there are lots of people walking and wheeling also tend to play a major role in the movement of general motorised traffic. In most cases, this is very difficult to change. This poses a major challenge to improving the street environment and in making it safe for all users.

In order to deliver safer and more pleasant conditions for everyone some European countries have adopted speed limits lower than 20 mph (for example 20kph) in certain streets. Considering sub-20mph limits in Edinburgh would require amendments to national regulations and signage. With this in mind, we propose to explore the potential for pilots with the Scottish Government.

- **Action:** Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.
- **Action:** Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.

¹ Edinburgh Bike Life 2019

- **Action:** *Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach*

Providing safe routes to Schools

There are over 65,000 school age children in Edinburgh who need to make their way to and from school 5 days of the week, 38 weeks of the year. It's important that children can make these daily trips safely.

Walking, wheeling or cycling to school can support the positive development of children's mental and physical health. Active school journeys not only help reduce congestion (and associated air pollution) at the school gate, they also help children develop into healthy, more independent and active young people. To encourage and enable more young people to walk, wheel or cycle to school we will change our streets to make it safer and easier for children to travel to school safely in an active way.

Undertaking school travel plan reviews

By 2024, all school travel plans within The City of Edinburgh Council boundary are due to have been reviewed. Based on the barriers that parents, children and staff tell us they face on their journey to school, we will implement changes on a school-by-school basis. This is likely to include introducing School Street Zones, which help to keep motor vehicle traffic away from outside of the school gate at pick-up and drop-off times.

- **Action:** *Review all available School Travel Plans with our school communities and prepare a*

programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools.

Re-designing our major junctions to work better for people walking, wheeling and cycling

In Edinburgh, as elsewhere in the UK, for many years major road junctions were mainly designed to maximise vehicle flows. This can make them intimidating and unpleasant for people on foot, wheeling or cycling. Pedestrian crossings can involve several stages and long waits, sometimes on small, intimidating islands. And for people cycling, mixing with motor vehicles in large, multi-lane layouts provides a hostile environment. These issues can make the junctions concerned a major barrier to active travel, disconnecting local communities from one another, as well as from local services.

We are reviewing the 40 most challenging junctions in Edinburgh. These have been identified by a process that has included input from stakeholders. The review is developing a priority shortlist for re-design to make walking, wheeling and cycling through them safer and easier. In the next few years, where possible, we will deliver early intervention improvements to the 40 junctions, whilst working on longer-term, major changes to these locations. How many junctions we can deliver major change at will depend on the level of funding available. Retaining efficient public transport flows through the junctions, in line with the Streetspace allocation Framework will also form an important consideration in any changes.

- **Action:** Major Junctions Review (MJR):
- Develop individual project Packages for each element of the programme.
- **Package 1** - Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello.
- **Package 2** - Review requirement and delivery of 40 early interventions following approval of the Our Future Streets (Circulation Plan).
- **Package 3** - Review MJR for the top 10 junctions following approval of the Our Future Streets (Circulation Plan).

Creating pleasant, people-focused Liveable neighbourhoods

As well as developing new connections *between* neighbourhoods for people of foot, wheeling or cycling, we want to improve conditions for walking, wheeling and cycling locally within neighbourhoods.

A key theme of the Council's 20-minute neighbourhood strategy is 'improving sustainable and active travel access to services and facilities'. Examples relating to walking/wheeling include dropped kerbs (or sometimes raised crossings/continuous footways), 'tighter' junctions – reducing crossing distances on side roads and crossings of busier roads.

Travel to school routes, and associated school street closures would also be considered, as well as routes to bus stops. Issues of intrusive through traffic would also be

addressed where there is local support, as would measures such as crossings to help deliver cycling quiet routes. The main aim would be to deliver streets, pavements and places that allow everyone to get around easily locally, improving peoples' health and wellbeing.

An assessment of suitable areas has been undertaken, relevant factors (including the proportion of local populations who are elderly, disabled, whether areas suffer from multiple deprivation, and car ownership) have been considered, along with the potential for integration with initiatives that are already in progress. This has resulted in the selection of priority areas, for example, in Pennywell/Muirhouse and Niddrie/Craigmillar.

The Liveable neighbourhood programme will learn from the experience in the Corstorphine and Leith projects that have recently been implemented. .

- **Action:** Complete citywide analysis and programme for delivery of liveable neighbourhoods.

Case study



Leith Connections will create a safer and more attractive street environment for residents and visitors walking, wheeling, cycling and spending time in the local streets and outdoor spaces of Leith. Alongside the creation of segregated cycle tracks the project also removes through

traffic in an area of Leith which has a significant history of issues with traffic volume, speed and associated noise. Improving conditions for walking, wheeling and cycling in the area will improve accessibility to tram stops and bus stops in the area and support more people to choose to travel by public transport. Liveable Neighbourhoods feature in Edinburgh's City Mobility Plan as a key element, to "reduce car dependency, promote active travel, and increase the quality of public space".

Visualisation showing people walking and cycling on an upgraded Sandport Bridge



Measures include the removal of pavement clutter, installation of dropped kerbs and tactiles, re-allocation of

carriageway space at junctions and new informal and signalised crossing points for pedestrians. Sustainable drainage features such as raingardens as well as new permanent and trial landscaping areas. These new landscaped areas will include planting, seating, cycle parking and also community led artwork.

Given pre-existing issues and community feedback, the above measures have been reinforced with interventions to reduce through traffic (some on an experimental basis).

Improving the connectivity of our neighbourhoods

Creating new connections for walking, wheeling and cycling between neighbourhoods

In some of our neighbourhoods, a lack of connections for walking, wheeling and cycling means that many local journeys are far longer than they need to be. This is sometimes due to a street layout that involves lots of cul-de-sacs. In other places it can be due to redevelopment of land that formerly had a different use, for example industry, and previously had no need to be connected into local street layouts.

Over the lifetime of this plan we want to start to address this issue. Initially, we will look at the most extreme cases, involving the greatest inconvenience to the largest numbers of people, for example a very indirect walking route to a local school. We will then seek to create new connections to reduce this inconvenience. We will create these new connections, which are likely to require the purchase of land, in close consultation with relevant local communities.

- **Action:** Undertake study to identify locations where walking, wheeling and cycling connections between existing, adjacent neighbourhoods do not currently exist and define a programme of land purchases to support delivery of those connections.

Improving existing traffic-free connections within and between neighbourhoods

Widening and lighting our day-to-day path network

Lighting

Photo of solar stud lighting along the canal towpath



Improving how well-lit our path network is one way we can make our paths safer for everyone to use at different times of day. Where possible, we will look to improve lighting

across our path network. In some locations, it may not be possible to install additional or brighter street light columns due to impact the light would have on the local biodiversity. We will look to balance these differing needs and make use of environmentally sensitive options, such as low-level solar studs, where required. Where lighting is improved, we will also take into consideration increased energy consumption and the Council's carbon footprint. In general, we won't light paths with a purely recreational function.

Path widening

City Mobility Policy 'Movement 23- Mitigate conflict in shared spaces' seeks to reduce conflict across our network between people walking, wheeling and cycling. One place that conflict can occur is on our off-road, traffic-free path network. On our most heavily used paths, or ones where we expect usage to grow significantly, we will look to widen the path and at the same time will consider separating cyclists from pedestrians. In prioritising paths for widening, we will take account of whether we propose to deliver a parallel segregated on-road cycle route, giving more priority to paths with no parallel proposals.

Any path widening of our traffic-free routes will also need to be balanced with maintaining and enhancing the greenspace that often runs alongside these off-road paths, in line with the Council's Biodiversity Action Plan. Any path widening must minimise impact on protected sites for nature and priority habitats, bearing in mind the importance of off-road routes for biodiversity and habitat growth. We know these routes are popular partially because they give people the opportunity to connect with nature and greenspace. Where possible, we will look to enhance the biodiversity of our off-road path network. In particular, we

will look to focus on areas identified within the Edinburgh Biodiversity Action Plan and Nature Network as opportunities.

Improve the connections between neighbourhoods and the path network

We want our path network to be accessible to everyone whether they're walking, wheeling or cycling. However, much of our off-road path network runs along former railway lines, which were built up on embankments or cuttings with steep, sloping sides. There are parts of the path network where the diversion to reach a ramped access instead of steps is over 500m. We will look to improve access to the path network by replacing steps where possible with accessible ramps. Many of these sites will be protected for nature or contain priority habitats. New access routes will be designed to avoid or minimise impact on biodiversity and important areas for carbon sequestration.

Building Bridges

In some parts of the city, topography, railway lines or waterways form a major barrier, preventing people easily getting where they want to go by walking, wheeling or cycling. In these locations, a new bridge or similar structure can transform active travel opportunities.

In considering the future active travel network for Edinburgh, there are several locations where a significant new bridge could make a big difference to active travel connections, as follows:

1. **Roseburn Bridge.** Connecting from the North Edinburgh Path Network over the tram and main Edinburgh-Glasgow railway line to the new Roseburn to

Union Canal route. This bridge would provide an accessible connection between the two routes, avoiding the need to descend and then reascend about 8m via long ramps. Furthermore, the ramp connecting to the southern end of the Roseburn path currently has a challenging gradient for those wheeling or using adapted cycles.

2. **Gyle Bridge:** Connecting communities across the railway line as part of West Edinburgh Link – the Fife railway line forms a barrier between local communities in west Edinburgh, with a lengthy diversion to get across the railway for people walking, wheeling and cycling
3. **Brunstane Bridge:** The existing bridge at Brunstane Station over the Border railway line is part of National Cycle Route 1 and is a key connection for communities wishing to cycle from Brunstane and Joppa towards the city centre. However, the bridge is currently stepped and is inaccessible for anyone wheeling or using adapted bikes, whilst those cycling must dismount
4. **Waverley Valley bridge**– City Centre Transformation agreed the principle of a new bridge for people to walk, wheel and cycle across the Waverley Valley to the east of Waverley Station, further connecting the Old and New Towns between Jeffrey Street and Calton Road. Routing options were explored as part of the emerging Waverley Station Masterplan, which embeds a link at the lower level between East Market Street and Calton Road. This bridge would need to be delivered in conjunction with major redevelopment work at Waverley Station.
5. **Inglis Green Road bridge** – A new development of around 100 flats is planned on the site of a former

warehouse off Inglis Green Road. The site lies close to the Water of Leith. Providing a bridge from the new development over the Water of Leith will not only improve accessibility for the new development, but will provide an alternative to busy sections of Slateford Road for pedestrians and cyclists. The bridge is designated part of the Primary Cycle Network recognising this important role.

There are two locations on our leisure and greenspace routes where bridges or similar structures have been identified as necessary to making routes accessible to all. In these instances, the proposed structure is not to cross the waterway, but to provide an accessible alternative to steps or a narrow, cobbled historic structure.

- a) **Alternative to Salveson Steps:** The route along the river Almond is currently inaccessible due the 'Salveson Steps' which negotiate a steep outcrop in the river valley. The community have worked closely with the Parks and Greenspaces team to identify an accessible alternative to allow everyone to access the beautiful greenspace along the river Almond
- b) **Slateford Aqueduct** – the Union Canal is a very popular place for people to walk and cycle, both on day-to-day trips and for leisure. However, the path across the historic Slateford aqueduct is very narrow and cobbled. Those cycling must dismount, and it is too narrow for many wheelchairs. Studies have proposed various possible solutions including a parallel walking and cycling deck attached to the current aqueduct, or a completely new structure that would allow everyone to use this popular route comfortably and safely.

Bridges are very expensive to build. We do not expect to be able to deliver all these bridges over the lifespan of the CMP. However, we will look to move designs forward and secure funding where possible, taking into account where the need is greatest, and which bridge(s) align best with the proposed development of the wider network in the plan and with funding opportunities.

- **Action:** Prepare programme and submit business case for off-road path network upgrades.
- **Action:** Identify priorities and programme for delivery of active travel bridges and seek funding to progress design and construction as per agreed programme.

Walking, wheeling and cycling as part of longer, multi-modal journeys

Mobility Hubs

A mobility hub is a new type of transport facility being considered for Edinburgh which brings together public and shared transport modes (for example City Car Club, bike hire) alongside associated facilities, services and information to encourage more sustainable travel. Future hubs are expected to be easily accessible to the local community by walking, wheeling and cycling, providing convenient facilities to support onward travel, as well as enhanced public realm.

Potential locations for mobility hubs in Edinburgh have already been identified in City Plan 2030. Some hubs are already being designed as part of new, private sector-led housing development projects. Other locations where there

is potential to deliver a hub by 2025 are progressing as part of a coordinated pilot approach. We are currently looking at the feasibility of delivering pilot projects in the following locations:

- a) Granton
- b) Wester Hailes
- c) Portobello

These feasibility studies will identify the most appropriate hub location that ties in with key active travel routes, as well as investigating operational and maintenance approaches to ensure the long-term viability of the mobility hub.

Maintaining our walking, wheeling and cycle routes

To allow paths and routes to be used all year round, they need to be cleared of wet leaves in the autumn and gritted in winter. Overgrowing vegetation also needs to be timed back in the spring and summer. To make travelling actively an easy choice throughout the year, we will have a regular, prioritised maintenance programme for our path networks and segregated cycle routes, as well as for key locations and features on quiet road routes (for example modal filters and signs).

- **Action: Review current approach to safety inspection process to ensure maintenance requirements of the cycle network are addressed at appropriate times of year (e.g. cutting back vegetation, sweeping and gritting routes). Prepare proposals and action depending on budget.**

Using our renewals programme to support walking, wheeling and cycling

We already spend a significant proportion of our investment budget on carriageway and pavement renewals to make improvements that support active travel. Going forward, we want to maximise the impact of our investment and coordinate opportunities where carriageway renewal can be combined with active travel improvements. The Dalry and Portobello schemes mentioned at the start of this section are examples of this. We want to continue to prioritise our renewals investment so that it supports the Council's commitments to sustainable transport.

- **Action:** Review prioritisation of Capital Road Renewals programme considering walking, wheeling, cycling, public transport and other factors in time for 2025-28 renewals programme report.

Minor improvements programme

Sometimes, even small changes can make a big difference to how easy or safe it is to walk, wheel or cycle. The rolling minor improvements programme aims to improve walking, wheeling and cycling throughout the city by making such small improvements. Most of these improvements are based on issues that residents have directly identified as a barrier to their local journey. The programme addresses issues and/or locations that won't be tackled by other schemes. These small improvements can include removing barriers which are too narrow for a wheelchair or an adapted cycle to pass through. Other improvements include

installing dropped kerbs and installing signage to help people find their way to local destinations.

- **Action:** Continue delivering the rolling Minor Improvements programme

Photos showing path before and after chicane barriers were removed



Planning & designing streets for Active Travel

Making walking, wheeling and cycling a natural choice for journeys in Edinburgh requires us to design our streets to encourage this choice. This means changing the design of existing streets when we maintain them or undertake new projects. It also means that, as Edinburgh grows, with new streets and neighbourhoods being built, it's essential that we design these new streets to put people, place and travelling sustainably first.

Edinburgh Street Design Guidance

We need to design and manage our streets so that we make them:

- Places that are safe and easy to walk, wheel and cycle
- Pleasant places to spend time in and pass through on foot, wheeling or by bike

To help ensure we're creating high-quality streets that reflect these roles, the Council adopted the Edinburgh Street Design Guidance (ESDG) in 2015. Since then, we've been producing a series of detailed ESDG 'factsheets'. These provide anyone working on or designing streets in Edinburgh technical guidance on how to create people-focused streets. The factsheets build on and, in some instances, go beyond national guidance such as 'Designing for Streets' and 'Cycling by Design' to provide holistic and Edinburgh-specific street design details.

The Edinburgh Sustainable Drainage Systems (SuDS) factsheets sit alongside the ESDG factsheets and should be used in tandem.

So far we have produced 32 factsheets covering topics ranging from segregated cycle tracks, to crossings, to the use of 'anti-skid' surfacing. However, more are needed to complete the suite. Factsheets will also evolve over time to take on board best practice and lessons learned from their application. We will review the ESDG and factsheets biennially.

For our guidance to be effective, everyone responsible for designing or redesigning streets in Edinburgh needs to be familiar with it. To achieve this, we will deliver training on our guidance. This will be with key Council staff and external parties, such as developers.

- **Action:** Complete remaining Edinburgh Street Design Guidance Factsheets (ESDG) and undertake biennial reviews to align with emerging best practice/reflect lessons learned from use
- **Action:** Provide staff training on Edinburgh Street Design Guidance Factsheets and key external stakeholders

Connecting new neighbourhoods through Active Travel

Edinburgh's Local Development Plan (LDP 2016) and the proposed City Plan 2030 that will replace it once adopted (expected 2023/24) indicate how and where the city can develop and grow over the next ten years. New community infrastructure is often needed to accompany development:

this includes active travel infrastructure to help people make sustainable travel choices.

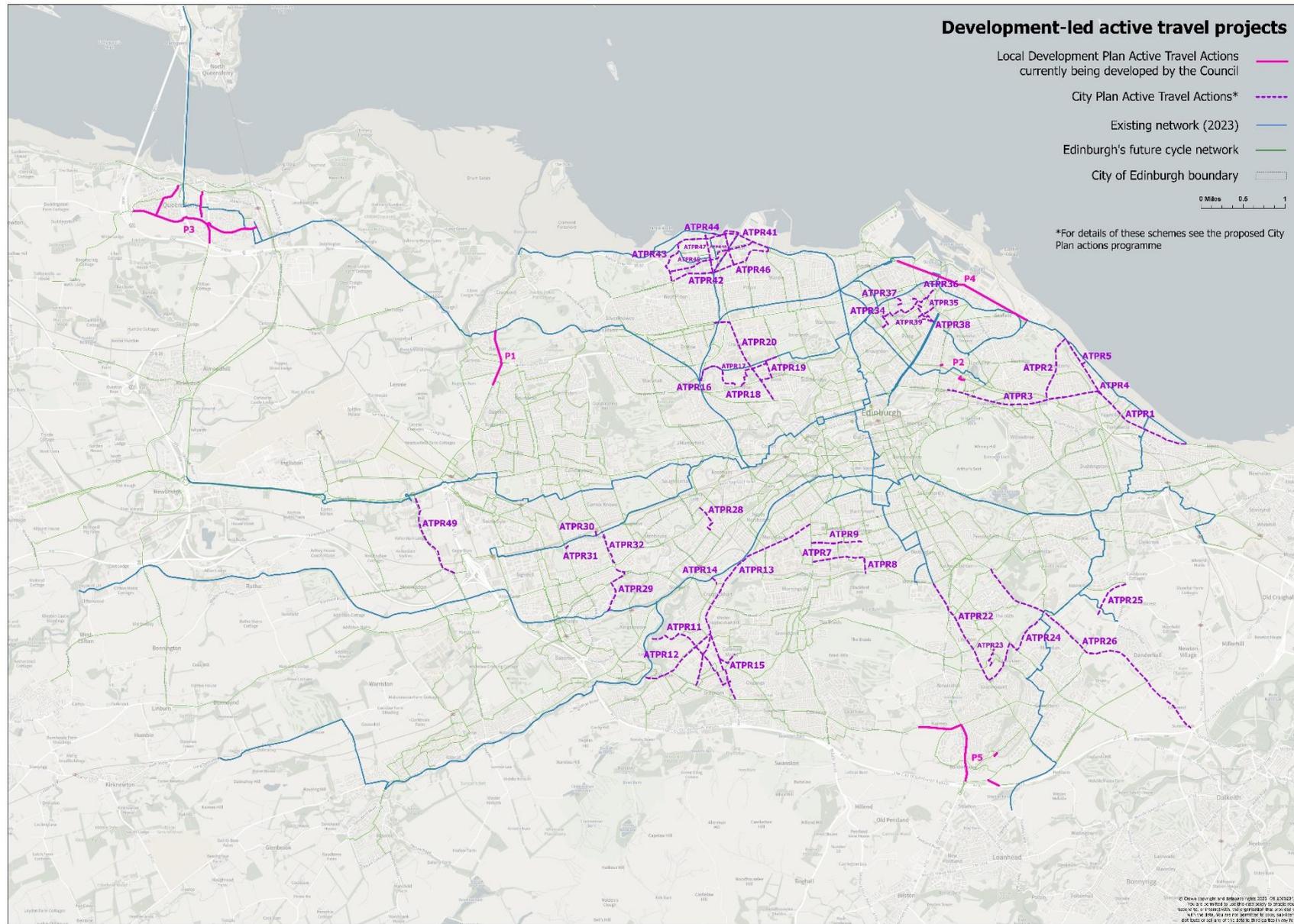
The required infrastructure investments to deliver City Plan, and to meet its aim of a 'city where you don't need a car to move around', are set out as 'actions' in the accompanying LDP and City Plan Action Programmes. The active travel actions range from crossings and connections to local services, to strategic infrastructure. The strategic infrastructure will help to connect new neighbourhoods to town centres, or to the city centre via the city-wide cycling network. The cycle network shown in the section titled 'Improving cycling in Edinburgh' has been designed to ensure that cycle links connect new neighbourhoods into the wider cycle network.

Many of the active travel links associated with development proposals will be delivered as an integral part of the

neighbourhood street layout when new homes and businesses are built. Some additional improvements will be on public roads or on land in different ownership. In some cases, developers will be expected to deliver these links, with planning conditions or a legal agreement used where required. In other cases, developers will be required to contribute towards the cost of delivery. The LDP links that the Council are currently progressing are shown on the map below. More details on these links can be found in table 1 in Appendix 2. For a full list of all the proposed active travel links that are required to support development in the LDP (2016), see the LDP Action Programme². For the full list of proposed active travel links in the new City Plan, see the proposed CPAP. The map on the next page shows how the new cycle network aligns with all the proposed City Plan links. For mapping of **all** City Plan and LDP active travel links, see the [council atlas](#).

² The current Local Development Plan Action Programme (LDPAP) is currently being refreshed and therefore these actions and the map will be updated in due course.

Figure 4: Map showing City Plan Active Travel connections to the existing and proposed day to day cycle network



In west Edinburgh, the city will expand quite significantly over the next decade. To support development in this area, the Council is investing in major transport infrastructure. This is the West Edinburgh Transport Improvement Programme (WETIP). The WETIP transport links will also provide important connections between Edinburgh's neighbouring communities and the city. As part of this wider package of transport improvements, a high-quality walking and cycling link will be provided from Broxburn, connecting eastwards along the A8. High quality cycling infrastructure will then be built as part of new neighbourhood(s) to the south and east of the airport. This infrastructure will connect to the A8 route and enable residents of the new neighbourhoods to safely travel east into neighbouring parts of Edinburgh. To make the A8 safer for people walking and wheeling, and ensure public transport stops are easily accessible, there will also be new pedestrian crossings of the A8. Importantly, these will be at street-level, rather than using bridges or underpasses. This means the crossings will be easily accessible to everyone.

As Edinburgh grows, we need to build these important active travel connections. Edinburgh is expected to grow a lot over the next decade, so this is a large programme of work. As much as possible, we will try to develop the links to the network so that they are in place and ready for people to

use as they move into their new homes. Once City Plan is formally adopted, a delivery programme of works will be developed. This will align work with when we expect homes to be built and people to move into new homes. The delivery programme will also set out what we expect developers to financially contribute for each identified link. For infrastructure with significant benefits beyond those of serving the new development, the Council will invest too.

Masterplans

We expect all new development proposals to embed / apply the ESDG and factsheets. Likewise, any development frameworks or masterplans prepared to inform development proposals must ensure the principles in the ESDG are embedded from the outset.

- **Action:** Create a programme for delivering active travel interventions from Local Development Plan Action Programme.
- **Action:** Create a programme for delivering active travel interventions from City Plan 2030 Action Programme. Secure funding for delivery.

Accessing our green spaces and going for leisure cycles

In Edinburgh, 40% of the trips that people walk now are purely for enjoyment or fitness, whilst nearly a quarter of cycle rides are for leisure. People often have a choice to take a local walk or cycle, or alternatively drive to somewhere where they then take exercise. Providing good opportunities for local recreational walking and cycling therefore has a part to play in efforts to reduce traffic.

In this work, we are proposing more 'light touch' improvements for purely recreational routes, with less emphasis on lighting, high quality surfaces and widths. This is for two reasons:

- As these trips are for leisure, feeling like you've escaped from the city is often part of what's enjoyable about the trip
- These journeys are most likely to be made during the day and, because we want to protect our greenspaces as biodiversity rich spaces, we need to limit light pollution

This means sometimes we will be aiming to improve these routes to a different standard compared to our paths and routes that are helping people to get around for day-to-day journeys.

Walking and wheeling to Edinburgh's parks, green spaces and waterfront

Edinburgh's Open Space Strategy (the OSS) will shortly be refreshed. The OSS will look at where we need to make it easier for people to get to our parks, woodlands and traffic-

free path network, as well as to Edinburgh's coast and beaches. Changes that are needed in streets close to, or next to, greenspaces will become part of this paper's delivery programme. This means they will be prioritised in relation to and delivered alongside other projects in this paper. Improvements that are needed wholly within the city's greenspaces, such as parks, will be delivered as part of Edinburgh's Thriving Greenspaces Programme.

Examples of the types of schemes this workstream will involve are:

- New crossings within or between areas of greenspace, for example:
 - between Wester and Easter Craiglockhart hills or
 - at the roundabouts within Holyrood Park (subject to agreement with HES)
- Creating new ramps along the North Edinburgh Path Network, so that those wheeling (and cycling) can easily join and leave this greenspace corridor
- New bridges, such as across the Water of Leith
- Access, placemaking and signage improvements along the Water of Leith, as identified in the [Water of Leith Management Plan 2020-2030](#). (Many of the actions in the Water of Leith management plan will also benefit people cycling).

Cycling

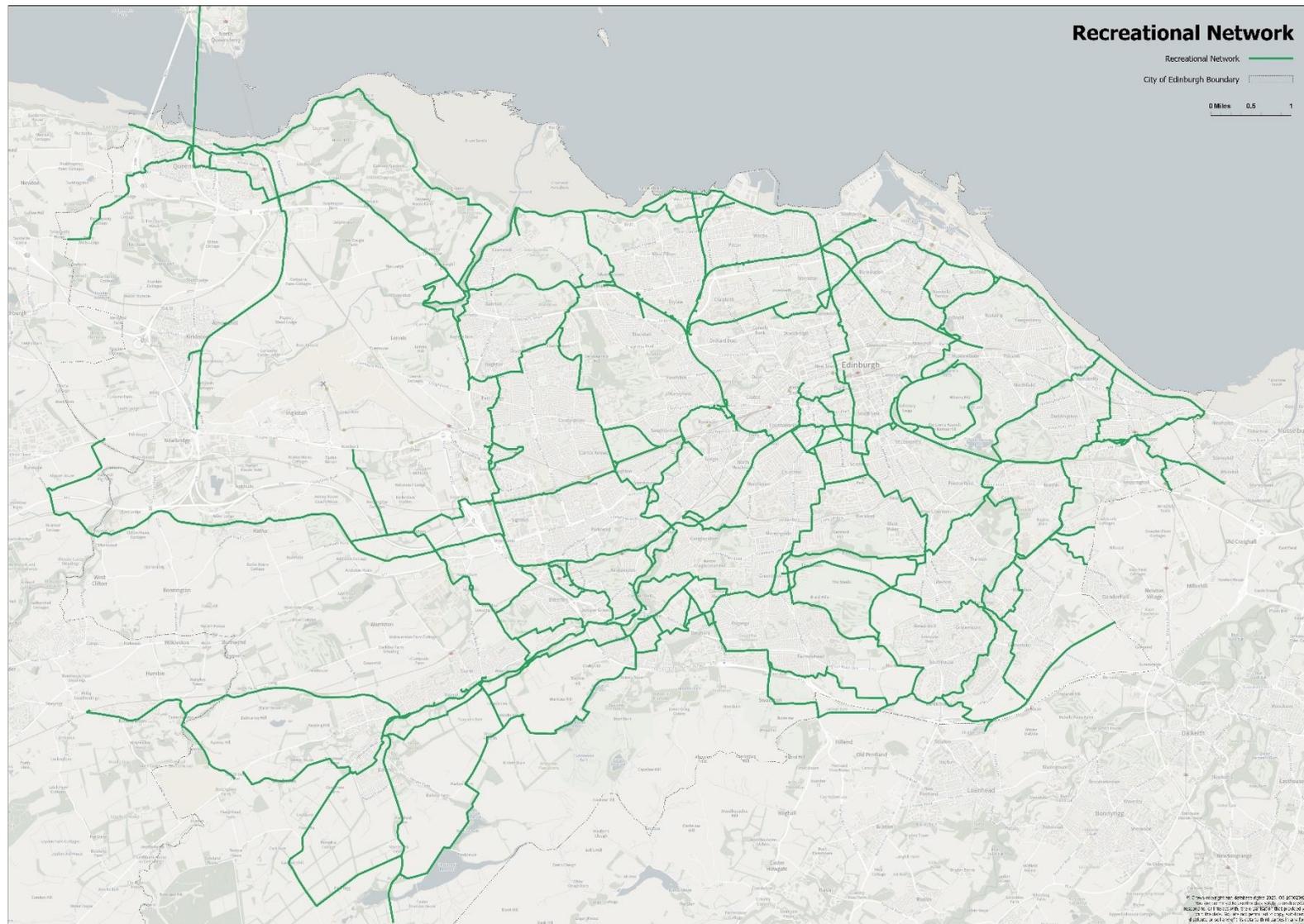
We are proposing the following cycle network in Edinburgh for people to enjoy for leisure rides. This network is designed to take people to or through Edinburgh's parks,

greenspaces, coast and hills. In general, we are not planning to make changes to much of this network. Instead, we will look to sign and promote routes that make up the network.

Where these routes overlap with the day-to-day network, we will design the route to meet the standards set out in the section titled 'Improving cycling in Edinburgh'.

Where the routes are for leisure purposes only, we will focus on improving access to the network, and on providing safe crossings where the network crosses a busy road. This is so more people can access the network closer to their homes and so the network provides as much separation from busy traffic as possible. In a small number of locations, we will look to make limited upgrades to the surface or drainage, mainly to ensure a path is useable after wet weather.

Figure 5: Edinburgh's proposed recreational cycle network



This means parts of leisure routes may:

- be unlit
- have unbound surfaces
- be narrower than the minimum width set out in the ESDG for day-to-day cycle routes (We may widen paths in some locations. However, this should not come at the cost of losing key habitats and important opportunities to boost biodiversity.)

This is to make sure we maintain the rural character of Edinburgh's green and blue spaces and keep them as havens for wildlife.

We recognise that limited improvements to the recreational network will mean sections remain inaccessible for some people. We have an aspiration to have this network audited and mapped, illustrating accessibility for different uses. To progress this work, we will require additional resources.

The day-to-day cycle network will provide routes that are safe for everyone to use at all times of day (for example, Slateford road instead of the canal, and Lanark Road instead of the Water of Leith).

- **Action:** *Subject to finalisation of the Open Space Strategy (OSS), create a programme to inform the delivery of crossing, pavement and path upgrade improvements (as identified in the OSS) and the Water of Leith Management Plan to improve access to Edinburgh's green and blue spaces.*
- **Action:** *Develop programme and commence delivery of highest priorities for new/expanded network of existing leisure cycle routes through installing route signage and new access points*

A note on funding this work

Where actions ensure new homes have good quality access to green and open space, there may be some developer funding available. However, at present actions in this section that purely serve recreational movements are not eligible for Scottish Government funding through the Places for Everyone programme. The programme of work covered by this section is therefore likely to be significantly smaller than other programmes in this plan.

Supporting and encouraging people to walk, cycle and wheel

Why do we need behaviour change measures?

Most of this paper deals with changing Edinburgh's infrastructure to make it easier and safer to walk, cycle and wheel. Change towards active travel can be achieved more quickly when infrastructure investment is combined with what are often referred to as 'behaviour change' measures³.

Over the lifespan of the CMP, we will build on our work to date (see CMP Implementation Plan) and use more recently developed behaviour change models to refine our approaches.

Setting the foundation – Capability – Opportunity - Motivation

To inform and structure our approach to behaviour change we have used the 'COM-B' behaviour change model³. The COM-B model says there are three key factors that influence people's behaviour: Capability, Opportunity and Motivation.

1. **Capability** is an individual's physical and psychological ability to do something.
2. **Opportunity** is the physical and social factors which enable or restrict a behaviour.
3. **Motivation** is the conscious and unconscious thoughts which direct and inspire an action.

These factors interact together to influence behaviour. A change in behaviour is most likely where all three work together.

For example, to help encourage someone cycle instead of drive, they need to:

- feel capable of riding a bike (physically and psychologically),
- have the opportunity to make a trip on safe infrastructure in a social environment that sees cycling as an acceptable activity,
- feel motivated/encouraged enough to use the bike instead of their car.

We will group measures together to influence Capability, Opportunity and Motivation over time with target audiences. We will do this in partnership with key delivery organisations, such as third sector partners, the Health and Social Care partnership, and communities themselves. This will ensure our behaviour change work can be as effective as possible.

CASE STUDY: Pilton Community Health Project green prescribing "Taking Steps to Better Health"

In spring 2021, it was recognised that vulnerable groups in Edinburgh, already facing health inequalities and social issues, were at risk of wider social and health inequalities because of the Covid 19 pandemic. Pilton Community

³ See Sustrans and the Department for Transport's ['Moment of Change'](#) document, July 2021

Health Project, in partnership with City of Edinburgh Council, launched the Taking Steps to Better Health Project as a response. Working with residents in North Edinburgh, the project “prescribes” walking through local GP practices and pharmacies. The majority of the people engaged through the project live in the 5%-20% most deprived on the Scottish Index of Multiple Deprivation, covering parts of Pilton, Boswall, Muirhouse, Granton, Royston Wardieburn and Drylaw.

“Our aim with Taking Steps to Better Health is to encourage people to be physically active as a routine part of their daily life, to create their own self-management techniques – affordable accessible ways to improve their mental health and wellbeing and potentially gaining the confidence to address some of the wider determinants of health, especially those exacerbated by the pandemic (isolation, loneliness, low income, unemployment) and now the cost of living crisis. Walking doesn’t require much equipment or gear compared to other activities so if budgets are tight, walking is a great form of exercise.” – Julie Patterson, Development Manager, PCHP.

The project is linked to the council’s NEAT Connections scheme, looking to improve active travel links on Pennywell Road and the surrounding areas of Muirhouse and West Pilton.

Participants in Taking Steps to Better Health can get involved in group walks, ecotherapy, one-on-one walk and talks, and storytelling walks, amongst others. The project engaged with 174 participants in the pilot year, with over half of these claiming the project made them feel safer walking in the local area.

The project was officially commended by the Scottish Parliament in September 2022, recognising the efforts in re-connecting communities to nature and physical activity, especially those with long-term health conditions and/or complex social, emotional or practical needs.

The Behaviour Change Programme

Who will we work with?

To help achieve this paper’s outcomes, we need to get as many people as possible travelling actively as soon as we can. Our behaviour change strategy will help support and encourage all people in Edinburgh to use active travel. However, it is generally recognised that behaviour change measures are most affective when they are targeted to particular audiences (DfT, 2011), and this is also implicit to the COM-B approach. To achieve this, we have undertaken market research to identify population groups and types of behaviour change measures that are best suited to them (Figure 6). This research also identified groups which are most likely to increase active travel behaviours and switch from car use. These groups are a particular focus in our behaviour change programme. They are defined as:

- 1) **The new starters:** Primary school children.
- 2) **Transitioning – young people to adults:** Young people 16-24, transitioning from secondary school to further/higher education and work. In general, young people typically travel more actively and sustainably than other demographics.
- 3) **Active by need:** People that tend to travel actively and by public transport for practical cost and convenience reasons.

- 4) **The occasionals:** People with positive attitudes to active travel but only walk, wheel or cycle occasionally.
- 5) **The potentials:** Families with children potentially amenable to active travel but need encouragement.
- 6) **Need a nudge:** Other households potentially amenable to active travel but need encouragement.
- 7) **Regain confidence:** Older people who doubt their ability to walk/cycle, but would be keen to do so a bit more if they felt more confident.

There are also those in the city who could benefit more than others when they walk, wheel or cycle. This is often because walking, wheeling or cycling and the opportunities it opens up may significantly benefit their health and wellbeing. As noted in the City Mobility Plan, these include people in most deprived deciles of the SIMD, older people, women, and mobility impaired people. Based on this, we have also identified the following two groups with whom we will work to support their opportunities and ability to travel actively:

1. **Third age:** Retired, active people.
2. **Mobility restricted:** Mobility restrictions due to age, health or disability

To deliver on the CMP's outcomes and objectives most effectively, we are planning combinations of measures with all the groups identified above. However, many of our behaviour change programmes will remain open to everyone within the city.

Where and how will we deliver measures?

In order to encourage more cycling, high-quality infrastructure that feels safe from busy traffic is required. This means our behaviour change initiatives will, in most

cases, be targeted in areas where we construct new active travel infrastructure, or where high-quality infrastructure already exists. Where appropriate, we will continue to deliver promotional campaigns across the city.

The types of behaviour change measures

Building on the WACI data and market research, we have taken input from stakeholder organisations and experience from past years of our behaviour change work to refine the potential behaviour change measures targeted to each group. These have then been prioritised through the COM-B model to produce an effective combination of measures that are tailored and targeted to the population groups.

These groups and measures will form the basis of our behaviour change programme. The full list of measures can be found in appendix 4.

CASE STUDY: SCOREScotland's Pedal and Thrive, reaching women of ethnic minorities in Wester Hailes

The West Edinburgh Link project is working to establish active travel routes for some of the most deprived communities in the West of Edinburgh. As part of the community engagement for the project, barriers to cycling were identified for women and ethnic minorities in Wester Hailes in particular. SCOREScotland's Pedal and Thrive project aims to tackle these barriers.

In Edinburgh as a whole, women and ethnic minorities are less likely to cycle, compared with men and white people. Pedal and Thrive provides opportunities for these groups to be part of a cycling community, develop confidence in

cycling, or to give cycling a go for the first time. Some residents in Wester Hailes live in the most deprived 5% of the Scottish Index of Multiple Deprivation, and access to cycling as a transport option can provide much needed connections for everyday life, without the prohibitive costs of motorised transport.

One participant shared that after taking part in Pedal and Thrive, “I am currently encouraging my daughters to ride a bicycle and use it in their daily lives as a safe, wonderful and useful means of transportation” whilst another said the cycling activities “remind me of when I was young and cycled everywhere – it makes me so energetic!”

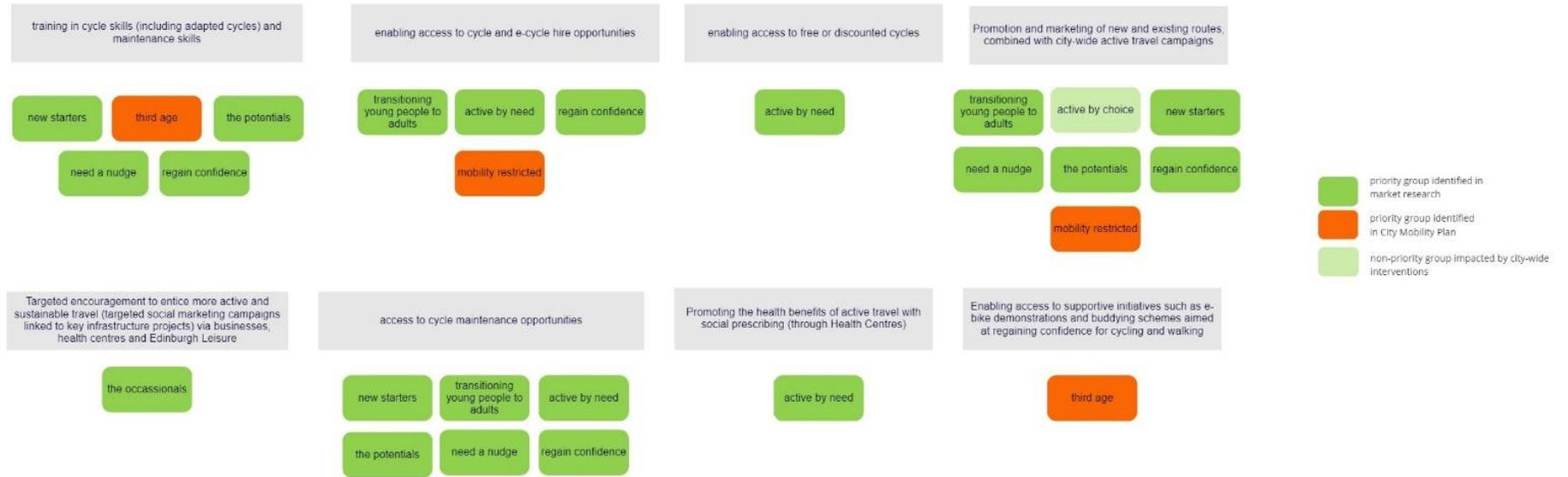
The project offers cycle training for adults and young children, women’s specific cycling groups, bike maintenance sessions, and bike security marking. When asked what participants would have done if they had been unable to access free basic cycle maintenance, 42% responded that they would be unable to access their cycle as a mode of transport.

After the pilot year (starting June 2021), 25% of participants said cycling was their main mode of transport, with 34% saying walking is their secondary mode of transport. In 2022, SCOREScotland engaged over 300 participants in cycling activities and events, the majority of which were women and teenage girls.

- **Action:** Provide training in cycle skills (including adapted cycles) and maintenance skills
- **Audience:** new starters, third age, the potentials, need a nudge, and regain confidence
- **Action:** Enable access to cycle and e-cycle hire opportunities
- **Audience:** transitioning – young people to adults, active by need, the occasionals, need a nudge, the potentials, regain confidence, and mobility restricted
- **Action:** Enable access to free or discounted cycles
- **Audience:** active by need
- **Action:** targeted encouragement to entice more active and sustainable travel (targeted social marketing campaigns linked to key infrastructure projects) via businesses, health centres and Edinburgh Leisure
- **Audience:** the occasionals
- **Action:** Provide access to cycle maintenance opportunities
- **Audience:** new starters, transitioning – young people to adults, active by need, the potentials, need a nudge, and regain confidence
- **Action:** Promote the health benefits of active travel with social prescribing (through Health Centres)
- **Audience:** active by need
- **Action:** Enable access to supportive initiatives such as e-bike demonstrations and buddying schemes aimed at regaining confidence for cycling and walking
- **Audience:** third age

- **Action:** Promotion and marketing of new and existing routes, combined with city-wide active travel campaigns

Figure 6: Diagram illustrating the 7 behaviour change actions and the target audiences, listed on previous page



Working together to deliver a walkable and fully accessible city, where cycling is also a realistic choice for all

Making Edinburgh a better place to walk, wheel and cycle will require collaboration on many levels both within the Council and externally.

CMP: the Council's plan

The CMP is a Council-wide, interdepartmental plan. Actions within the CMP will be delivered by a variety of teams across the Council, for example those responsible for street design, new developments and the parks and green spaces. The Council's Placemaking and Mobility team will coordinate the delivery and monitoring of the actions in this plan.

This paper: one of a suite of CMP 'Supporting Information' papers

This paper sits alongside others relating to Road Safety, Public Transport, Parking, Air Quality and the City Centre Transformation Programme, with actions contained within the CMP Implementation Plan. Actions in this plan are intended to be complementary. Some actions enable others to be implemented successfully. For example, parking restrictions will be needed on some streets to provide space for people cycling, even when the street is too narrow for segregated cycle lanes.

Sometimes, actions have more than one purpose. For example, lower speed limits and improved routes to school are both safety measures as well as means of improving active travel.

Working with external partners to improve active travel in Edinburgh

This paper and associated actions are primarily the Council's responsibility. The actions set out what the Council will deliver to enable more people in Edinburgh to walk, wheel and cycle over the next decade and beyond. However, to successfully bring about the scale of the change needed in Edinburgh, we need many other people and organisations to contribute to change.

We have already mentioned working with our neighbouring local authorities to improve cross-boundary walking, wheeling and cycling routes. The railway sector will need to lead on expanding cycle parking at train stations. We recognise the role of working with partners like the Water of Leith Trust and Edinburgh and Lothians Greenspace Trust to improve walking, wheeling and cycling to and through our greenspaces. Third sector and community-based organisations will play a key role in supporting people to choose to travel actively. These organisations understand peoples' lived experiences and in many cases are already delivering walking and cycling activities 'on the ground'.

Securing changes to national legislation

To improve walking, wheeling and cycling in Edinburgh, changes to some national legislation is necessary. The Council cannot bring these changes about directly. We will

work with Scottish Government to make these changes happen.

The legal Orders process is a significant barrier to implementing Active Travel schemes in Edinburgh. We will continue to engage with Transport Scotland and the Scottish Government to streamline or remove these barriers to efficiently delivering Active Travel infrastructure in Scotland.

Currently, legislation in Scotland is also a barrier to trialling innovative solutions in our streets, such as Continental-style zebra crossings (we discuss these further in the section titled 'Harnessing innovative solutions'). Over the lifespan of this plan we will seek legislative changes that enable innovative solutions to be safely trialled and if successful, rolled out more widely in the city and beyond.

One form of innovation that we would like to see in Edinburgh is already widely used in London (and is used elsewhere in England and Wales). This is the use of Automatic Number Plate Recognition (ANPR) to support the enforcement of closing streets to through-traffic. This can be at all times of day, as for streets closed to create low-traffic neighbourhoods, or just at specific times of day, such as with school streets.

- **Action:** *Work with and continue to push for Scottish Government regulation change to the Traffic Regulation Order and Redetermination Order process to support greater efficiency.*
- **Action:** *"Call on the Scottish Government to make legislative changes that enable innovation, including widening the legislative scope for ANPR to aid delivery of interventions like liveable neighbourhoods and school streets"*

How we will deliver this plan

In this section we discuss funding, resourcing and priorities for delivery of this paper. We also cover our approach to delivery, engaging with communities and, where appropriate, trialling solutions prior to full implementation.

Funding and resourcing the Plan

We estimate delivering every action in this plan to its fullest extent would cost £824M - £1,124BN (at 2022 prices). Appendix 3 provides more details on how we have costed the plan.

Our delivery programme will be determined by how much funding we can secure for this work. As with the current, funded investment programme, most of the funding for the plan will be sought through external funding bids. The main funding sources currently available for the delivery of active travel investment are (as of January 2023):

- The Council's Transport Capital Investment Programme
- The Scottish Government's Cycling Walking and Safer Routes fund
- The Sustrans Places for Everyone fund (distributed on behalf of Transport Scotland)
- The new Active Travel Transformation fund.

Full delivery of the actions in this paper, even over a long period of time, will require a substantial increase in funding and resources, including Council staff resources.

Consequently, we propose to seek funding to develop a business case and delivery programme, including a resource plan, for this paper.

Delivering the current investment programme

The current Active Travel Investment Programme (ATInP), initially endorsed by the Council's Transport and Environment Committee in October 2021, will over the next few years deliver some major improvements that will benefit people walking and wheeling. Appendix 2 sets out the ATInP to 2026. The map in Figure 3 (see 'Improving cycling in Edinburgh' section) shows the locations of the current programme.

The current pressures from inflation will impact the scale of programme that we can deliver, as the cost of delivering each scheme has increased. However new funding opportunities mean that, subject to successful funding bids, we may be able to mitigate some or all of this cost escalation. We will update the existing and future programmes regularly to reflect the ongoing funding environment.

Engaging with Communities and stakeholders

It is important that communities and street users have a say in how the streets they live on and use look and feel. Through asking communities and stakeholders for their input and local knowledge on each project that we take forward, we will seek to ensure our streets work as well as possible. Where possible and appropriate, we will co-design schemes with our communities' input.

During the COVID 19 pandemic, the Council was asked to implement schemes at very short notice for public health reasons. This meant we put projects in place with minimal

notice, with engagement and discussion often taking place **after** implementation. This enabled the rapid roll out of many projects but caused significant concerns from communities. We have learned lessons from this and emphasise that future (non-emergency) projects will be based on appropriate engagement and consultation prior to construction taking place.

When engaging with communities and stakeholders, we will strive to ensure we hear the views of all. This means, for example, seeking input from groups that represent the interests and views of people who find it difficult to participate in consultation, for example by reason of illness or lack of time. We say more about our plans to support and encourage people to travel more actively in the 'Supporting and encouraging people to walk, cycle and wheel' section.

Trialling new street layouts as part of the development and delivery of routes

To achieve the objectives and targets of the City Mobility Plan, including a 30% reduction in kilometres travelled by motor vehicles in Edinburgh by 2030, we need to change the street and transport network in Edinburgh significantly. As we adapt the network, for some routes we will look to trial new street layouts as part of the development of new schemes. This will help us both deliver routes more quickly, whilst giving us the opportunity to improve designs as we go. Community engagement will be a key part of the development process of any future routes that are developed using trial street layouts.

Priorities for delivery

Making Edinburgh a fully accessible city with an excellent cycle network will require improvements to almost every street in the city as well as investment in our path networks. There's a lot of work to do. Also, some types of changes are most relevant to specific streets within the city, for example our local high streets. This all means we need to prioritise where we make changes and how much resource and funding to allocate to which programmes.

Historically, less investment has been available for improving our streets for walking and wheeling. Whilst the current Active Travel Programme includes significant investment in walking and wheeling, we want to grow this, with more investment in walking and wheeling specific programmes. With the opening of Scottish Government funding to all types of active travel, we now have the opportunity to do this. We will particularly seek to use this funding to drive forward the EASI programme, set out in the 'Improving walking and wheeling in Edinburgh' section.

In the CMP Implementation Plan, we've given a little more detail on how we propose to prioritise this work. For walking actions, we have set out which of these actions we'll look to deliver across the city and which might be more targeted to say, our city and town centres. Some of the primary locations for walking and wheeling investment have been referenced in the Our Future Streets (Circulation Plan). These key locations have been identified in Our Future Streets (Circulation Plan) as 'Walking/wheeling and place priority streets'.

In the CMP Implementation Plan we've also said what we'll do over the coming years to take the actions in this plan

forward. We know we can't deliver all the infrastructure-related changes everywhere by 2030 so, in some cases, we have or will set a target for us to aim for by 2030 instead.

As noted above, we now propose to seek funding to develop a business case and delivery programme, including a resource plan, to support this paper. In doing this we will take account of feedback during consultation on the draft plan in spring 2023.

Harnessing Innovative Solutions

There are lots of ways we can make walking, wheeling and cycling in Edinburgh a better experience simply by getting the basics right. There are also more innovative solutions we will look to trial and roll out more widely if they are successful. Over the lifespan of this plan, we will continue to learn from best practice and innovation elsewhere and adapt it to Edinburgh's local context.

At present, how we design our streets is constrained by quite stringent legislation. To be more innovative, and to trial different solutions on our streets will require a change to Scottish legislation.

One innovative solution that we have begun work on and will continue to progress under the new plan is Continental-style zebra crossings.

Continental-style zebra crossings

Zebra crossings provide people walking and wheeling priority over other street users to cross the street. Continental-style zebras use the black and white paint markings on the road but not the flashing light columns (Belisha beacons). Continental-style zebras have been used for many years across mainland Europe, and have been trialled in Manchester, Cardiff and in the Republic of Ireland. As the crossings are significantly cheaper, it is possible to install many more of them, more quickly and so benefit more people in more places. However, there are questions around the efficacy of these crossings compared with the version with Belishas. Importantly, installing Continental-style zebras on the public road in Edinburgh would require a change to Scottish legislation. However, there are many similar crossings on private roads in the city, for example on University campuses, shopping centres and on hospital road networks. We will therefore look to undertake research on existing crossings and, depending on outcomes, seek consent from the Scottish Government to trial low-cost zebras on public roads. If these trials are successful, we would seek to roll out this type of crossing more widely across the city.

Edinburgh Smart Cities

As part of Edinburgh's Smart Cities programme, the Council is upgrading traffic signals and CCTV equipment. This upgraded technology will allow us to record the number of people walking and cycling in more locations around the city. This information will help us to better understand changes in walking and cycling movements as we invest in better infrastructure. We will integrate this additional count data into [our website](#) that has all of the information from our walking and cycling counters around the city. More information on our counters can be found in our City Mobility Plan 'Context' section.

The Smart Cities programme is also exploring the use of radar sensors for cycle detection at the 10 crossings and junctions that are used most by people cycling across Edinburgh. Based on speed, the radar would detect the person cycling approaching and call the crossing or lights to go green. Cycling only uses people's own energy to power the bike. Stopping and starting regularly makes a cycle journey harder work as well as slower. Conversely, these radar sensors will help make cycle journeys easier as well as reducing delays.

Helping 'Bike buses' travel through junctions safely

In Edinburgh we already have one 'bike bus' that collects pupils and supports them to cycle to school together alongside their peers. We want to support more of these over the lifespan of the next plan. One of the ways we can do this is by installing software at major junctions on the route that allow the lights to be held on green, giving the bike bus enough time to pass through in one go. This would make the junction safer for the children and save a council member of staff being on site to do this manually. When new 'bike buses' are set up in Edinburgh, where suitable, we will look to use this technology, supporting safe, active journeys to school.

- **Action:** *Develop plans for delivering innovative solutions for active travel, starting with Continental-style zebra crossings. Investigate opportunities to trial low-cost zebra crossings.*

Appendix 1: Additional maps

Figure 71: 20mph street network in Edinburgh

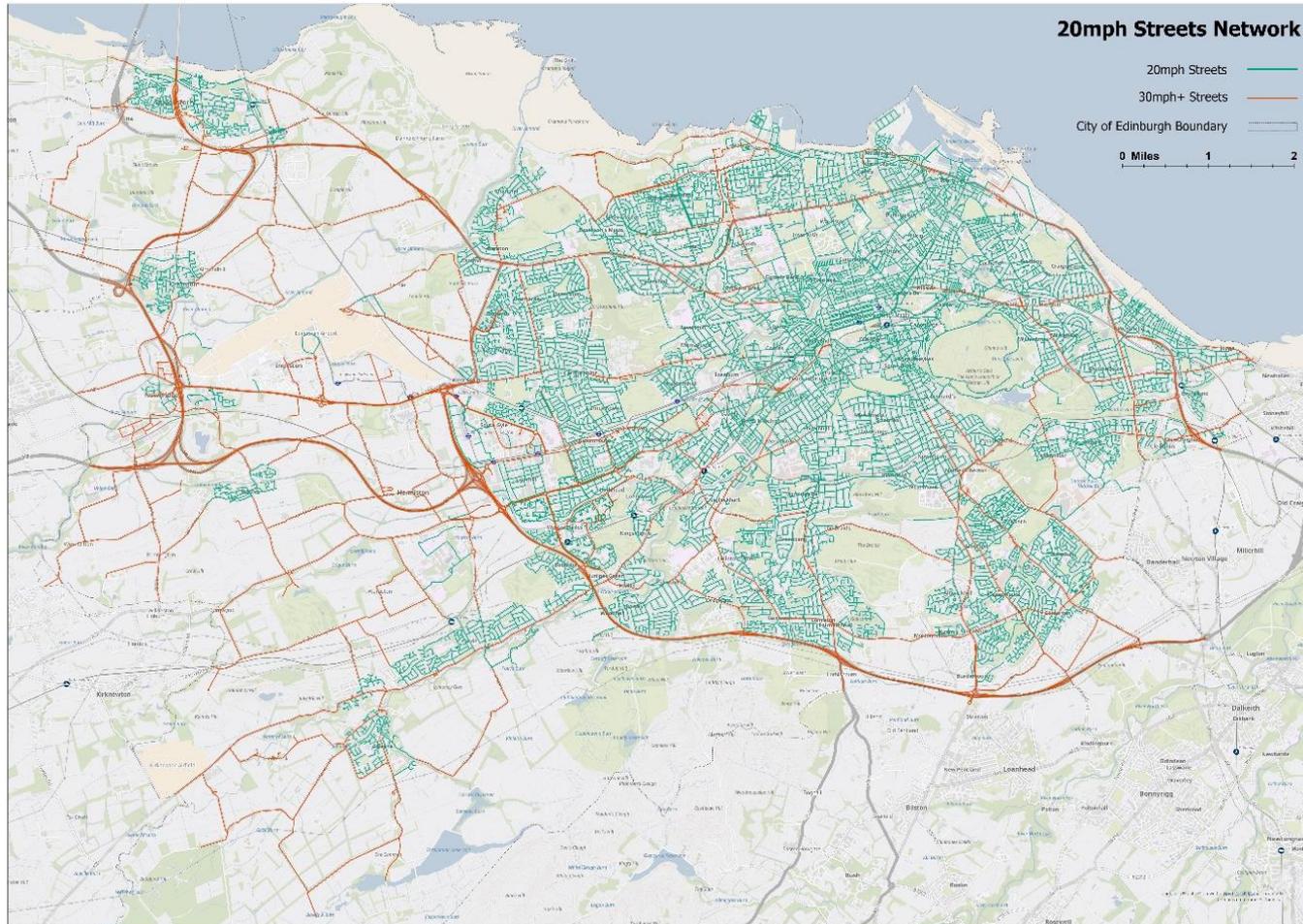
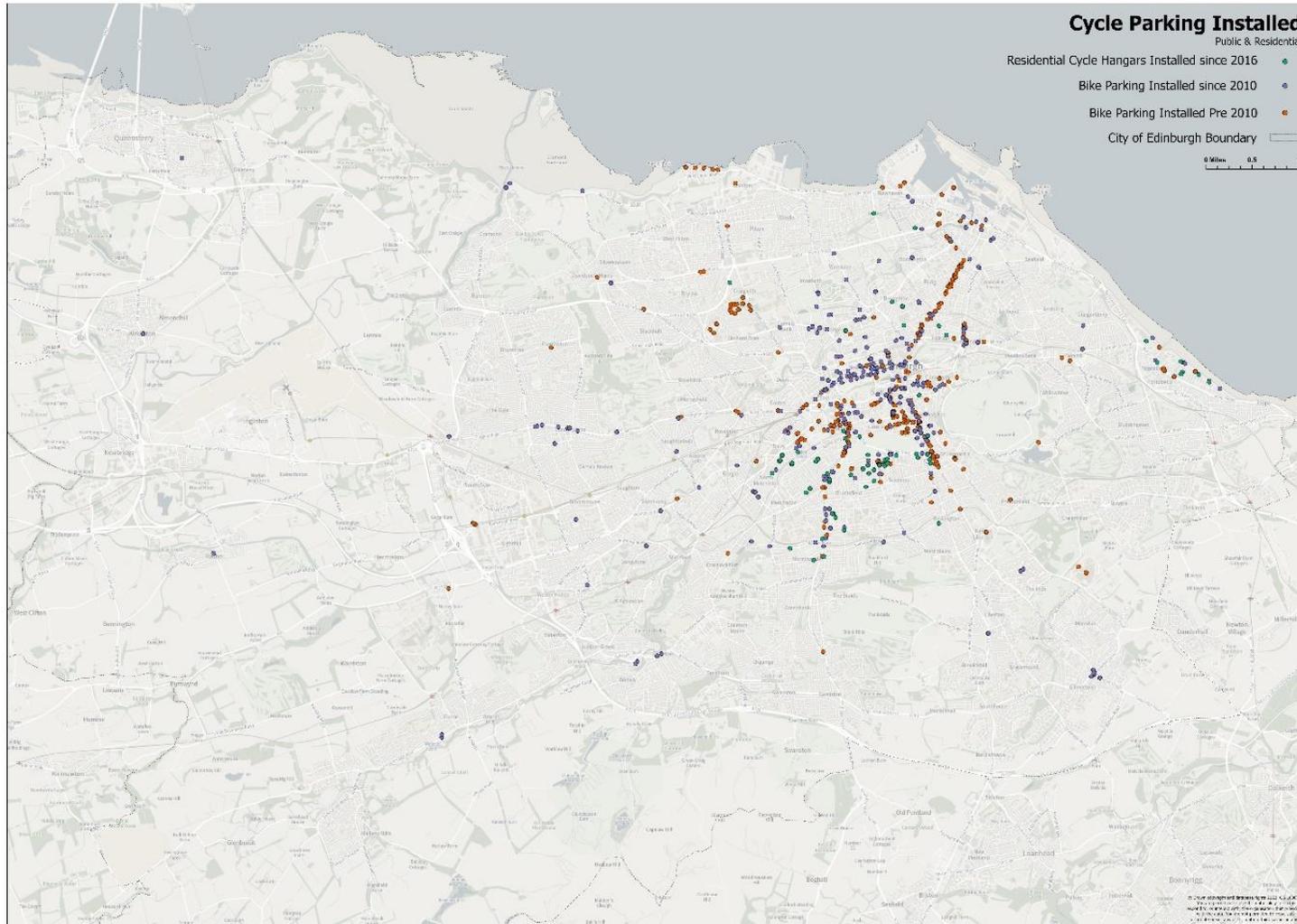


Figure 8: Cycle parking in Edinburgh



Appendix 2: Active travel Investment Programme and Local Development Plan Active Travel Actions

An up-to date list of active travel projects with current planned start and completion dates can be found at the following link:
<https://www.edinburgh.gov.uk/downloads/download/15246/active-travel-improvements>

Table 1: Schemes to be delivered by 2026

Project	Number on map	Brief scheme description	Walking & wheeling	Cycling benefits
Arboretum place	1	Public realm upgrade of area outside the west gate of the Botanics.	✓	✓
Mayfield and Cameron Toll to Bioquarter	2	Segregated cycleways and cycle/foot paths		✓
City Centre West to East Link (CCWEL)	3	Segregated cycle lanes, crossings and street improvements from Roseburn to York Place via Haymarket	✓	✓
Corstorphine Connections Low Traffic Neighbourhood	4	Phase 1 - reducing and calming through traffic at key locations to improve access to the schools by active travel. Public realm improvements. Phase 2 - wider pavements and crossing improvements	✓	✓

Cultins Road	5	Improved cycle link between the Canal and QR8.		✓
Davidson Mains Park phase 2	6	Improved path link to Barnton Park Avenue	✓	✓
Deanhaugh street and Leslie place	7	Pedestrian crossings upgrade at junction	✓	
Fillyside Road crossing	8	New crossing for people walking and cycling over Seafield Road East, providing a connection from Fillyside Road to Seafield promenade	✓	✓
Leith connections	9	Improved walking and cycling connections from the Foot of Leith Walk to Ocean Terminal and development of other local proposals including the LTN at Leith	✓	✓
Marchmont to kings building	10	New cycle lanes and junction/crossing improvements.	✓	✓
Meadows to George St	11	Segregated cycle lanes and street improvements.	✓	✓

Meadows to union canal	12	Segregated cycle lanes, a crossing for people walking and cycling (a toucan crossing) and street improvements.	✓	✓
North Edinburgh Active Travel (NEAT) connections	13	New segregated cycleways, crossings and street improvements.	✓	✓
One-way street exemptions	Not shown on map	Change to legal orders and in some cases, small changes to street lay-out to allow people to cycle both ways in selected one-way streets around the city		✓
Qr30 holyrood park to ratcliffe terrace	14	Includes cycle crossing of Craigmillar Park Road and contraflow cycle lanes		✓
Qr5 Holyrood Pk	Not shown on map	The connection from Dumbiedykes to Holyrood Park. Improved crossing opportunities on the loop around the Scottish Parliament building. Improved cycle and foot path from the Scottish Parliament building car park, across the playing fields to Royal Park Terrace towards Meadowbank.	✓	✓
Qr51 st leonards - canongate/ holyrood drive	15	Phase 1 -Uphill cycle segregation on Holyrood Rd		✓
Qr6 grange rd crossing (cumin place)	16	New crossing for people cycling and walking (toucan crossing)	✓	✓

Qr8 balgreen road to edinburgh park	17	Quiet Street improvements and new crossings		✓
QR9 phases	18	Improvements at various sites along QR9 in South Gyle and Balgreen, including crossing improvements, radii reduction and reconstruction of South Gyle station car park		✓
Queensferry high school	19	New path connection from Rosebery Ave/Dundas Ave area to Dalmeny station, south of Queensferry High School	✓	✓
Roseburn to the Union canal	20	Connection from North Edinburgh Path Network at Roseburn to the Union Canal via new off-road path, including bridges and improvements to Dalry Park.	✓	✓
Smokey brae improvements	21	Providing improved cycle lanes and pavements	✓	✓
West Edinburgh link	22	Segregated cycleways, crossings and enhanced pavements at Gogarloch, South Gyle, Bankhead, Wester Hailes and Clovenstone, as well as provision of a ramp at North Gyle Road and improved crossing at Glasgow Road.	✓	✓
Dalry Town Centre	23	Integrated improvements to public realm, walking, cycling and bus priority	✓	✓

Portobello Town Centre	24	Integrated improvements public realm, walking, cycling and bus priority	✓	✓
The Causey Project (West cross causeway)	25	Community-led scheme to improve West Crosscauseway as a place to spend time and walk, wheel and cycle through	✓	✓
Granton Waterfront Development	26			
Travelling safely ETRO schemes:				
City Centre				
Princes Street East End	CC1	Bus Gate/Lane on Princes Street and South St David St		✓
Waverley Bridge	CC2	Pedestrian area with limited vehicle access for servicing businesses	✓	✓
South St David Street	CC3	Bus gate on to Princes Street		✓
Cockburn Street	CC4	Pedestrianised area with limited servicing access from High Street	✓	

Victoria Street	CC5	Pedestrianised area with limited servicing access from George IV bridge	✓	
North ETRO				
West Shore Road and Marine Drive	N1	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive		✓
Broughton Street including Broughton St Roundabout and Bellevue to Canonmills	N2	Pavement widening and uphill cycle lane, improvements for pedestrian crossings and cycle segregation	✓	✓
Crewe Road South	N3	Cycle segregation		✓
Ferry Road	N4	Cycle segregation		✓
Arboretum Place	N5	Crossing point	✓	✓
East ETROs				
Seafield Street	E1	Cycle segregation		✓

Kings Place	E2	Road closure	✓	✓
Duddingston Road	E3	Cycle segregation		✓
Stanley Street/ Hope Street	E4	Road closure	✓	✓
Duddingston Road West	E5	Part cycle segregation (East end) and part road markings (due to available road width)		✓
A1 Corridor	E6	Bus Lanes and cycle segregation		✓
South ETROs				
Buccleuch St / Teviot Place	S1	Cycle segregation		✓
Causewayside	S2	Cycle segregation		✓

Mayfield Road	S3	Cycle segregation		✓
Old Dalkeith Road	S4	Cycle segregation		✓
Gilmerton Road	S5	Cycle segregation		✓
Quiet Corridor - Meadows / Greenbank	S6	Series of road closures to motor traffic that provide a quiet, low-traffic on- street route for cycling	✓	✓
Craigmillar Park corridor	S7	Cycle segregation		✓
Comiston Road	S8	Cycle segregation		✓
West ETROs				
A90 Queensferry Road	W1	Bus Lanes and cycle segregation		✓

Pennywell Road & Muirhouse/Silverknowes Parkway	W2	Cycle segregation		✓
Silverknowes Road (North section)	W3	Bus only road - with cycle segregation.		✓
Silverknowes Road (South section)	W3	Part cycle segregation and part parallel quiet route via Silverknowes Court/Place, to avoid the need to use Silverknowes Road/ Parkway roundabout		✓
Cammo Walk	W4	Road closure	✓	✓
Drum Brae North	W5	Cycle segregation		✓
Meadowplace Road & Ladywell Road	W6	Cycle segregation		✓
Fountainbridge Dundee St	W7	Cycle segregation		✓
Slateford Road A70)	W8	Cycle segregation		✓

Lanark Road	W9	Cycle segregation (N.B. permanent new pedestrian crossing of Lanark Rd at Kingsknowe Park is being delivered in early-mid 2023, independently of the cycle segregation trial)		✓
Longstone Road including Inglis Green Rd and Murrayburn Road	W10	Cycle segregation		✓

Table 2: Active Travel Actions currently being progressed by the Council from Local Development Plan 2016

Scheme	Map reference number	Further details	Delivery date/timescale
Barnton Junction	P1	Improvements to Barnton junction to improve conditions for walking and cycling	TBC –target 2026/27
Lochend and Albion Road - active travel and placemaking improvements	P2	Improve active travel conditions linking the Meadowbank Retail Park to Easter Road by undertaking junction improvements at Albion Road/ Easter Road junction. This includes carriageway reallocation to widen the pavement, and upgrading the existing shared use path to Moray Park Terrace.	2025/26
Queensferry - walking, wheeling and cycling improvements	P3	Improvements to active travel infrastructure to support journeys across the south of the town, including: improvements to NCN1, provision of high quality segregated cycle track, new pedestrian crossings and creation of a linear park with	2025/26

		walking and cycling paths. Improvements are also proposed to local streets to improve walking and wheeling conditions to assist journeys towards the town centre.	
Leith Connections Phase 3 Hawthornvale to Seafield	P4	Segregated cycle lanes connecting the end of the Hawthornvale path with Seafield	2025/26
Walk Cycle Wheel Burdiehouse	P5	Segregated cycle lanes and improved pedestrian crossing connecting Burdiehouse to Kaimes junction	2025/26

Appendix 3: Cost Breakdown

Costs range of £823mn - £1.124bn includes allowances for Design, Site Investigations, Project Management, Diversionary Works, Monitoring & Evaluation and Risk & Optimism Bias, as well as Construction. They make a number of assumptions around length of facilities and number of junctions to be improved which will require further work as part of a business case.

These costs are in addition to the current investment of £118m committed as part of the Active Travel Investment Plan.

Table 1: Breakdown of costs by category and range (£ m)

Category	Lower	Upper
Crossings	14	14
Accessible streets (eg dropped kerbs)	236	236
Main road cycle segregation/network	212	247
Off road paths/ paths adjacent to rural roads	70	99
Shopping streets	26	26
Junctions	151	389
Bridges and ramps	57	57
Quiet route network	6	6
Liveable neighbourhoods	50	50
Total	824*	1,124

These can be summarised by mode to show contributions related to walking and wheeling or cycling as follows:

Table 2: Breakdown of costs by mode and range (£m)

Category	Lower	Upper
Walking and wheeling	251	251
Cycling	212	247
Both	360	627
Total	823	1124

Note: All figures are rounded to the nearest million. This means that the sum of the rounded subtotals for the lower estimate* in table 1, and the upper estimate* in table 2 do not exactly equal the rounded total cost.

Appendix 4: Behaviour Change Actions

	delivered as part of infrastructure projects
	priority group identified in market research
	priority group identified in City Mobility Plan
	non-priority group impacted by city-wide interventions

Intervention / Group	aim for 2024/25	aim for 2025/26
The new starters		
<i>Primary school children.</i>		
i) School travel plans for all primary schools in Edinburgh by 2024 ('Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
ii) Bikeability training for all schools	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
iii) Promotion of HUSS and 'walk once a week' (Living Streets) via 'Delivering Actions for Road Safety - Supporting Information' paper school travel plans	9 schools	9 schools
iv) Running the 'walk once a week' programme	continue in 20 schools	increase by 9 schools pa

v) Location specific promotion of new/improved routes to school and local places - project specific	per school within project area	per school within project area
vi) Ride leader training for parents and support to set up bike/walking buses at schools with active travel routes/infrastructure	develop scheme	set up scheme for one school - scaled by new routes near schools in future years
vii) Free bike hire event days & maintenance for families in most deprived SIMD areas with new active travel routes*		
Transitioning - young adults to adults		
<i>Young people 16-24, transitioning from secondary school to further/higher education and work. Good tradition of active travel and public transport use.</i>		
Provide Uni/college staff resource for delivering behaviour change actions:	set up and pilot	deliver across all institutions in the city
ii) Bike skills & maintenance training for colleges and unis. (including women only groups)	set up and pilot	1 session per month, 8 of which are women only
iii) Promotion of new/existing routes & key Walking and Cycling Index (WACI) stats	2 institutions pa	2 institutions pa
iv) Discounted bike equipment offer	set up and pilot	deliver across all institutions in the city
v) e-Bike hire scheme*		
vi) Ride leader training for uni/college bike groups/Bicycle User Groups (including women only groups)	set up and pilot	8 sessions per year
vii) School travel plans for all secondary schools in Edinburgh by 2024 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper

Active by need		
<i>People that tend to travel actively and by public transport for practical cost and convenience reasons.</i>		
i) Provision of info on low cost, sustainable, reliable transport solutions through advertising, leaflets, maps and timetables , social media, websites, transport hubs and community events	linked to 3-4 projects per year	linked to 3-4 projects per year
ii) Promotion of availability of free and discounted bikes (Brake the Cycle, the Bike Station, etc) and cycle to work schemes	linked to 3-4 projects per year	linked to 3-4 projects per year
iii) Dr Bike Sessions offering free bike checks & maintenance - and/or 'pay what you can sessions'	in 3 areas pa	in 3 areas pa
iv) Competitions and online challenges that encourage people to walk and cycle more	pilot a regionally targeted approach	develop regional approach based on insights from previous year
v) Free adult cycle training and basic maintenance (including for specific groups, like women and ethnic minorities)	covering one area	covering four areas
vi) Bike hire scheme*		
vii) Social prescribing of walking/cycling via local health centres and other orgs	covering two areas of the city	covering two areas of the city
Active by choice		
<i>People travelling actively out of lifestyle choice</i>		
i) Promotion of new and existing routes through social media, project updates and local campaigns	covered by general promotion to other groups	covered by general promotion to other groups
ii) Active Travel community events, conferences and festivals to network, share good practice and celebrate progress and achievements	covered by general promotion to other groups	covered by general promotion to other groups
iii) Bike breakfast	four events, quarterly	four events, quarterly

Third Age		
<i>Retired, active people, with increasing concern for environment and health.</i>		
i) Promote cycling and walking groups	trial promotion	adjust/scale up promotion based on previous year
ii) Promote walks and cycles combined with visiting places of interest and coffee breaks, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion and demos of e-bikes	-	8 projects pa
iv) Co-production campaigns and initiatives with health and wellbeing partners aimed at ageing well and keeping active, as part of a package of infrastructure promotion	-	9 waves of promotion pa (total promotion package)
v) Free adult cycle training and buddy schemes to assist older people to regain confidence	develop scheme	deliver for 8 projects pa
The occasionalists		
<i>People with positive attitudes to active travel but only occasional use.</i>		
i) Targeted encouragement to entice more walking, cycling and public transport through incentive and reward programmes. Via businesses, health centres, Edinburgh Leisure	Explore social marketing ⁴ approach to delivery	trial in two large-scale projects

⁴ 'Social marketing is about (a) influencing behaviour change, (b) utilising a systematic planning process that applies marketing principles and techniques, (c) focusing on priority audience segments, and (d) delivery a positive benefit for individuals and society...it relies heavily on "rewarding good behaviours" rather than "punishing bad ones" through legal, economic, or coercive forms of influence'

Nancy R Lee and Philip Kotler's 'Social Marketing: Behaviour Change for Social Good' (6th ed). SAGE Publications: 2020.

ii) Local campaigns and videos highlighting the health, environmental and economic benefits of walking and cycling, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
The potentials		
<i>Families with children potentially amenable to active travel, but need encouragement</i>		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats	covered in general promotion, see Third Age ii)	covered in general promotion, see Third Age ii)
iii) Promotion (social media, lamppost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
Need a nudge		
<i>Other households potentially amenable to active travel, but need encouragement</i>		
i) Bike skills and maintenance training via work places and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion (social media, lamppost wraps etc) of existing active travel events and bike promotion groups - Farr Out, Bike Station, led walks - as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
Regain confidence		
<i>Older people who doubt their ability to walk/cycle, but would be keen to walk a bit more if they had confidence.</i>		

i) Bike skills and maintenance training via workplaces and Edinburgh Leisure.	develop scheme	covering 8 projects pa
ii) Promotion of new/existing routes & key WACI stats, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
iii) Promotion (social media, lamppost wraps, letters) of existing active travel groups - Farr Out, Bike Station, Led walks	see Potentials i)	see Potentials i)
iv) E-Bike hire scheme*		
Mobility restricted		
<i>Mobility restrictions due to age, health or disability</i>		
i) Promotion of adaptive bike and mobility aid friendly routes via disability group networks, as part of a package of infrastructure promotion	9 waves of promotion pa (total promotion package)	9 waves of promotion pa (total promotion package)
ii) Hire/Loan support to access adaptive bikes and mobility aids*		
iii) School travel plans for all SEN/ASN schools in Edinburgh by 202J24 (see 'Delivering Actions for Road Safety - Supporting Information' paper)	see 'Delivering Actions for Road Safety - Supporting Information' paper	see 'Delivering Actions for Road Safety - Supporting Information' paper
General promotion		
Website development- improve web offering - all promotion re-directing to website		secure staff resource to support

*Dependent on Committee decision on the future of cycle hire in Edinburgh. Options for delivering a revived cycle hire scheme will be kept under active review in line with committee decisions

Appendix 5: Glossary

A-board: a type of advertising board or sign that is typically erected on a pavement outside a business.

Active Travel: a collective term for walking, wheeling and cycling.

Behaviour Change: a temporary or permanent effect that is to have altered a person's behaviour (their choices and actions) when compared to their previous behaviour.

Cycling: is a generally self-evident term that refers to riding of a bicycle. However, the term includes the use of e-bikes, cargo bikes, trikes, adapted bikes and handcycles.

Developer: a business or organisation that takes on the role of preparing a site for development, and/or undertakes the site development work.

Guardrail: a form of metal fencing placed at the edge of pavement to further separate pedestrians from live traffic.

Masterplan: an overarching planning document and spatial layout which is used to structure land use and development.

Stakeholder: a group, organisation or individual(s) who has a specific interest in or is affected by a project, action plan or strategy.

Segregation/Segregated cycleways: a dedicated space/route for a cyclist to use that is separated from other traffic and pedestrians.

Wheeling: refers to people using a mobility scooter, wheelchair, or other wheeled mobility aid, as well as people walking with pushchairs and prams. In this document we generally use the terms walking and wheeling together.



CITY MOBILITY PLAN

2021-2030

Implementation Plan

Delivering Actions for Public Transport
Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

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1. Developing the Future Public Transport System for Edinburgh

1.1 Purpose and Vision

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

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

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

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

The Vision for Public Transport is summarised as:

'Edinburgh will be connected by a safe, efficient and more inclusive net zero carbon public transport system, accessible to all'.

1.2 An Integrated Approach

Fundamentally this supporting paper recognises that the public transport system is part of the integrated solution to address the movement of people and goods to, from and within the city. Our approach to land use planning remains focussed on supporting the development or repurposing of brownfield (previously developed) land in higher densities rather than lower density development on greenfield sites. Meeting the city's growth needs in this way means we can maximise the use of existing transport infrastructure and support the viability, accessibility, and expansion of public transport. This also means people will have less distance to travel to meet their daily needs which is fundamental to the 20-minute neighbourhood concept.

Edinburgh is recognised as having two of the most successful and popular bus and tram services in the UK. Notwithstanding, to address the future needs in the city in a way that achieves a significant modal transfer to public transport, better alignment of strategic business planning and operational management of the Council-owned transport companies is considered necessary.

Future investment in public transport needs to recognise two core components if it is to deliver the growth required to meet our Zero Carbon targets and deliver sustainable economic growth. Firstly, high quality infrastructure is required, to deliver competitive journey times to the right areas of the city. Secondly, a safe and efficient operating model is

required to ensure that the system is accessible and affordable for those that wish to use it, when they want to use it.

1.3 Future Governance

The City of Edinburgh Council has three Transport Arm's Length External Organisations (ALEOs): Transport for Edinburgh Limited, Lothian Buses Limited and Edinburgh Trams Limited. The City of Edinburgh Council is the sole (100%) shareholder of Transport for Edinburgh. Transport for Edinburgh holds the Council's shareholding for Lothian Buses (91%) and Edinburgh Trams (100%). East Lothian, Midlothian and West Lothian Councils also hold a minority shareholding in Lothian Buses.

The CMP outlines policy measures designed to support delivery of the vision and objectives, with one of these being the need to reform the governance of the public transport companies in order to deliver strong integration between modes and to deliver public transport which takes account of public policy drivers. Following a review of potential options, a report was presented to the Transport and Environment Committee in August 2021, which outlined the preferred approach of to progress to reconstitute the Lothian Buses corporate entity with an amended Memorandum and Articles of Association, to be responsible for multi modal public transport delivery. Edinburgh Trams would be a subsidiary of the reconstituted company.

1.4 Aligning to the CMP Objectives

The CMP sets out our commitment to delivering truly sustainable, safe and integrated mobility for Edinburgh over the next 10 years. It also defines nine objectives under the themes of People, Movement and Place. In developing this paper, these themes have been considered within the specific context of the role of public transport over the next decade or so. In this regard six transport focused themes have been derived to frame the individual actions, as outlined below.

- Addressing the climate emergency;
- Providing safe, affordable and accessible public transport;
- Delivering a reliable and efficient network to support growth;
- Enhancing regional connectivity;
- Place - Reducing vehicular dominance;
- Improving Governance and Coordination.

Addressing the Climate Emergency

Transport is the biggest generator of carbon emissions in Edinburgh. Identified public transport interventions are key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. The supporting paper also supports actions to improve air quality with a particular focus on the city's air quality management areas.

Providing Safe, Affordable and Accessible Public Transport

We will build on recent investments to ensure that our public transport continues to be reliable, safe, affordable and convenient. Infrastructure improvements will seek to reduce bus journey times and further improve reliability. Improved and additional Park & Ride and new interchange hubs will enable safe and easy transfer between modes. Technology will help deliver improved passenger information and flexible ticketing options.

Delivering a Reliable and Efficient Network to Support Growth

Future forecasts for Edinburgh's population point to a 15% increase by 2041. The strength of Edinburgh's economy is based on the breadth of sectors, financial services, life sciences, higher education and tourism. Public transport will continue to adapt to cater for additional demand within the confines of a historic city and changing travel patterns. To support growth,

Edinburgh strive to ensure that our public transport system is efficient and attractive public transport system, and competitive with peer cities. To achieve this, further investment in rail and tram networks is required. Bus also has a key role to play and journey times need to be reduced, particularly from and around the periphery of the city. Investment in orbital bus connectivity will be key in supporting new journey opportunities; development of West Edinburgh will require services across rural West Edinburgh to be reimagined.

Enhancing Regional Connectivity

Improving regional connectivity is critical especially as population continues to grow and the city remains the most significant employment hub in the region. Expansion of tram linking Granton to the BioQuarter and beyond, together with wider mass transit investment, will help deliver an efficient and cohesive network, serving a wide range of destinations.

Place – Reducing Vehicular Dominance

To protect and enhance our environment, improved public transport will seek to reduce the need to travel by car. In combination with investment in our urban realm it will therefore result in more space for people, and enhanced quality of our streets.

Improving Governance and Coordination

A new governance and operating structure will be implemented for the delivery of Council owned public transport that ensures strong integration between modes and takes account of wider public policy drivers. The overarching Our Future Streets (Circulation Plan) will ensure efficiency of delivery between public transport and active travel. Land use policies will be coordinated to maximise sustainable travel opportunities.

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

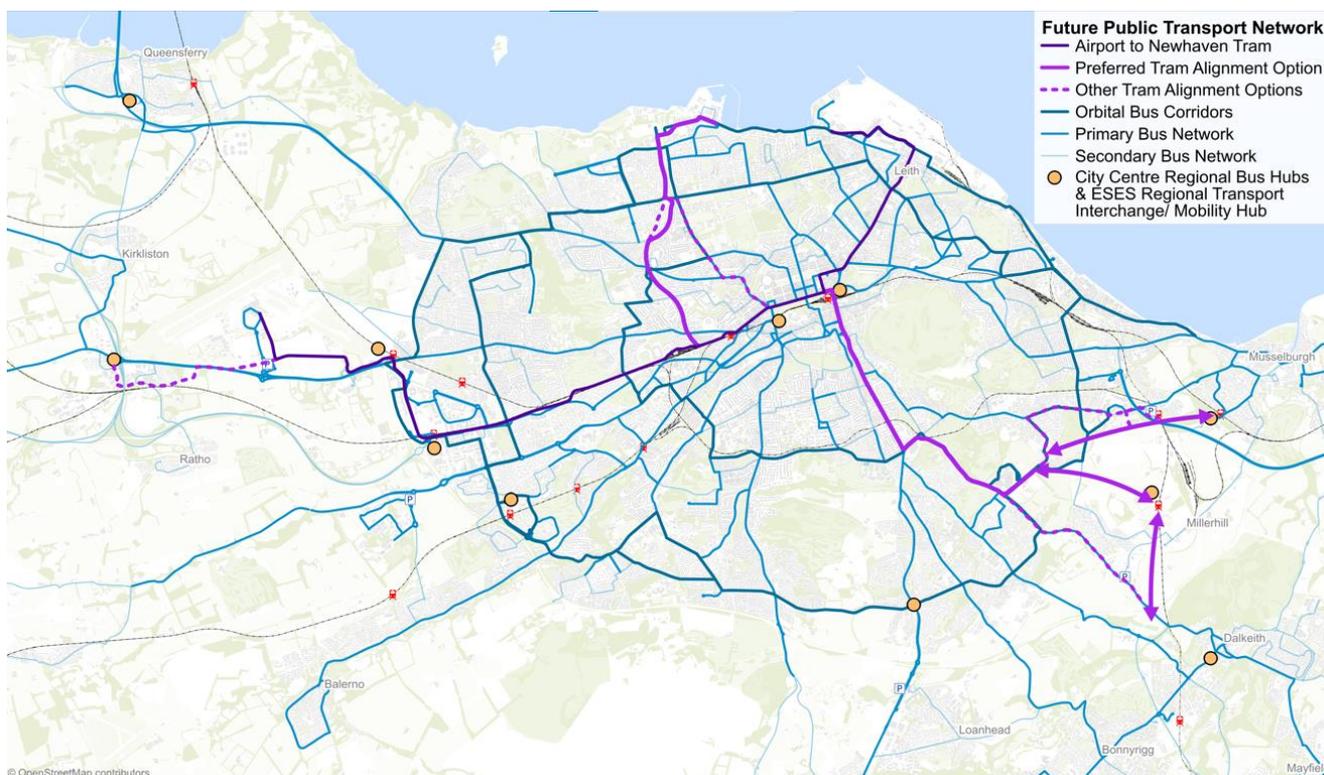
Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 – Supporting Behaviour Change
	PEOPLE 3 – Flexible and Affordable Fares
	MOVEMENT 1 – Mass Rapid Transit
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 2 – Bus Network Review
	MOVEMENT 3 – City Interchanges
	MOVEMENT 4 – Bus Priority Measures
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 5 – Integrated, Smart and Flexible Ticketing
	MOVEMENT 6 – Fleet Enhancement
	MOVEMENT 7 – Bus and Tram Shelters
Reduce harmful emissions from road transport.	MOVEMENT 8 – Governance Reform of Council-owned Public Transport Companies
	MOVEMENT 9 – Regional Interchanges
Ensure that transport options in the city are inclusive and affordable.	MOVEMENT 10 – Supporting Improvements to Rail
	MOVEMENT 11 – Rail Integration
Maximise the efficiency of our streets to better move people and goods.	MOVEMENT 16 – Shared Mobility
	MOVEMENT 18 – Mobility on Demand
	MOVEMENT 19 – Mobility Hubs
Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 25 – Strategic Approach to Road Space Allocation

	MOVEMENT 27 – Harnessing New Technology
	MOVEMENT 32 – Cleaner Vehicles
	MOVEMENT 33 – Zero Emission Buses
	PLACE 1 – Edinburgh City Centre Transformation
	PLACE 3 – Dense Mixed-Use Development
	PLACE 4 – Liveable Places
	PLACE 5 – Streets for People

1.5 Our Future Public Transport Network

Figure 1 below presents an overview of the future public transport network for the city and surrounding region.

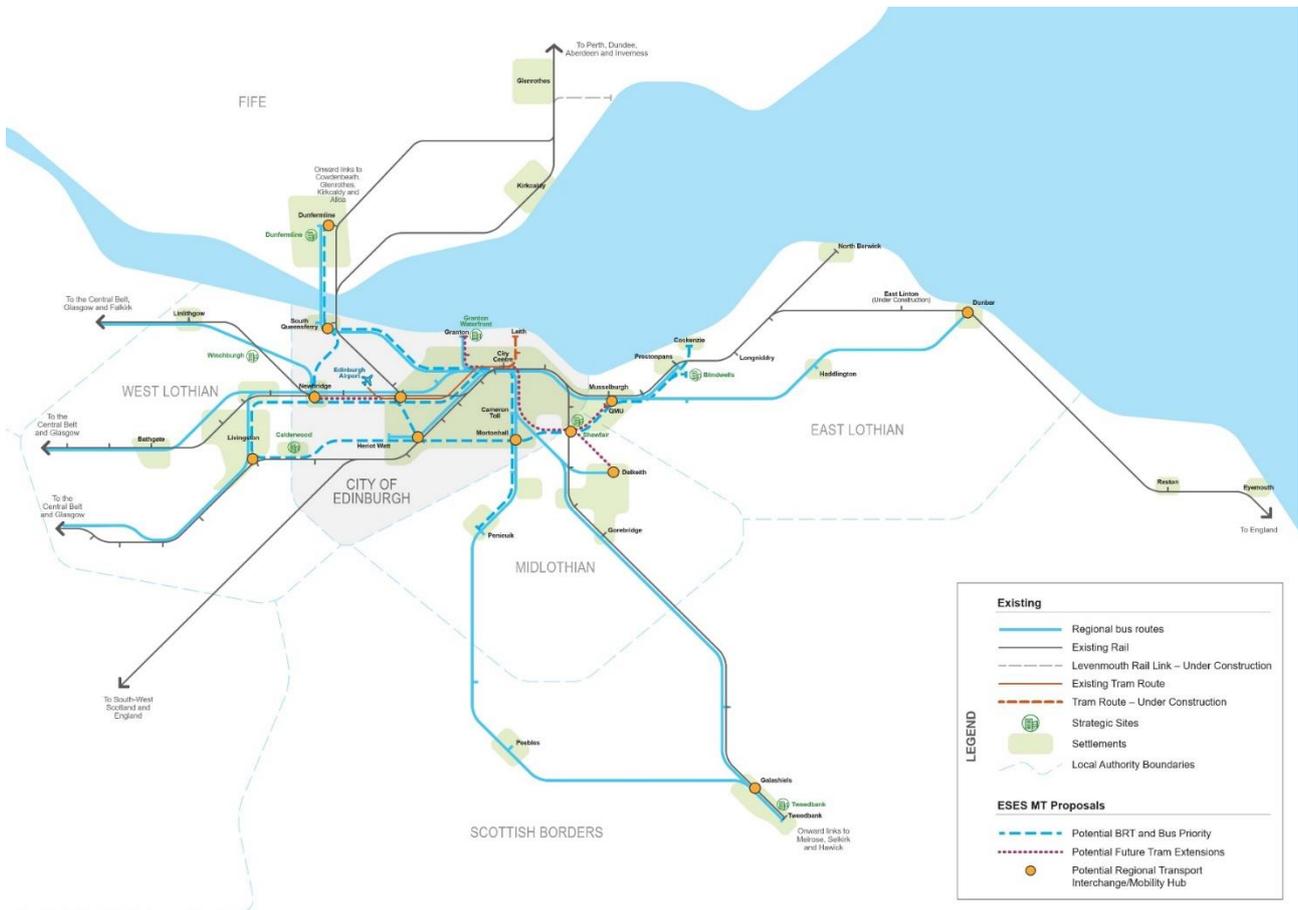
Figure1: Future Public Transport Network (~2035)



This comprehensive network complements and is aligned to the recent recommendation within Transport Scotland’s second Strategic Transport Projects Review (STPR2) for the Edinburgh and South-East Scotland Mass Transit. A mass transit system for the Region would provide more public transport options for cross-boundary travel, reducing the need to make unnecessary changes between services, leading to lower journey times. This would improve Region-wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would include cross-boundary routes along key corridors within and around the City of Edinburgh, as the main population and economic area of the Region. The primary purpose would be to facilitate end-to-end

sustainable transport journeys. The introduction of new regional interchanges would also form part of the mass transit system.

Figure 2: Edinburgh and South East Scotland Mass Transit (STPR2 Recommendation 12)



The following chapters present the core actions under the six themes outlined in this chapter and should be read in conjunction with the CMP Implementation Plan, which provides key information on the delivery of these actions, including delivery milestones, main responsible bodies and funders, cost information (where known at this point). It should be noted that some of the actions cut across various themes and objectives.

It should be noted that all actions outlined will be taken forward in accordance with our governance’s processes and will require confirmation of available funding.

2. Addressing Climate Emergency

2.1 Addressing the Challenge

As we move through the 21st century, the greatest challenge facing us all is that of climate change. Transport is the biggest generator of carbon emissions in Scotland and the second biggest generator in Edinburgh. The CMP highlights that if we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practices must change. Consequently, the overall vision within CMP confirms the need to address climate change, and tackling this is at the heart of the actions defined in the CMP Implementation Plan as supported by this paper.

Many of the actions in this paper reinforce the enhancement and growth of our city's public transport as the most efficient means of moving large volumes of people. This is critical if we are to tackle climate change and ensure the sustainable economic growth of our city. Identified interventions will be key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. This paper also supports actions to improve air quality with a particular focus on the city's air quality management areas. Specific actions include:

2.2 Changing Minds, Changing Behaviour

Public transport has a key role to play if the city is to meet the net zero carbon target. In addition to the many infrastructure measures identified in this supporting paper, there is a need to influence travel behaviour in a positive way to encourage greater use of sustainable modes. Part of the behaviour change programme needs to address issues around socio-economic barriers, and real and perceived concerns over the safety, reliability and access to public transport. Tackling these in a consistent manner with regular monitoring of effectiveness will deliver long term benefits through a sustained growth in public transport use across the city, thereby helping to meet the net zero target.

Deliver a programme of behaviour change interventions, focusing on key priority groups

2.3 Bus Fleet Enhancement / Zero Emission Buses

A large number of bus services run through Edinburgh every day and it is important that the fleet is as clean as possible. While improvements to diesel powered buses are welcome more can be done to further improve the emission standards of the fleet. The Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, aims to ensure that the majority of new buses purchased from 2024 are zero emission. In addition, the Scottish Government has made funding available to accelerate the commitment towards decarbonising the bus industry.

Work with operators to deliver options for a net zero carbon fleet

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

To support a move towards cleaner vehicles, we will add to existing electric vehicle infrastructure to ensure the city has a comprehensive charging network. This will include the opportunity to create electric charging hubs to accommodate a range of modes including bikes, cars, motorbikes, buses and goods vehicles including cargo bikes. We will also

monitor the development of other vehicle propulsion such as hydrogen that may play an important role in powering Edinburgh's transport in the future.

Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric / hydrogen fleets

Key to delivering a fully electric / hydrogen (or mix of) fleet are depots with sufficient capacity and the necessary technology to charge the buses. We will assess the viability of existing bus depots to be upgraded to provide charging facilities for buses and if required identify locations for new depots.

Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet

3. Providing Safe, Affordable and Accessible Public Transport

3.1 Addressing the Challenge

Edinburgh is a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services. We want to create a city where you don't need to own a car to move around. We will therefore ensure that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use.

3.2 Safety and Accessibility

The vast majority of journeys made by public transport require walking / wheeling to their stop locations. Poor quality or lack of lighting is regularly highlighted as key factors impacting on perceived levels of safety. Much of our existing network is well lit and provides a safe and secure environment. Nonetheless, we will undertake an audit of existing infrastructure and engage with stakeholders to identify locations that could benefit from improved lighting at and leading to public transport stops. We will then develop an improvement plan, prioritising areas of greatest concern.

Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations

Public transport is a vital transport mode for users with disabilities, and therefore it is an imperative that our network and vehicles are accessible. Through engagement with stakeholders, we will aim to improve facilities and the information available to disabled users when travelling on public transport.

Improve travel experience for disabled users including more information on space availability

3.3 Flexible and Affordable Fares / Integrated Ticketing

Providing quick and easy integration between public transport services is important for promoting the use of sustainable transport modes. Lothian Buses is now operating a smart, contactless 'tap, tap, cap' offering, which ensures users are charged the best value product if making three or more journeys. This system will be introduced across the tram and will be compatible with Lothian Buses.

Deliver Edinburgh Tram/ Lothian Buses integrated ticketing

A promotional travel scheme allows people under 22 to travel for free on bus services across Scotland. Whilst this scheme is welcomed, at present it does not extend to the tram network. Therefore, a review of the costs associated with extending this scheme to include tram travel in Edinburgh will be undertaken. Subject to the outcome of this review and availability of funding we will seek to expand the schemes within the city.

Review of concessionary travel / free under 22 travel on tram

Integrated, flexible ticketing is an essential part of making public transport more convenient. The recently completed Strategic Transport Projects Review (STPR2) includes a recommendation to build on the existing schemes to support the delivery of fully integrated smart ticketing across all public transport modes. We support this recommendation and will work with all public transport operators, regional partners and the Scottish Government to deliver a fully integrated ticketing system for all.

Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail

3.4 Improved Infrastructure

A fast, reliable and sustainable public transport system is vital for providing safe, affordable and accessible movement of people in a city. Our existing tram network delivered year on year growth since it opened in 2014 until the onset of the COVID-19 pandemic. It is therefore a key component of the city's public transport network, and we have demonstrated our commitment to expanding it further with the opening of the extension to Newhaven in 2023.

Complete Trams to Newhaven operations and handover

High quality and sustainable infrastructure is important for promoting public transport use, and this includes bus shelters. We will continue with a programme of shelter replacement and develop a protocol for shelter enhancement at busiest stop and interchange locations. This may include enhanced quality of provision, including improved accessibility for everyone, lighting and suitable seating. Opportunities for other initiatives including living roof shelters will be considered, delivered through sponsorship and community involvement.

Continue ongoing programme of shelter replacement

Bus tracker has been a success in Edinburgh. New on-street screens will replace the older versions and be capable of showing multi operator information driven by a new content management system. This will be rolled out over the next 24 months to ensure reliable and up to date travel information to all existing sites as well as 80-100 new sites. In the longer term, in collaboration with operators, work will seek to identify how more information on the availability of disabled and buggy spaces on bus and tram can be displayed.

Replace existing on-street bus tracker signs with multi operator information signs

3.5 Shared Mobility

We will develop an access strategy for taxis and Private Hire Cabs (PHCs) in the city centre and on key arterial routes and seek opportunities to expand city car club throughout the city.

Strengthen partnerships with the taxi and private hire car trade and car club partners as key providers of the city’s shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility

An audit of taxi ranks across the city will be undertaken with a view to ensure the current provision is maintained in the vicinity of existing ranks.

Ensure existing taxi-rank requirements are protected – general locations and capacity; continue to review of provision to deliver additional capacity in consultation with the taxi trade

3.6 Demand Responsive Transport

The development of mobile and app-based technologies provide opportunities to deliver sustainable, efficient and affordable public transport for all users. We will work with experts to identify opportunities to enhance Demand Responsive Transport (DRT) facilities.

Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable

SEStran’s GoSEStran App, which is in its pilot stage, provides users with door-to-door travel information across multiple transport modes in East Lothian. In collaboration with SEStran, we will support the expansion of this regional application to include all public transport links in Edinburgh.

Support development of Mobility as a Service (MAAS) in Edinburgh

4. Delivering a Reliable and Efficient Network to Support Growth

4.1 Addressing the Challenge

Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000. Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. To meet future growth the city will need to maximise existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.

4.2 Bus Network Review

Edinburgh's Our Future Streets (Circulation Plan) aims to prioritise street space for different transport modes to develop strategic modal networks including public transport. The plan outlines the framework to be used for determining the optimal allocation of space between modes across the city's network, with a priority on delivering the key corridors. As this plan is implemented we will agree an evolved integrated public transport system including stops, routes and public transport interchanges.

Deliver outcomes from Our Future Streets (Circulation Plan) to ensure that the bus network continues to support strategic priorities including improved accessibility, integration and traffic reduction, particularly in the city centre

4.3 Serving New Developments

Edinburgh's climate change targets mean new development sites must prioritise sustainable transport modes and deliver infrastructure / services to support this. Collaboration between city planners, developers and public transport operators will be undertaken prior to developments commencing to maximise the potential of sustainable transport provision. It will be particularly important to achieve the right behaviours from the early stages of development and therefore a commitment towards public transport provision from the outset will be vital.

Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments

4.4 Bus Priority Measures

The city already has a comprehensive network of bus priority measures. However, these will be more effective if we adopt a consistent operating regime across the city. The extension of bus lane operating hours, to 7am to 7pm every day of the week will be trialled on key corridors, supported by a comprehensive monitoring programme with agreed Key Performance Indicators. Subject to the successful outcomes of the trial, revised operating hours will be rolled out across the city, in combination with improved enforcement.

Extension of bus lane operating hours

To continue to improve bus performance, new Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) technologies will be rolled out across all bus operator services. Bus priority at signalised junctions will be trialled on two corridors, one in the South of the City, Dalkeith Road (A7) and one in the West, Slateford Road (A70). The trial will encompass two

operators; Borders Buses on the Southbound corridor will trial services 51, X95 and X62 and Lothian Buses will trial the service 30 on the South corridor and services 44, 34, 35 & 38 on the West corridor. The trial will encompass a total of 39 virtual loops at 15 junctions.

Deliver bus priority through the Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) at traffic signals and investigate further technology options to help deliver a reduction in bus journey times

Achieving the optimal spacing between bus stops is critical to the success of the network. Too small a spacing impacts on journey times and reduces competitiveness of the bus, whereas if the stops are too far apart it discourages people from walking to the stops. We will build on the work already done to review best practice and develop a decision-making framework to allow a comprehensive and consistent approach to reviewing existing bus stop infrastructure. Stakeholder and public engagement will be a key element of this process. We will then develop an implementation programme through the Bus Partnership Fund to deliver the optimal bus stop spacing across the city.

Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure

We have been successful in securing funding from Transport Scotland through the Bus Partnership Fund (BPF) to take forward proposals for enhancing bus provision on eight corridors in the city. These measures will be implemented over the next four to five years. All of the interventions being delivered through the BPF have the aim of reducing bus journey times by 25% at specific locations during peak times.

Deliver additional bus priority interventions through the Bus Partnership Fund (BPF) and other funding sources, helping to support the aim of a 25% reduction in peak bus journey times on key corridors and hotspot locations

4.5 Mobility Hubs

Mobility hubs can play a substantial role in promoting public transport use and reducing the need to travel by private car. Scottish Government's Strategic Transport Projects Review 2 (STPR2) contained a recommendation to develop a delivery framework for mobility hubs in collaboration with stakeholders to facilitate the creation of high-quality mobility hubs across Scotland. We are supportive of this recommendation and will work with Transport Scotland and other local authorities to develop pilot projects and monitor their performance and usage.

Develop and implement a plan for delivery of Mobility Hub pilot projects and monitor usage

5. Enhancing Regional Connectivity

5.1 Addressing the Challenge

Edinburgh is the hub of a subregional economy that extends north (to Fife), west (to West Lothian and Falkirk), east (to East Lothian) and south (to Midlothian and the Scottish Borders). Strengthening cross border public transport services will be key to delivering economic growth for the city, whilst addressing the environmental and social impacts of significant in-commuting into Edinburgh.

5.2 City Centre Capacity

The majority of bus services travel through the city centre on Princes Street, which is at full capacity in terms of bus volumes. Establishing services that terminate at the edges of the city centre (to not through) would allow for more regional services to operate and would provide opportunities for improved placemaking on Princes Street. We will work with bus operators to identify preferred locations for buses terminating east and west of the city centre.

Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services

A review of Edinburgh's bus station location will be undertaken to determine whether is possible to retain the existing site or if there are alternative solution(s) in the city centre to maximise capacity and convenience of use.

Consider future options for the bus station

5.3 Regional Interchange

We must recognise that it is not always possible to provide direct end-to-end services that cater adequately for all movements across the city region. Therefore, the creation of high quality transport interchanges providing a seamless change between services will be critical in delivering a comprehensive regional public transport system. In conjunction with the wider plans for a regional mass transit system (PR5) we will work with Transport Scotland and regional partners to develop an implementation plan for improved interchange between different transport modes and operators.

Enhance interchange:

- **Between rail, tram, bus and active travel**
- **between radial and orbital bus services**
- **across the city centre**

5.4 Park & Ride / Choose

We already have a network of park and ride/choose facilities serving the city, that play key role in encouraging the use of public transport. Similar to the previous action, in conjunction with Transport Scotland and regional partners, we will complete a study to define regional Park & Ride / Choose requirements for expansion of existing and creation of new sites as informed by STPR2.

Deliver regional Park & Ride / Choose strategy

5.5 Mass Rapid Transit

Tram is an integral part of both the emerging City Plan 2030 and City Mobility Plan. However the delivery of a wider mass transit network, will require innovative implementation of other forms of mass transit, such as bus rapid transit and comprehensive bus priority. Working with Transport Scotland and regional partners we will complete programme level Strategic Business Case for the regional mass transit recommendation contained in STPR2.

Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region

Within City Plan, and recognised as a core part of the regional mass transit network, a second north / south mass transit corridor would support spatial development proposals including high density development around Granton Waterfront and the BioQuarter. Additional public transport capacity and enhanced connectivity will also support major development in West Edinburgh. By 2030, the City Mobility Plan envisages a city transformed with a second tram line from the Waterfront in the north to the Royal Infirmary in the south and beyond. This would be supported by enhanced Park & Ride (P&R) / interchange facilities and additional strategic bus lanes. This will give people travelling to the city a better choice to leave their cars and travel around on a fast, efficient public transport network. By 2024 we will work with regional partners and Transport Scotland to complete programme level Strategic Business Case (SBC) for regional mass transit as informed by the STPR2.

Deliver extended tram line linking Granton to the BioQuarter and beyond

Development of faster and more reliable public transport services from surrounding regions will help reduce the need to travel by private vehicle. Consultation with operators will be undertaken on opportunities to deliver express bus services.

Implement express and regional bus services (limited stops)

5.6 Supporting Improvements to Rail

The rail network is experiencing a number of challenges at present, as it attempts to recover from the devastating impacting of the COVID-19 pandemic. The focus for those organisations responsible for operating and managing the rail network in Scotland is very much on improving the efficiency and resilience of the existing infrastructure, as opposed to investing in major new pieces of infrastructure. To help deliver enhanced regional connectivity we will work with the relevant authorities to develop options that optimise local, regional and national services.

Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects

Improving public transport facilities is important to encouraging their use. In collaboration with Network Rail and other key partners, we will support the completion and implementation of a masterplan for an improved Waverley Station.

Support the delivery of Waverley Station Masterplan subject to Network Rail programme

The Council will support Network Rail's review of the future use of the South Suburban Rail Line.

Support review of future use of South Suburban Rail Line

5.7 Cross-Forth Ferry

We will support any initiatives or partners considering a Cross-Forth ferry.

Continue to support initiatives or partners for a Cross-Forth ferry as needed

6. Place – Reducing Vehicular Dominance

6.1 Addressing the Challenge

Edinburgh's streets and spaces in which people shop, work and socialise are also formed by the way people travel around. The more that people choose public transport, walking, wheeling and cycling the better the environment and the safer the streets. The aim is to create a city where it is not necessary to own a car in order to get around.

6.2 City Centre Transformation

In September 2019 we set out an ambitious 10-year Edinburgh City Centre Transformation (ECCT) plan,³⁰ with widespread public support, to move from a traffic dominated city centre to a people friendly one. The strategy seeks to encourage the use of public transport in the city centre through improved journey times and service reliability. We will update the ECCT Delivery Plan in line with the Our Future Streets (Circulation Plan).

Support Edinburgh City Centre Transformation (ECCT) initiatives to reduce city centre traffic volumes on key streets

One of the key factors in improving overall journey times is reduction in the time required for buses to board and alight passengers. The introduction of card payment onboard buses has helped to reduce the boarding times. Nonetheless, we will undertake an exercise to identify measures aimed at limiting the stacking of buses as they arrive at stops and further reducing the time taken to board the buses.

Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance



CITY MOBILITY PLAN

2021-2030

Implementation Plan

Delivering Actions for Parking
Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Delivering Actions for Parking – Supporting Information

1. Introduction

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

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

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

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

2. ACTIONS

Our decisions on how to get from A to B are based on the choices available and how we feel about them. There are several factors which can influence how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience.

- City Mobility Plan

The package of parking actions set out in this paper aim to improve and contribute to a future transport system that is safe, healthy and sustainable, whilst enabling parking and loading opportunities for residents and businesses.

The actions support the following CMP objectives and policy measures:

Supported Objectives	Supported Policy Measures
Encourage behaviour change to support the use of sustainable travel modes.	PEOPLE 1 - Supporting Behaviour Change
	PLACE 5 - Streets for People
Increase the proportion of trips people make by active and sustainable travel modes.	MOVEMENT 4 - Bus Priority Measures
	MOVEMENT 16 - Shared Mobility
Reduce vehicular dominance and improve the quality of our streets.	MOVEMENT 17 - Taxis and Car Share Partnerships
	MOVEMENT 19 - Mobility Hubs
Improve sustainable travel choices for all travelling into, out of and across the city.	MOVEMENT 22 - Tackling Inconsiderate Parking
	MOVEMENT 28 - Monitoring and Evaluation
Reduce harmful emissions from road transport.	MOVEMENT 31 - Cleaner Vehicles
	MOVEMENT 34 - Parking Controls
Maximise the efficiency of our streets to better move people and goods.	MOVEMENT 35 - Residents Parking Permits
	MOVEMENT 36 – Parking in New Developments
Improve the safety for all travelling within our city.	MOVEMENT 37 - Parking, Waiting and Loading Restrictions
	PLACE 5 – Streets for People

2.1 Communications

The provision of travel information ensures that people are aware of and have details about the mobility options that are available to them, allowing people to make informed travel choices.

The Parking Communication Plan will help provide better information for those who choose to drive on where to park in the city, including Park and Ride sites and off-street car parks. It will also ensure that residents and businesses are provided with suitable information regarding the parking permit schemes which are available to them.

The Parking Communication Plan will utilise existing channels to gather and disseminate information, such as the Edinburgh Operations Centre and the Edintravel brand. The Parking Communication Plan will also be aligned to other

mobility related Communication Plans to ensure consistency and encourage changes in behaviour towards using more sustainable travel modes.

Action - Communication Plan

Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.

This action also helps to manage interactions with the public and ensure that people receive relevant and timely information. This can vary from informing motorists in real time about parking availability, to keeping customers informed about consultations on future proposals and amendments to Traffic Regulation Orders.

Across the Parking Operations service there are numerous projects and processes that involve communication with customers. These include projects which require changes to the management of kerbside space and processes for how to apply for permits or challenge Penalty Charge Notices. This action will also strengthen data gathering and customer insight to better inform the development of Parking projects and processes.

The Council consults with stakeholders when developing proposals to alter how parking is governed or managed. The TRO process, required to enact any legal changes to the use of roads and footways, also entails a statutory consultation process whereby citizens and stakeholders are able to make formal representations in support or otherwise to any proposed change.

The Council's [protocols](#), covering for example Controlled Parking and Priority Parking, and Parking Enforcement, dictate how parking is managed and enforced across the city. Additional documents outline the terms and conditions of relevant permit schemes and the process for parking ticket challenges.

As the service remit expands, so too does the requirement for data and insight to better inform proposals. The expanding remit of the service calls upon a formalised and structured approach to communicating the service offerings and proposals with a wide and varied range of customers who are using the city's streets to park, charge or load and unload.

Anticipated benefits

- Customers are better informed regarding the parking services available in Edinburgh, have better access to travel information to help them make more sustainable travel choices and are more informed about consultations and proposals.
- The Parking team has greater data and customer insight into what our customers want in order to inform the development of future proposals, projects and processes.

2.2 Parking Controls

In the 1970s the Council introduced the original Controlled Parking Zone (CPZ) to manage commuter parking pressures in the city centre and protect parking opportunities for residents, visitors, trades people and disabled people. The CPZ was extended with further zones to the north and south from 2006 onwards.

CPZs have clear boundaries and parking pressures can increase beyond the boundary edge where there are no parking controls. In Edinburgh, Priority Parking Areas have been implemented to address commuter parking pressures on the boundaries of the CPZ, where only short sections of the kerbspace is controlled and for a short period each day, to soften this boundary effect.

The operational hours of the central CPZs have also been extended to cover every day of the week and shared-use parking places have been introduced to offer increased flexibility for permit holders and Pay-and-Display customers. Visitor parking permit availability has also been extended.

In addition to formal parking zones or areas, the Council provides a range of site-specific parking controls across the city through yellow line restrictions and designated parking places.

For many Disabled Persons' Blue Badge holders, finding a suitable parking place outside their home can be a challenge. To help improve the mobility of those who need their car the most, the Council continues to comply with the terms of the Disabled Persons' Parking Places Act, by assessing all requests for new Disabled Persons' Parking Places in residential areas and providing such parking places.

Where there is evidence of parking pressure and high levels of commuter parking the introduction of parking controls allows residents to be able to park near their homes. There are currently 25 CPZs and 9 Priority Parking Areas in Edinburgh.

The expansion of such zones or areas will be strategically delivered to manage impacts from external commuting and intra-city commuting and to support major transport and development projects and objectives.

Parking controls not only affect motorists looking for a parking space, but also play an important part in many people's everyday lives. They determine where deliveries are made, local residents including people with mobility difficulties can park, and

where people can cross the road, cycle and access public transport safely and with ease.

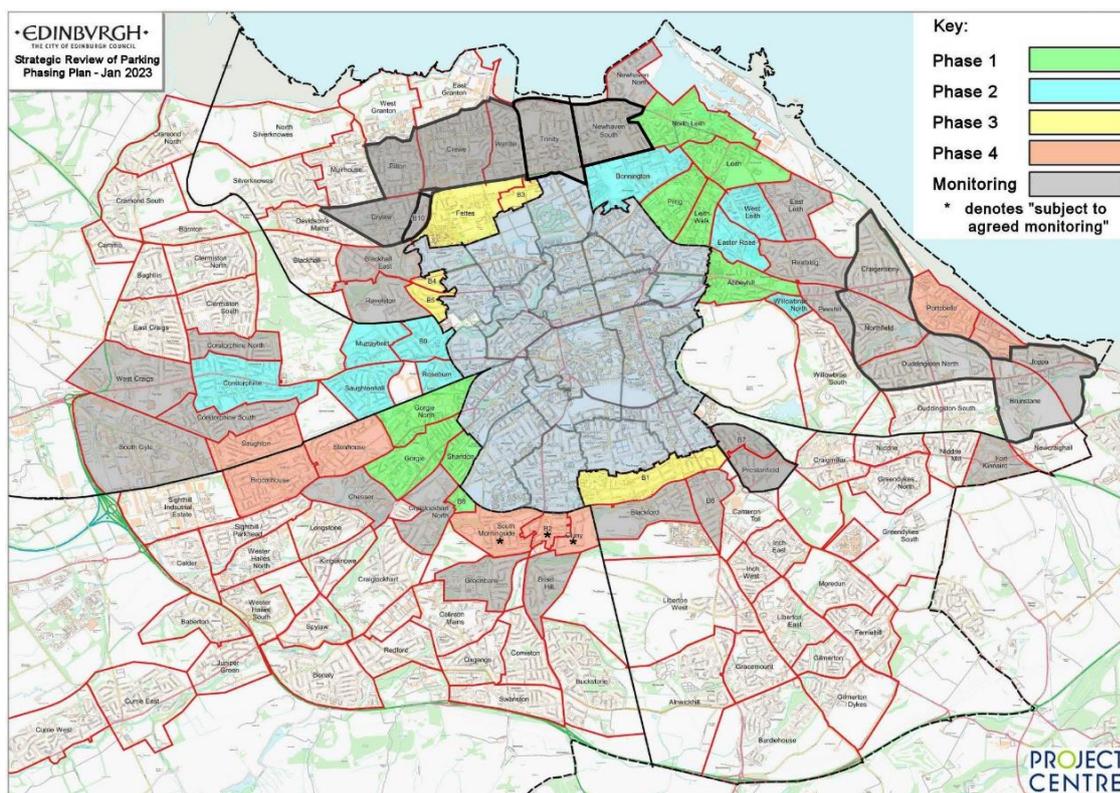
Action – Parking Controls

Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.

The Council's Strategic Review of Parking (www.edinburgh.gov.uk/parkingreview) began in 2018 and reviewed parking pressures on a street-by-street basis across the whole city. By taking a holistic approach, the Council could compare results for every area and make recommendations based on where the evidence suggested there was the greatest pressure on parking. This review has so far resulted in new CPZs being introduced into the Leith and Gorgie areas of the city in 2023.

Further proposals are being considered for other areas of Edinburgh with comprehensive parking surveys also in place to continue to monitor parking pressures and help track whether new controls result in a migration of parking demand.

The map below provides details of the phases that have been proposed for the Strategic Review of Parking (with Phase 1 now having been implemented) and the areas that have been identified for further monitoring of parking pressures. The subsequent table provides a brief update on the next steps that are proposed for each of the approved phases.



Phase	Next Steps
Phase 1	New CPZs were introduced in the Leith and Gorgie areas of the city during 2023.
Phase 2	A further report will be provided to the Transport and Environment Committee once the full impacts of the new Phase 1 CPZs have been established.
Phase 3	A Traffic Order will be promoted for the approved areas of Phase 3 in the spring of 2024, involving a full statutory public consultation.
Phase 4	A Traffic Order will be promoted for the approved areas of Phase 4 in the spring of 2024, involving a full statutory public consultation.

The review will also consider the suitability of existing parking controls within the current CPZs. Sunday parking controls and parking charges were successfully introduced in the city centre in April 2021 and the review will investigate the potential benefits that weekend or evening parking controls might bring to our current parking zones. Consideration will also be given to parking controls on a more local level, ensuring that controls, charges and maximum stay periods are appropriately tailored to the areas they serve.

Anticipated benefits
<ul style="list-style-type: none"> CPZs manage demand by restricting on street commuter and long-term non-residential parking whilst providing improved parking opportunities for residents, businesses and their customers.

- CPZs help to reduce congestion by managing parking and reducing circulating traffic looking for parking spaces which improves air quality and the safety and efficiency of our streets.
- Parking controls encourage drivers to consider their travel choices and enhance conditions for public transport users and people cycling and walking by preventing inappropriate and unsafe parking.

Along many main traffic routes and Greenways, free limited waiting parking places currently exist which are difficult to enforce and do not effectively manage parking demands. This can lead to all-day parking and potential commuting in many areas with fewer opportunities being available for short-term customer parking.

In some locations it can result in double and footway parking which obstructs public transport, makes it more hazardous for cycling and creates difficulties and safety issues for wheeling and walking particularly when crossing the road.

Furthermore, some of these parking places lie within the CPZs and it is inconsistent that one parking place is charged while another is not. There have been numerous complaints received concerning poor parking in such places and about the lack of parking opportunities.

Lack of delivery spaces can also shift delivery operations into traffic lanes or onto pavements which leads to congestion and potentially hazardous situations for other road users.

Action - Waiting and Loading Controls

Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.

It should be noted that 63% of respondents to the CMP market research and 52% of respondents to the CMP 2023 consultation survey supported “*reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport.*”

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

We will focus on providing safe travel routes for people walking, wheeling, cycling and help promote the use of public transport and other sustainable travel methods. We will also support local businesses by managing parking and loading opportunities on main traffic routes and surrounding streets, providing necessary space for customer parking and deliveries only where it is suitable to do so.

Anticipated benefits

- Ensuring appropriate provision for loading helps businesses to manage deliveries and servicing effectively.
- Improved parking opportunities for residents, businesses and their customers.
- Help to eliminate footway parking, which will significantly improve accessibility for pedestrians, particularly those with wheelchairs or buggies and those who have mobility difficulties and for the delivery of goods.
- Addressing badly parked vehicles on main streets reduces congestion and improves safety, air quality and efficiency of such streets by better supporting public transport and cycling on such streets.

The emerging City Plan 2030 illustrates nine town centres including the city centre and over 60 local shopping centres across Edinburgh. The city, town and local centres are the focal points of their communities, they support jobs and provide places for public life to flourish. Such centres can also reduce car dependency by providing local shops and services within walking distance of people's homes and supporting older people or those with mobility difficulties living in our communities.

Movement of freight and goods is vital to the economy of these centres across Edinburgh. Uncontrolled all-day parking at such locations can discourage passing trade and make it more difficult for goods to be delivered. Long-term parking also increases the chances of double parking which obstructs traffic and is a hazard for vulnerable road users like cyclists and vulnerable pedestrians crossing the road.

Action – Short Stay Parking

Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.

It should be noted that 65% of respondents to the CMP market research and 52% of respondents to the CMP survey supported “*reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties.*”

If the number of parking places is to be reduced, then it is vital that the remaining parking places are properly managed. Commuter or long-term parking outside local businesses and shops can block customer and client parking and impact on business activity, which may also cause issues for servicing and loading. A lack of loading bays, or incorrect parking in loading bays often encourages poor parking choices, such as double parking or footway parking.

Our aim is to balance the limited parking, waiting and loading provision to benefit local businesses across the city and their customers by supporting short-term parking opportunities, rather than long-term parking.

Anticipated benefits

- Parking charges and maximum stay lengths are set at levels which accommodate only essential vehicular journeys.
- Parking charges ensure turnover of spaces throughout the day but discourage and prevent all-day commuter parking.

2.3 Parking Pricing and Permits

The Council has a duty to manage and maintain the public road network within its area. Parking management, through the setting of charges for parking and issuing of parking permits, is therefore important to achieving this aim.

There are often many competing demands on the same short lengths of kerbside space and the Council aims to balance all these differing needs in as fair a manner as possible. Parking pricing and permits help to ensure that parking opportunities are available for residents, visitors and businesses. Both these parking management tools also help to keep the city moving and the economy turning by discouraging unnecessary car ownership and excessive commuter parking occupying spaces all day.

The Council has distinct public parking charges in different areas of the city to help manage demand. In the city centre, there are currently three public parking charge bands across the central CPZ and two bands across the peripheral CPZ. Higher charges are applied in areas with higher demand and lower prices are available in areas with fewer demands and where there is likely to be greater parking capacity.

These different public parking charges help to balance parking pressures over a larger area and improve traffic flows by diverting motorists away from areas with high demands to places where there is parking capacity and where spaces can more easily be found. This improves traffic flows and reduces congestion by helping to remove circling traffic looking for parking.

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

With 60% of respondents to the market research undertaken as part of the 2023 CMP consultation and 48% of respondents to the survey supporting “*a targeted reduction in kerbside parking within the city centre to provide a more welcoming environment for everyone*” the Council’s pricing strategies will be even more important in managing demand and supporting moves towards sustainable mobility.

Action – Pricing Strategies

Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.

Pricing is an effective demand management tool when applied to public parking and parking permits. The aim of this action is to build upon the policies and procedures that are already in place to better manage demand and encourage an overall reduction in private vehicle usage across the city.

A review of the current structure for public parking charges will be used to establish how the demand for parking can be better managed within the existing parking zones in the city. This may include proposals to increase charges in locations of high demand which will help to support moves towards sustainable mobility in these areas.

Consideration will be given to initiatives such as emissions-based charging, to further contribute to reduced vehicle emissions and further incentivise the transition to sustainable mobility.

Anticipated benefits

- Parking charges are used to manage demand and ensure the general availability of spaces.
- Changes to parking charges will have a positive impact on localised pollution and air quality, and the creation of safer more pleasant streets for people.
- Pricing strategies provide a structured approach to pricing across all parking-related charges.

The Council's parking permit schemes are also designed to help manage demand both for parking places and vehicle ownership, with a significant surcharge in place for second permits to try and disincentivise multi car households and businesses.

In Edinburgh, residential permit pricing policy is based on permit zone, vehicle emissions and the number of vehicles in each property. Permit levels are currently restricted to two permits per household and one per person, with further constraints on new developments.

It is not possible to guarantee residents a parking place within their own street, so residential parking permits are issued on a zone wide basis in order to better balance parking demand over an appropriate area.

In some areas of the city, the residential permit scheme has been oversubscribed, with more parking permits being purchased than there are spaces available to accommodate them. Based on this, approximately 3,000 additional shared use

parking places were introduced in areas where they were needed to try and help residents and address the shortfall in parking availability.

Pricing based on vehicle emissions has recently changed from five to seven bands to enable greater differential costs for higher polluting vehicles. A surcharge will also be applied to all diesel vehicles which require a permit.

These changes have helped to encourage the use of more environmentally friendly vehicles and support local air quality improvements.

Action – Residents’ Parking Permits

Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.

The main aim of residential parking permit schemes is to give residents priority in their own streets and to help them park closer to their homes. Parking permit charges are required to support the operating costs of the parking zones and can also be used as an effective demand management tool.

While permit prices increase annually in line with inflation, the structure of the permit charges has been set to try and encourage the uptake of more environmentally friendly vehicles. The price differential between the lower and higher emission permit bands is set to grow as permit prices increase whilst the second permit surcharge could be adjusted to further help disincentivise households from owning a second vehicle. This may be easier to develop for one-family households but may be more problematic in situations where individuals live in shared accommodation, i.e. flat sharing.

This action will review the impacts of the above residential pricing policies over recent years, investigate how they have helped to influence behavioural change and determine whether further steps can be taken to further influence the choices being made by the residents of Edinburgh who choose to own a vehicle.

Anticipated benefits

- Permit pricing can help to manage demand and encourage permit holders to consider switching to a less polluting vehicle or consider alternatives modes of transport.
- Linking permit prices to vehicle emissions helps to improve air quality.
- Permits can help to give priority to residents, local businesses and trades people over other road users.

2.4 Parking Enforcement

Decriminalised Parking Enforcement (DPE) has been in place in Edinburgh since 1998, with Greenway restrictions being added to the Council's responsibilities in 2007 and Bus Lane Camera Enforcement being added in 2012. This gives the Council significant scope to shape and influence Edinburgh's future travel choices for the better.

Enforcement is vital for parking management to function effectively. On-street parking regulations and enforcement are applied to establish an orderly use of the available urban space. Parking enforcement not only benefits people parking, waiting or loading, but also plays an important part in many people's everyday lives by determining where deliveries are made, local residents including people with mobility difficulties can park, and where people can cross the road, cycle and access public transport safely and with ease.

The Council has always outsourced the majority of DPE services and currently has a contract in place to guide the enforcement service and operations. The current contract, which runs until 2024, is enacted on behalf of the Council by NSL, who are one of the UK industry leaders and provide parking management services to manage, install, maintain and enforce all parking controls on adopted roads across the city to help keep Edinburgh moving.

First and foremost, the contract provides for the employment of Parking Attendants to monitor the on-street parking restrictions around the city. They help to ensure drivers park correctly, offer advice where parking could be improved and as a last resort issue penalty charge notices to incorrectly parked vehicles. In addition, removal services are also provided so that vehicles parked in hazardous places or those persistently incurring parking tickets can be impounded.

The contract provides a range of secondary services to support on-street enforcement, this includes lines and signs maintenance, cashless pay and display payment options, parking suspensions/dispensations and management of parking ticket machines, such as collecting cash and restocking pay and display vouchers. Finally, the contract also provides the Council with a variety of IT services and systems to manage, parking permits, parking tickets and bus lane cameras.

The Council's contract is based on the British Parking Association's model contract approach, endorsed by the Department for Transport. The Council's approach to enforcement is often used as an example of best practice by many other Scottish and UK Councils and Edinburgh currently works in collaboration with East Lothian, Midlothian and Highland Councils, granting them access to our framework contract and providing back-office parking services and support for all.

Action – Parking Enforcement Contract

Review and renew the Decriminalised Parking Enforcement contract to enhance parking enforcement and service delivery methods, protocols and specifications.

The Council's contract for parking services is due for renewal in 2024 and work is already underway to benchmark current services with similar sized local authorities in Scotland and across the rest of the UK. This process will inform the procurement journey to ensure that best value is achieved whilst delivering exceptional, innovative and efficient services for the capital.

This work will consider whether any services can be managed in-house more effectively by the Council and also look to identify further savings opportunities, such as the promotion of cashless parking initiatives, potentially removing the need to manage cash within our pay and display operations.

Furthermore, we will continue to work with our collaborative partners to ensure future services also meet their needs and help deliver good public services across other parts of the country.

Anticipated benefits

- Enforcement provides improved parking opportunities for residents, businesses and their customers by helping to tackle all day commuter parking.
- Enforcement helps manage demand, improve traffic management, street efficiency, safety and air quality.
- Parking controls which are effectively enforced help influence people's behaviour and their travel choices.
- Any surplus revenue from parking charges is reinvested in network management improvements identified through the CMP.

The Transport (Scotland) Act 2019 granted Scottish Councils additional powers to enforce double parking, parking at dropped kerbs and footway parking, with these powers finally coming into force on 11 December 2023.

Action – New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.

The Council has always supported these proposals, particularly on introducing a footway parking prohibition in Scotland, and was therefore well-prepared for the introduction of the new parking prohibitions, being the first Council in Scotland to take enforcement action under the new legislation in January 2024.

The parking team will also continue to work closely with other teams in the Council to help deliver both the Low Emission Zone (LEZ) and Workplace Parking Levy (WPL) if it is agreed to impose this charge.

Anticipated benefits

- Enforcement of footway parking, double parking and parking at dropped kerbs improves safety and accessibility for vulnerable pedestrians particularly those using wheelchairs or buggies, reduces damage caused to footways by vehicles and improves efficiency of streets if vehicle obstructions are reduced.
- Revenue generated from additional enforcement powers is reinvested on mobility and transport improvements as identified through the City Mobility Plan.

2.5 Reducing Vehicle Emissions

In the UK per year, the health impacts of poor air quality have been estimated at £15 billion, while the total economic cost of air pollution may be as much as £54 billion. One of the key ways to tackle these impacts is to create a transport network that encourages sustainable mobility including incentivising people to utilise Electric Vehicles (EV).

As our transport strategies become embedded and EV ownership increases the number of publicly accessible EV charge points will have to increase rapidly. Capital investment requirements will increase accordingly, as will the demands placed on the Council for provision of adequately planned, maintained and operated public charging capacity. This has to be considered in the context of the rapidly evolving market for EVs and provision of the associated infrastructure, with private charge point network operators investing capital, skills and resource in the sector, alongside public investment.

The Council are therefore one Pathfinder authority working with Transport Scotland and Scottish Futures Trust to develop a business case for a new EV charging infrastructure delivery model. The business case assesses what EV Infrastructure is required in Edinburgh up to 2026, what proportion will be provided by EV operators (the market will become more attractive commercially as the customer base grows), what proportion of that total should be provided by the Council, and how the two can work together to try to meet demand.

Action – Electric Vehicle Charging

Develop, in partnership with electric vehicle operators, a commercially sustainable model for delivering publicly available electric vehicle charging hubs at strategic locations in the city.

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council “*provided public electric vehicle charging hubs to help reduce harmful emissions from transport.*”

The Scottish Government has pursued a policy of supporting local authorities to install and operate EV infrastructure by providing grants that meet 100% of the capital costs for installation and establishing ChargePlace Scotland to manage the back-office functions.

The 2021 Transport Scotland ‘Report on Public EV infrastructure in Scotland - Opportunities for Growth’ makes it clear that the current funding model has achieved its aims and needs to be replaced with one which includes different funding sources.

We will work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity.

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

Anticipated benefits
<ul style="list-style-type: none">• Investments in on or off-street EV charging infrastructure incentivises the purchase and use of cleaner vehicles.• The switch to using cleaner vehicles is positive from an air quality and health perspective.

Edinburgh was an early adopter of car clubs, becoming the first UK city to introduce a pay as you drive car club vehicle in 1999, and will continue to encourage the developments of car clubs and car sharing in the city.

Whilst the car club operating model in the city has remained relatively unchanged since its inception (car club vehicles are placed in set marked bays which they must be returned to at the end of each hire), the number of car club vehicles has grown significantly to become the second largest car club in the UK outside of London.

There is one contracted car club operator in the city currently, with Enterprise Car Club offering short term vehicle hire on a pay-as-you-go-basis across more than 170 vehicles across the city, ranging from small city cars to vans to electric vehicles.

The Council supports car club operations by providing set marked bays dedicated for car club vehicles. In addition, all Enterprise Car Club vehicles get two hours free parking in pay and display parking places, shared use parking places, and in permit holders parking places across all controlled parking zones. EV charging points are also being implemented in 2023 for specific use by car club vehicles.

The Council also continues to encourage developers to include shared transport provision in new developments, which will in turn help to reduce the need for car parking and strengthen partnerships with car club partners to support the shift to zero emission vehicles, further championing car club initiatives.

Action – Car Club

Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.

It should be noted that the majority of respondents to the 2023 CMP consultation thought it was important that the Council “expanded the areas served by Car Club to help reduce harmful emissions from transport.”

Car clubs offer the convenience of car use without the need to own and maintain a car, and therefore make a substantial contribution to Edinburgh’s shared transport offering as a means of significantly reducing the number of vehicles on our streets. According to [CoMoUK](#) (2022), 20 private cars are taken off the road by each car club car introduced in the UK.

This action is aimed at maximising the strategic potential of car club operations in the city to support rather than compete with other sustainable modes of travel.

Specific focus will be given to areas of the city where demand outweighs supply for parking spaces, including new residential developments, and also areas of the city where there are lots of people (housing and jobs) but who often have lower levels of car ownership and are not well served by public transport services.

Anticipated benefits

- Car club vehicles can dramatically cut the cost of motoring for residents and customers when compared to the cost and worry of owning or operating a private car or van e.g. repairs, vandalism, loss of value.
- Car clubs help to reduce congestion, air pollution and emissions and make better use of public spaces.
- Car clubs have a positive social aspect, for example, car club providers can also provide accessible mobility options for those with limited physical ability.

3 Summary of Parking Actions

Communications
<p>Action - Communication Plan</p> <p>Develop a Communication Plan for the parking service to increase awareness of parking operations, proposals and consultations whilst improving data gathering and customer insight.</p>
Parking Controls
<p>Action - Parking Controls</p> <p>Proactively provide parking controls to support CMP and City Plan objectives and major projects, and continue to monitor, review and implement parking controls strategically across the city to tackle area-wide parking pressures.</p>
<p>Action - Waiting and Loading Controls</p> <p>Review and amend waiting and loading restrictions on main traffic routes to align with neighbouring CPZs and improve sustainable mobility along such routes.</p>
<p>Action - Short Stay Parking</p> <p>Manage available space for short stay parking and delivery and servicing arrangements near to local businesses, to ensure a turnover of vehicles using such parking places.</p>
Parking Pricing and Permits
<p>Action - Pricing Strategies</p> <p>Review pricing strategies to manage demand for parking spaces, reduce vehicle emissions and support moves towards sustainable mobility.</p>

Action - Residents' Parking Permits

Continue to apply parking permit surcharges to households that own more than one vehicle and more polluting vehicles and investigate the potential to reduce the number of residential parking permits issued.

Parking Enforcement**Action - Parking Enforcement Contract**

Review and renew the Decriminalised Parking Enforcement contract to enhance parking enforcement and service delivery methods, protocols and specifications.

Action - New Enforcement Powers

Implement the powers granted to the Council under the Transport (Scotland) Act 2019 to enable enforcement of parking prohibitions, the Low Emission Zone and the Workplace Parking Levy if it is agreed to impose this charge.

Reducing Vehicle Emissions**Action – Electric Vehicle Charging**

Develop, in partnership with electric vehicle charging operators, a commercially sustainable model for delivering publicly available electric vehicle charging hubs at strategic locations in the city.

Action – Car Clubs

Undertake a strategic review of car club operations in the city to enhance the delivery model, areas served by car club vehicles, partnerships and contractual arrangements with car club providers.



CITY MOBILITY PLAN 2021-2030

Implementation Plan

Delivering Actions for Road Safety

Supporting Information

February 2024

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Delivering Actions for Road Safety – Supporting Information

1. Introduction

This paper augments and supports the delivery of the Council's [City Mobility Plan](#) (CMP). It describes the Council's strategic road safety priorities and sets out how we will address the challenges and interventions required to deliver the actions and targets set out. Actions in this paper will help to help meet committed Council targets, in particular Vision Zero - where by 2050 there are zero fatalities or serious injuries on Scotland's roads.

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

It should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering road space reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives and is intended to improve road safety on our road network.

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

2. Our Vision

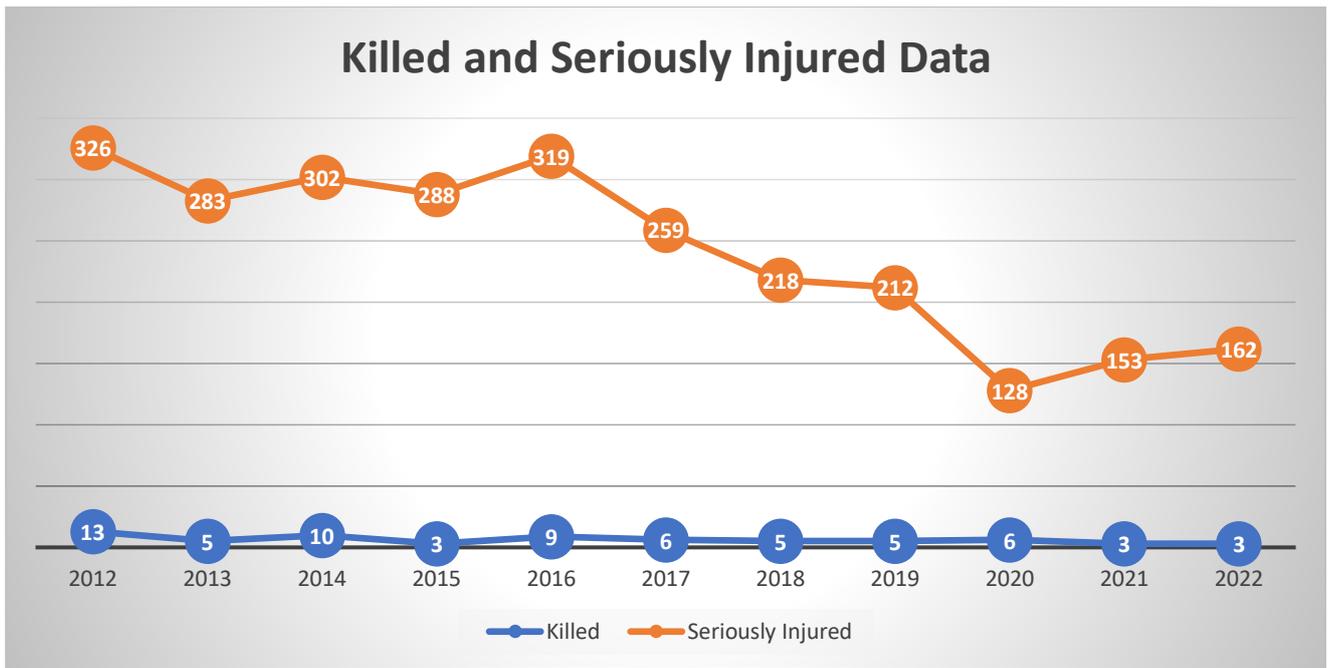
Our vision is based on the Safe Systems approach where we can influence *Safe Road Use*, create and work in partnership with colleagues and stakeholders to improve or create *Safe Roads and Roadsides* and manage road user behaviour in terms of *Safe Speeds*.

Immediate priorities are to increase the team resource, build on capacity and focus on achieving positive outcomes for our communities and most vulnerable road users.

Improving road safety across the city is not just the responsibility of the Council; it is a responsibility for everyone who uses our road network.

3. What We Know

The following graph provides information relating to people killed and seriously injured on our roads. Since 2012 it shows there has been a general decline in people killed and seriously injured up until 2022.



4. Our Statutory Duty and Priorities

Section 39 of the Act requires local authorities to ‘Prepare and carry out a programme of measures designed to promote road safety; conduct studies into accidents on roads, other than trunk roads within their area; take appropriate measures to prevent such accidents including the dissemination of information and advice relating to the use of the roads; the giving of practical training to road users; the construction, improvement, maintenance or repair of roads for which they are the highway authority.’

Under the 1988 Road Traffic Act, local authorities have a statutory responsibility for road safety.

5. ACTIONS

The action set out in this section priorities support the following CMP Objectives and policy measures:

Supported Objectives	Supported Policy Measures
Improve the safety for all travelling within our city.	PEOPLE 1 – Supporting Behaviour Change
Increase the proportion of trips people make by active and	MOVEMENT 14 – Walking and Wheeling
	MOVEMENT 15 - Cycling

<p>sustainable travel modes.</p> <p>Improve sustainable travel choices for all travelling into, out of and across the city.</p> <p>Encourage behaviour change to support the use of sustainable travel modes.</p> <p>Ensure that transport options in the city are inclusive and affordable.</p> <p>Reduce vehicular dominance and improve the quality of our streets.</p>	
	MOVEMENT 20 - Protecting Vulnerable Road Users
	MOVEMENT 21 - Speed Limit Reductions
	MOVEMENT 22 - Tackling Inconsiderate Parking
	MOVEMENT 23 - Mitigate Conflict in Shared Spaces
	MOVEMENT 24 - Safe and Accessible Paths and Streets
	MOVEMENT 25 - Strategic Approach to Road Space Allocation
	MOVEMENT 29 Monitoring and Evaluation
	MOVEMENT 37 - Parking, Waiting, Loading Restrictions
	PLACE 1 – Edinburgh City Centre Transformation
	PLACE 2 – 20 Minute Neighbourhoods
	PLACE 4 – Liveable Places
	PLACE 5 – Streets for People

Our actions, referenced in the City Mobility Plan Implementation Plan include:

<p>Develop and deliver an annual funded and prioritised Road Safety project programme that reflects the statutory duties required by the service that aligns with national transport strategy and casualty reduction targets.</p> <p>To achieve this we will submit and seek approval of a business case to increase staff resource levels in the existing Road Safety team.</p>
<p>Review all available School Travel Plans with our school communities and prepare a programme of school travel improvement infrastructure focusing on safer road crossing facilities and active travel infrastructure near schools.</p> <p>Prepare a short-term delivery plan for school travel plan infrastructure to support behavioural change and active travel options.</p>
<p>Develop a Transport Service wide Pedestrian Crossing Framework that considers the provision of safe pedestrian and cyclist crossing infrastructure across the City. Move away from purely demand led assessments and define approved criteria that reflects pent up demand or need. Existing PV² assessment programme to continue in 2024/2025 until a new framework can be developed and approved.</p>

<p>Develop and deliver a prioritised programme to reflect statutory duties in terms of collision and casualty reduction and strategic targets including:</p> <ul style="list-style-type: none"> - Accident Investigation and Prevention (AIP) - Driver Behaviour assessment (Speed Surveys and analysis) - Education and Engagement events for our young and older road user groups (VRUs).
<p>Develop and seek approval for a new road safety policy including predictive risk modelling. Risk modelling should be a valuable tool when considering future road safety investment decisions. If the frequency of collisions and causalities reduces (as hoped) traditional data led investment strategies may not address the risk of harm on our road network.</p>
<p>Undertake design and promote the statutory Traffic Order process for the next phase of the 20mph speed limit extension.</p>
<p>Undertake design and promote the statutory Traffic order process for the proposed rural speed limit reductions.</p>
<p>Engage with Transport Scotland on legislation change to enable sub-20mph speed limits in appropriate locations and explore possibility of experimental approach</p>
<p>Major Junctions Review (MJR): Develop individual project Packages for each element of the programme.</p> <p>Package 1 - Commence engagement, promote traffic order process and complete detailed design for medium-term interventions (Option 3) at the Kings Road / High Street junction, Portobello.</p> <p>Package 2 - Review requirement and delivery of 40 early interventions following approval of the CMP Future Streets Framework.</p> <p>Package 3 - Review MJR for the top 10 junctions following approval of the CMP Future Streets Framework.</p>
<p>School Crossing Patrol team: Undertake a citywide review of the School Crossing service to consider scope of operation. Undertake appropriate staff recruitment to reach an appropriate resource level. Undertake site audits in partnership with the Road Safety team to consider school travel infrastructure and crossing improvements.</p>

Priorities have been identified from casualty data, survey results, engagement with partners and key stakeholders and consultation as part of the City Mobility Plan. Over time priority interventions, projects and engagement will be implemented via the Safe Systems approach, at the core of Scotland's Road Safety Framework to 2030.

To deliver the actions and targets set out, the Council will work with Transport Scotland and other partners to ensure that appropriate budgets and resources are sought.

6. Prioritising Our Most Vulnerable Road Users

Vulnerable road users are those who have less protection than occupants of motor vehicles and are therefore at a greater risk of being injured or killed in a collision.

The most vulnerable road user groups are pedestrians, children and young people, elderly people, cyclists and motorcyclists and will be a focus of future Action Plans.

As a local authority we have a duty to “*Promote Road Safety and Prevent Accidents*”. The vulnerability of specific road user groups should be considered at all stages of the design process and our transport hierarchy should give priority to these vulnerable road users where practicable.

6.1 Pedestrians

Pedestrians account for the majority of deaths on our roads.

Pedestrian casualties have reduced significantly over the past decade, however, there is still work to be done to ensure further casualty reductions in this group of road users.

We will continue to invest in our Pedestrian Crossing Programme as well as looking at a new pedestrian crossing framework approach to improve pedestrian safety across the city. However, the reduction of pedestrian casualties cannot be addressed by engineering measures alone. We have programmes in place to engage with our young road users within our primary schools and offer schools support in introducing road safety education for young children and their parents or guardians.

This continues within secondary schools targeting key year groups and risk factors. We engage with schoolchildren, parents, guardians, and school staff to identify barriers to walking and wheeling to school through the School Travel Plans process. Our planned reviews will identify infrastructure improvements to ensure children, parents and guardians have a safe, accessible network to enable them to walk and wheel to school.

Campaigns such as Be Bright, Be Seen are important to remind pedestrians to be visible in low light conditions, as 30% of collisions involving pedestrians take place during the hours of darkness, with 57% of pedestrian collisions occurring over the winter months.

We will also continue to review speed limits across our network and reduce them where there are appropriate levels of walking and wheeling. This will include further extensions of the 20mph network in Edinburgh and in our more rural settings.

The majority of collisions involving pedestrians between 2016 and 2020 occurred in the City Centre, however, a significant number of incidents also occurred on main arterial routes (data set between 2016 and 2020).

Accident Investigation and Analysis (AIP) will be undertaken to ensure collision clusters are investigated and emerging trends resulting in increased pedestrian casualties can be addressed and reported via the Road Safety Action Plan.

6.2 Cyclists

Cyclists accounted for 18% of all casualties on our network between 2011 and 2020, whilst in Bike Life Edinburgh 2019, only 9% of residents were identified to travel five or more days a week by bike.

Overall, the reduction in cyclist casualties is positive given the noted increase in the number of cyclists on our network, of around 4% to 2019. However, serious casualties in this road user group have not decreased at the same rate and have increased slightly since 2018.

As we continue to encourage sustainable travel and strive to increase the number of cyclists using our network, we must ensure there is safe, segregated infrastructure where appropriate and our wider network is suitable for safe cycling. The majority of collisions involving cyclists occurred on our main routes (data set between 2016 and 2020).

Collisions involving pedal cyclists can be the result of multiple factors, including, but not limited to, decisions or behaviours of individual road users. Utilising the Safe Systems approach in Edinburgh we need to continue to develop engineering, education and enforcement measures that assist cyclists in making safe journeys.

We will continue to work with colleagues and partners to run initiatives and engage with drivers to encourage safe road use around cyclists and safe driver behaviour. Cycle training in schools across the city, through Bikeability and I Bike will also continue, as well as supporting 'Bike Buses and Cycle Trains' on the journey to and from school.

6.3 Children and Young People

The safety of children and young road users is a core priority for the service. We want all children and young people to be able to travel safely and as actively as possible when making everyday journeys.

The number of children being injured on our network continues to reduce; however, we must focus our priorities around this group of vulnerable road users to ensure a further decrease in injuries.

Our team endeavors to engage and create a school travel plan for every school in Edinburgh where possible. We are currently taking stock of the outcomes and plans and will develop a rolling delivery plan considering appropriate interventions and education for our school communities.

Our initial review is expected to be complete in Spring 2024, when we will report on the status of school engagement, provide an outline of planned interventions and provide a draft programme for future work and activities.

We will also continue working with our Junior Road Safety Officers to help us promote road safety in schools across the city. Our annual launch event will continue to meet with the young officers and get them ready for their year ahead.

Our team will continue to plan and arrange the Edinburgh 'Young Drivers' event. This is a well-regarded road safety event held with several of our partners specifically focused for novice drivers. This builds on the education messages which have been delivered to the pupils throughout their education including peer pressure, fatigue, drink and drugs, vehicle maintenance and respecting other road users.

Finally, road safety education plays an important role in shaping the attitudes and behaviours of children and young people. In Edinburgh, we want to do everything we can to ensure they can all become responsible road users.

6.4 Older Road Users

While those aged 65 and over account for 15% of the population of Edinburgh, 10% of all collisions on our network from 2011 to 2020 involved people within this age group.

Edinburgh has an aging population, with the number of people over the age of 75 in Scotland to almost double by 2043, in response the Safe System should consider measures appropriate for older road users.

As part of our analysis we will look to establish whether there is an increased risk of elderly people being involved in collisions on our network, the specific causes collisions and develop education campaigns for road users aged 65 and over.

6.5 Motorcyclists

Motorcyclists have a disproportionately high risk of involvement in a collision, when compared to the numbers of riders using this mode of transport. In Scotland, motorcyclists account for less than 1% of all traffic, but represent 7% of casualties in road collisions. In Edinburgh they were involved in 9% of all collisions (up to 2020).

The number of collisions involving motorcyclists has decreased slightly and is on a continual downward trend. However, we must do more using the safe systems approach to ensure that the number of serious collisions continues to decrease. We will continue to work with partners and schools to educate young people to prevent joyriding stolen motorcycles to avoid serious and fatal injuries to them and other road users.

7. Our Casualty Reduction Targets

To enable us to quantify and monitor our performance in relation to historical data, it is necessary to set local targets to ensure we prioritise our efforts to reduce the number of people killed or seriously injured on our roads.

In setting targets, we must not forget that each and every incident involves a person. We must ensure we, alongside our partners, are committing adequate resources to ensure these targets are met by 2030.

A Delivery Plan will be produced by the Road Safety team on an annual basis and reported to the Transport and Environment Committee for approval. This plan will set out project priorities, resource availability/pressures and a delivery programme for the year ahead. We will also introduce a formal review of progress towards our approved reduction targets.

7.1 Targets to 2030

We have adopted ambitious targets that are similar to the interim targets set in Scotland's Road Safety Framework.

Our Committee approved targets to be met by 2030 are:

- Zero fatalities
- A 50% reduction in people seriously injured.
- A 60% reduction in children and young people seriously injured (<18)

The targets to be met by 2030 are:

- 40% reduction in pedestrians seriously injured
- 30% reduction in cyclists seriously injured
- 30% reduction in motorcyclists seriously injured
- 20% reduction in road users aged 65+ seriously injured
- 70% reduction in road users aged between 18 to 24 seriously injured

We will work closely with Transport Scotland throughout the duration of this plan to monitor progress against the strategic actions of Scotland's Road Safety Framework and the actions of its Delivery Plan.

The Council's City Mobility Plan will also monitor the following casualty indicators:

- Number of people killed (annual)
- Fatalities of Active Mode Users

7.2 The Safe Systems Road Safety Approach

The Safe Systems approach is considered an international best practice to road safety management based on a set of four main principles:

1. People make mistakes that lead to collisions on the network.

2. The human body has a limited physical ability to tolerate forces caused in collisions before bodily harm occurs.
3. People have a responsibility to act with care and comply with traffic laws, a shared responsibility exists with those who design, build, manage and maintain roads and vehicles to prevent collisions resulting in serious injury or death and provide post-collision care.
4. Finally, all parts of the system must be strengthened to increase their effects, meaning all road users are protected, even if one part fails.

The main goal of safe systems is to ensure that these mistakes do not lead to a collision; or should a collision occur, it is sufficiently controlled to not cause a death or a life-changing injury.

The Safe System approach has five core pillars:

1. Safe road use
2. Safe roads and roadsides
3. Safe speeds
4. Safe vehicles
5. Post-crash response

Transport Scotland – Road Safety Framework to 2030:



7.3 Safe Road Use

The Council will continue to work closely with Police Scotland and partners on road safety matters at both a strategic and local neighbourhood level. Enforcement remains a key area of casualty reduction within the safe systems approach. Drink/drug driving, dangerous driving, speeding, failing to wear a seat belt or driving whilst using a mobile device are just some examples of unsafe behaviours whilst using the roads that require police enforcement. Over the lifecycle of this plan, we will work with partners through the Local Partnership Forum on innovative measures, such as providing dashcam footage for enforcement purposes and other initiatives.

To encourage safe road use across the city, we will continue to develop our network and its use in line with changes to policy and guidance both at a local and national level as these change, such as the Highway Code.

Other measures, including working together across the council and with partners to reduce car-based traffic, which is a council target to reduce by 30% by 2030, by inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than private vehicles will also contribute to safer road use over the life of this plan.

Education is also key to ensure all road users are aware of the danger posed to each mode as set out in the road user hierarchy and act appropriately to keep themselves and others safe on the road.

We will continue to utilise Road Safety Scotland resources to ensure consistent messaging across the country whilst developing our own resources when appropriate.

It is important to recognise the benefits of road safety education for all ages, especially the teaching of road safety skills at an early age. Through the School Travel Plan process we will work with schools to ensure our education events are aligned with the curriculum for excellence and school communities have an input to what they feel would make their journeys to school safer.

7.4 Safe Roads and Roadsides

Our road system should be designed and managed to prevent collisions.

The Road Safety Team will continue to undertake Accident Investigation and Prevention collision investigation (AIP) within the City of Edinburgh Council area using a rolling dataset. This investigation is carried out using the STATS19 collision details supplied by Transport Scotland. From this analysis it is possible to determine locations where the collision rate is giving cause for concern and where intervention may be appropriate.

The Department for Transport estimates the values assigned to the cost of road casualties and collisions in Great Britain, for use in cost-benefit analysis in the prevention of collisions resulting in personal injury. This information will be considered as AIP and other schemes are developed where collisions have occurred. This established methodology of costings should be considered when developing and monitoring the success or collision reduction schemes.

We will engage with schoolchildren, parents, guardians and school staff to identify the barriers to walking and wheeling to school through the School Travel Plans to inform where improved infrastructure could be introduced. This may also include engagement with the school communities, partners, stakeholders and residents who will be affected by any proposals that arise from discussions.

7.5 Safe Speeds

Through the Safe Systems approach, speed limits and appropriate road user behaviour are vital in reducing the speed at which potential collisions may occur.

Any changes to lower speed limits will require a significant change in driver behaviour and we will look to undertake various activities to encourage compliance, as well as working with Police Scotland to influence targeted enforcement across the city. Public communication campaigns will continue to raise awareness and encourage compliance. We will continue to work closely with the Police to consider where speed reduction measures are appropriate, make use of new data sources available to the team and seek enforcement of traffic speeds across the city.

To ensure speed limits are effective, we will undertake monitoring across the city on a bi-annual basis where concerns in relation to non-compliance of speed limits have been raised. We also work with Safety Cameras Scotland and Police Scotland on an annual basis to review live and potential Safety Camera sites. The aim of this partnership is to reduce the number of injuries on Scotland's Road network through targeted camera enforcement, through fixed, mobile and red-light cameras. Cameras are located primarily where they have the greatest casualty and collision reduction potential. All camera locations can be found on the Safety Cameras Scotland website.

7.6 Safe Vehicles

The safety standards in vehicle design and manufacture are internationally regulated to minimise the severity of collisions for all road users. As technology continues to advance road networks and vehicles will eventually be managed by intelligent traffic control systems, relying on ever-more autonomous vehicles and smart infrastructure. We will work with colleagues in Transport Scotland and the Scottish Government to support the CAV Roadmap and other national intelligent transport policies and initiatives as they are developed over the length of this plan.

We will also work with other partners as new emerging technologies and travel patterns emerge to ensure our road network adapts and protects our most vulnerable road users.

7.7 Post Crash Response

Partnership working is vital for the success of the Safe Systems Approach.

Through engagement, we will work with all emergency services and the National Health Service to ensure our road network is managed appropriately to support first responders. Our team will continue to support and attend post-incident investigations into the causes of

collisions on our roads. We will work closely with colleagues in Police Scotland and attend fatal and serious collisions investigations when required.

The City of Edinburgh Council



The City of Edinburgh Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

January 2024

The City of Edinburgh Council

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Supported by	Air Quality Consultants Ltd 
Date	January 2024

Foreword

Air pollution is a serious threat to all our health, but especially the young, the old and people with existing health problems. Harmful levels of air pollution are damaging people's health, quality of life, and cutting lives short and poorer and more disadvantaged people are disproportionately affected.

Improvements in air quality have already been achieved across Edinburgh, which should be celebrated. These improvements have largely been focused on nitrogen dioxide, with key interventions including the impending Low Emission Zone, along with other supporting actions to reduce traffic emissions.

Even with these successes, from a health perspective there is no safe level of certain regulated pollutants, with Particulate Matter (PM_{2.5}) now being among those which health experts are most concerned about. PM_{2.5} can penetrate the lungs and enter the body through the blood stream, affecting all major organs. Exposure to PM_{2.5} can cause damage to the brain, our cardiovascular and respiratory system, provoking, for example stroke, lung cancer and chronic obstructive pulmonary disease (COPD).

PM_{2.5} can come from many sources for example: domestic solid fuel burning, traffic exhausts, industry and farming. There can be considerable contribution from sources originating outside of Edinburgh. For these reasons this Plan aims to tackle more than just traffic pollution and looks to the future not only in tackling PM_{2.5}, but also linking up with the 2030 Climate Strategy and including actions relating to the feasibility of zero carbon city centres. Actions are included in the plan which aim to reduce emissions from domestic solid fuel burning, which is becoming a more urgent priority both nationally and locally.

Improvements in air quality, for both nitrogen dioxide and PM_{2.5} can only happen by addressing the range of sources in an integrated way. We know we cannot do this alone. We have been working with key partners, including NHS Lothian, the University of Edinburgh, the Scottish Environment Protection Agency, and an array of others to ensure that actions are relevant, that our partners are on board with implementation, and that we have the most up to date evidence base we can. We will also continue to work with the Scottish Government to ensure that national action, through the Cleaner Air for Scotland strategy, complements and supports action in Edinburgh.

Air Quality is fully integrated within the City Mobility Plan, and the emerging City Plan 2030. Many of the key actions not only improve air quality, but also reduce climate pollution. In the future it will be easier to get around Edinburgh on foot, by bike or by public transport, helping to reduce traffic emissions. Where vehicles are needed our plan is to guide for the future of electric vehicles. We are also committed to ambitious placemaking measures for longer term shifts to reduce energy and to bring services closer to people.

The City of Edinburgh Council

We accept, however, that simply meeting minimum air quality standards is not good enough for the old and those with existing health problems. In recent years, the World Health Organisation has set the tightest standards yet for air pollution, which will be a huge challenge to achieve. We need to acknowledge this challenge, and ensure we prioritise the health and wellbeing of residents, workers, and visitors to Edinburgh in our pursuit for cleaner air.

Professor Scott Arthur

Convenor of the Transport and Environment Committee

The City of Edinburgh Council

2024

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of the statutory duties required by the Local Air Quality Management framework. It outlines the actions that will be taken to improve air quality in Edinburgh between 2024 and 2028.

Air pollution is associated with adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and more recent research associates it with dementia and brain ill-health. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. The City of Edinburgh Council is committed to reducing the exposure of people in Edinburgh to poor air quality to improve health.

This Plan focuses on locations where there are risks of exceedances of the nitrogen dioxide (NO₂) Air Quality Objectives, but also identifies strategic measures which will ensure concentrations of pollutants are reduced across Edinburgh, especially PM_{2.5}. This approach is supported by that set out in the Cleaner Air for Scotland 2 strategy (2021), which provides national policy support for a precautionary public health approach to air pollution.

The AQAP is intended to complement the substantial amount of work which has been undertaken in relation to the Low Emission Zone, which was implemented on 31 May 2022 (and will be enforced from 1st June 2024). It also strongly supports elements of the Council's City Mobility Plan, 2030 Climate Strategy and the current Local Development Plan and emerging City Plan 2030.

For this AQAP, actions have been developed under eight broad themes:

- Low Emission Zone (LEZ)
- Strategic Transport
- Behavioural Change to Active Travel
- Public Transport

- Low Emission Vehicles
- 2030 Climate Strategy
- Integrated Policies and Guidance
- Domestic Solid Fuel Burning

The following issues need to be prioritised:

- Implementation of the LEZ, which should reduce and maintain concentrations of nitrogen dioxide to within legal standards in Edinburgh,
- Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve e.g., Inverleith Row,
- Through collaborative working, ensure that wider strategic air quality action is implemented through existing policy areas. This will include strategic transport improvements, promotion of behaviour-change to reduce private vehicle use, promotion of low emission vehicles and controlling domestic emissions, and;
- Plans being developed and implemented for placemaking, climate change and noise reduction are closely co-ordinated and aligned with those for air quality in order to maximise co-benefits.

The AQAP outlines how the Council and partners will effectively tackle poor air quality to meet and maintain statutory air quality objectives and generally work towards improving air quality. However, there are a large number of air quality policy areas that are outside the influence of the Council, that could use evidence the Council has, and so we will continue to work with the Scottish Government and partner organisations on policies and issues beyond the Council's direct influence.

The AQAP, along with supporting information papers on delivering actions for public transport, active travel, parking and road safety, is fully integrated with the City Mobility Plan (CMP), having been through an extensive joint consultation. The Plan supports the strategic vision that the city is connected by a safer and more inclusive net zero carbon transport system, delivering a healthier, thriving, fairer and compact capital city and ensuring a higher quality of life for all residents. The AQAP will also tackle sources of air pollution wider than transport and include actions that aim to reduce domestic solid fuel burning.

Separately, further work will be undertaken in respect to the actions that are required to address Particulate Matter (PM₁₀) within the Salamander Street Air Quality Management Area. Emissions from industrial and fugitive sources from operations in and around Leith Docks are a contributory factor, as well as traffic. The steering group for this AQMA, consisting of Scottish Government, the Scottish Environmental Protection Agency (SEPA), Forth Ports and Council officials will reconvene in 2024.

In accordance with the requirements of relevant policy guidance (PG(S)(23)) the City of Edinburgh Council expects that all of the AQMAs within Edinburgh will be revoked by the end of this plan period (2028) and where possible, within a shorter timeframe.

Responsibilities and Commitment

This AQAP was prepared by the Placemaking and Mobility Strategy and Development team of the City of Edinburgh Council with the support and agreement from the Executive Director of Place, Service Directors for Sustainable Development and Operational Services and Heads of Service and managers for a wide range of Council disciplines. Collaboration was also undertaken with partner organisations; SEPA, Transport Scotland and NHS Lothian.

This AQAP is to be approved by the Transport and Environment Committee in February 2024. Progress on actions each year, will be reported in the Annual Progress Report (APR) produced by the City of Edinburgh Council, as part of the statutory Local Air Quality Management duties.

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1. Introduction

Air pollution is associated with adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer and more recent research associates it with dementia and brain ill-health. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³.

This report outlines the actions that the City of Edinburgh Council and partners will deliver between 2024-2028 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents, workers and visitors to the City of Edinburgh Council's administrative area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within the Council's Air Quality Annual Progress Report (APR).

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

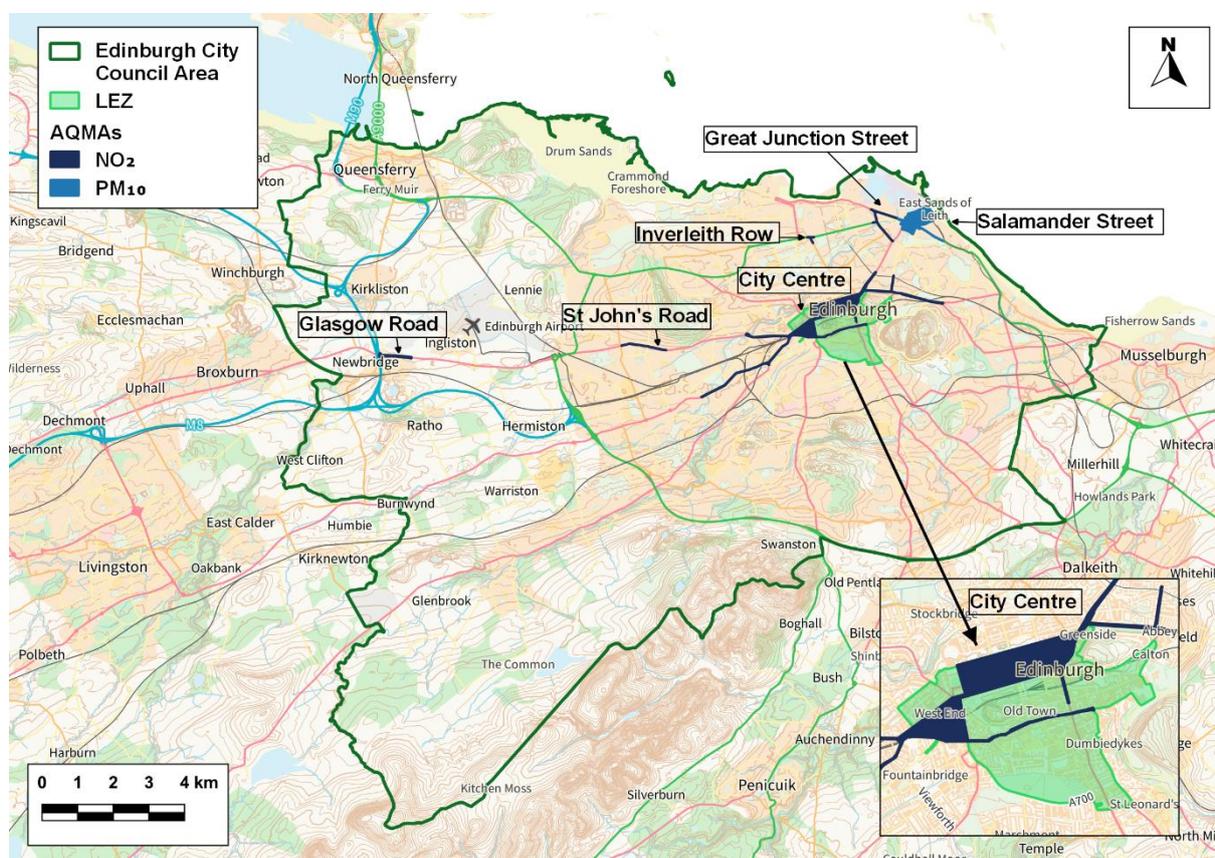
² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

2. Summary of Current Air Quality in Edinburgh

The City of Edinburgh Council has declared six Air Quality Management Areas (AQMAs), five for the pollutant nitrogen dioxide (NO₂) and one for fine particulates (PM₁₀). Figure 1 shows the AQMAs within the Council area, and the Low Emission Zone (LEZ) boundary.

Figure 1 Edinburgh's AQMAs and Low Emission Zone



Road traffic is by far the greatest contributor to the high concentrations of NO₂ in the city. However, the AQMA at Salamander Street declared for PM₁₀ exceedances is due to other sources as well as traffic. Emissions from industrial and fugitive sources from operations in and around Leith Docks are a contributory factor. Domestic and commercial power and heating (including gas and solid fuel) also contributes to NO₂, PM₁₀ and PM_{2.5} concentrations in the city.

2.1 Current Status of the Air Quality Management Areas (AQMAs)

The Scottish Government has approved the Council's intention to revoke the Inverleith Row AQMA as there has been a number of consecutive years of compliance with the objectives. Furthermore, air quality modelling has predicted a sustained reduction of NO₂ concentrations when the LEZ is operational. A revocation order is planned to be published in January 2024.

Approval has also been given to amend the St John's Road AQMA in order to remove the hourly exceedance designation, with the objective having been achieved for a number of years. Consideration of the revocation of the AQMA in full will be undertaken by the statutory Local Air Quality Management (LAQM) annual review and assessment process and reported in the Annual Progress Report (APR).

Within the Great Junction Street AQMA, there have been no reported breaches of NO₂ objectives since 2016. It is uncertain what the impact of the traffic management changes from the new tram network extension and the low traffic neighbourhood in the local area will have on NO₂ concentration. Therefore, the Council will consider revoking this AQMA once the impacts of these are known.

In the Central and Glasgow Road AQMA, objectives are currently being achieved. Again, under the LAQM review and assessment process revocation of these AQMA will be considered and reported in the APR.

There continues to be a downward trend in annual concentrations of PM₁₀ in the Salamander St AQMA. There have been no exceedances in the annual PM₁₀ objective since 2019. There was marginal compliance with the 24-hour objective in 2022.

The status of the AQMAs is summarised in Table 3.1 (overleaf). Further details can be found at: <https://www.edinburgh.gov.uk/downloads/download/13180/air-quality-management-areas>.

Table 2.1 – Summary of the status of AQMAs in Edinburgh

AQMA	Objectives declared	Current Status
Central	NO ₂ annual mean	Exceedances of annual mean objective at multiple locations in 2019, one location in 2020 and no exceedances in 2021 or 2022.
	NO ₂ 1-hour mean	No exceedances since 2018
St Johns Road	NO ₂ annual mean	No exceedances since 2020.
	NO ₂ 1-hour mean	No exceedances since 2015. <i>AQMA currently being amended to remove this designation.</i>
Great Junction Street	NO ₂ annual mean	No exceedances since 2016.
Glasgow Road	NO ₂ annual mean	No exceedances since 2019.
Inverleith Row	NO ₂ annual mean ²	No exceedances since 2017. <i>AQMA currently being revoked.</i>
Salamander Street	PM ₁₀ annual mean	No exceedance since 2020.
	PM ₁₀ 24hr mean	No exceedance since 2015, although close to the objective in 2022.

2.2 Air Quality Data

Even without the effect of the pandemic, long term trends show concentrations of the main pollutants are decreasing at most locations across the city, albeit there are areas of concern, especially in the Central AQMA. This area has historically had the greatest number of sites exceeding the objectives and some of the highest concentrations in the city. The appraisal work for the Low Emission Zone scheme concluded that the City Centre was a priority for action.

The impact of the COVID-19 pandemic was significant for air quality during 2020 and 2021. Restrictions on travel resulted in a significant drop in NO₂ concentrations at almost all locations across the city with just one location within the Central AQMA breaching the legal objective. No objectives for fine particulate matter (PM₁₀ and PM_{2.5}) were breached, including within the PM₁₀ Salamander Street AQMA, for the first year since it was declared in 2017.

Monitoring data from 2020 or 2021 are unlikely to be representative in terms of long-term trends. For the purpose of this AQAP, consideration has been given to pre-pandemic pollution concentrations as well as 2022 data. In some cases, 2022 data are higher than in 2021, but still on a downward trajectory from pre-pandemic levels.

In 2019, exceedances of the NO₂ annual objective were monitored within St John's Road and the Central AQMAs. Exceedances of the NO₂ annual objective were also reported within the Glasgow Road AQMA, however once distance correction calculations were carried out, the estimated concentrations were below the objectives. There were measured exceedances outwith but adjacent to the Central AQMA, which will continued to be monitored.

2022 data shows compliance with current air quality objectives across Edinburgh. Although one diffusion tube in Queensferry Road was exceeding, when corrected for relevant exposure (where the air quality objectives apply), it was well below the objective.

The overriding downward trend reveals the longer-term positive effects of emissions reduction measures such as the increased use of lower emissions (newer) vehicles. Reduction in traffic, predominately associated with the effects of the pandemic may also be having an effect.

The City of Edinburgh Council

This AQAP focuses predominately on the NO₂ (traffic related) AQMAs, although the need to reduce local air pollutant emissions across Edinburgh is also noted and incorporated. The Salamander Street AQMA, declared for PM₁₀, will have a separate focus as detailed above.

For Scottish Local Authorities, PM_{2.5} has now been prescribed in regulations with an annual mean objective of 10 µg/m³ to be achieved by 2020. This objective has not been exceeded at any monitoring location in the last 5 years.

3. The City of Edinburgh Council's Air Quality Priorities

The priority for this revised AQAP is to ensure the Council and partners are working towards meeting the statutory air quality objectives but also, where practicable and feasible, to reduce local air pollution emissions across the city.

These priorities are consistent with Cleaner Air for Scotland 2 (CAFS2), in which the first theme is adopting a precautionary public health approach to air pollution reduction, with compliance with domestic and international air quality standards being a minimum.

Continuing economic growth in the city and wider region presents a challenge for air quality. Population growth creates an inevitable demand for all modes of transport and supported infrastructure. The Council is preparing a new Local Development Plan for Edinburgh - the City Plan 2030, which sets out policies and proposals for development in Edinburgh between 2020 and 2030. Alignment with local air quality management and in developing local and national air quality strategies will be crucial to ensuring sustainable economic growth.

Alongside the City Plan 2030, the City Mobility Plan, the Edinburgh 2030 Climate Strategy and plans for noise reduction and the different aspects of transport, will shape the Council's priorities over the 5 years of this AQAP.

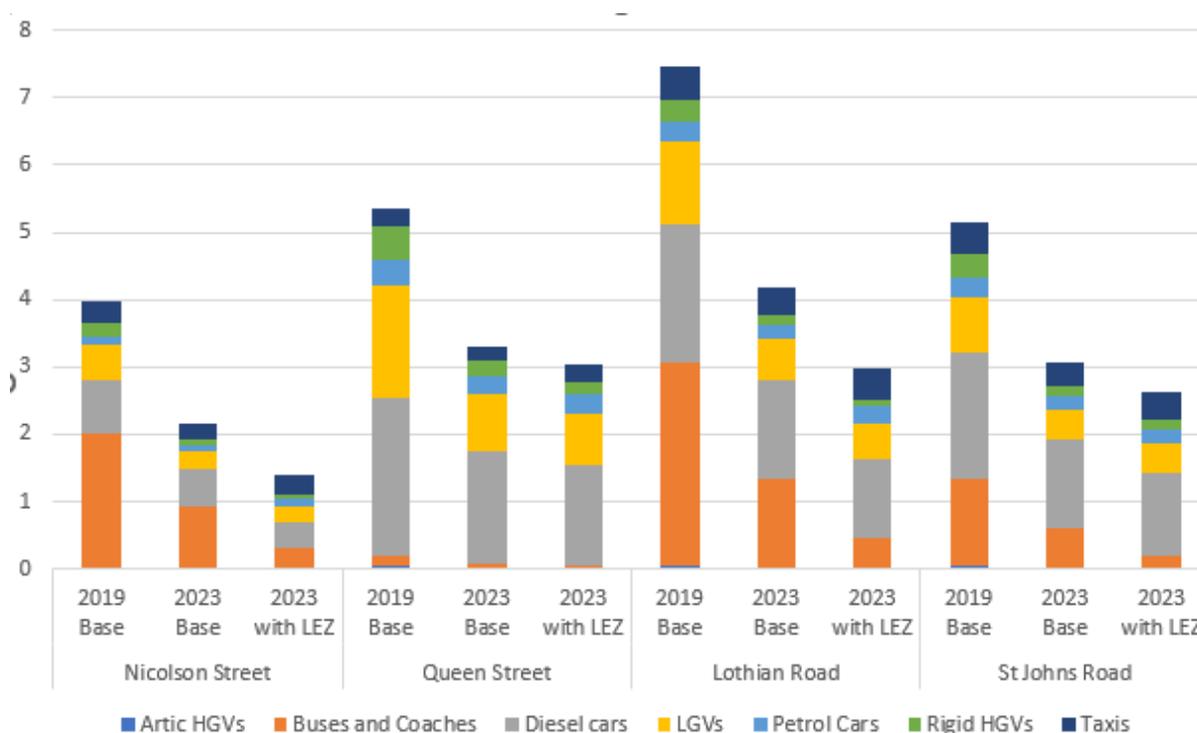
Actions underway within Edinburgh are driven by national as well as local priorities. The full policy context is set out in Appendix C.

3.1 Source Apportionment

The measures presented in this AQAP are intended to be targeted towards the predominant sources of emissions within the Council’s area. Source apportionment exercises were therefore carried out on traffic emissions.

In 2021, as part of the feasibility work for the LEZ, SEPA presented in the Low Emission Zone Evidence Report⁴. This included percentage source contributions (as emissions) for the overall LEZ area, and at key locations within, and just outside, the LEZ in order to illustrate the variation at different locations across Edinburgh. Figure 2 illustrates emissions factors (NOx emissions in tonnes per kilometre per year) at four locations within and outside the LEZ. Figures for 2019 baseline and 2023 with and without (Base) LEZ are presented.

Figure 2: Source Apportionment: Emission Factors (tonnes/km/yr) from all Vehicle Sectors



⁴ Available at <https://www.edinburgh.gov.uk/downloads/file/30519/cleaner-air-for-scotland-%E2%80%93-national-modelling-framework-low-emission-zone-evidence-report-%E2%80%93-edinburgh-scottish-environment-protection-agency-september-2021>

Total emissions from all vehicle categories will fall significantly between 2019 and 2023, with the implementation of the LEZ showing further reductions.

The contribution from each vehicle class is different on a street-by-street basis. The figures show that proportionally buses and coaches will have the greatest emissions reductions through the implementation of the LEZ. Significant reductions are predicted from all vehicle categories, except for petrol cars, which are predicted to increase emissions marginally due to an increase of petrol cars (which are mostly compliant) travelling through the LEZ. Lothian Road, within the LEZ has one of the highest predicted concentrations, however total emissions will decline significantly with the LEZ, with proportionally buses having the greatest reductions. Queen Street outwith and on the boundary of the LEZ, sees slight reductions from all vehicle categories however diesel cars are the predominant contributor.

These findings are also supported by work that was carried out in the St John's Road and Great Junction Street AQMAs. With grant funding the Council contracted Ricardo AEA to undertake remote sensing emissions testing in February and July 2020. This consisted of specialist equipment at the roadside, alongside automatic number plate recognition cameras to collect details of the vehicle's tail-pipe emissions in the real-world. Real-world emission factors were derived from the study and then combined with the local fleet data, where it was possible to apportion the overall vehicle tail-pipe emissions to the different vehicle categories.

Figures 3 and 4 below show the apportionment of car, LGV, bus and rigid HGV emissions to vehicles by fuel type and Euro standard based on the fleet composition during the survey campaigns.

Vehicle classes for which the emission factors are particularly uncertain (because there were fewer than 10 valid emissions measurements) were excluded from the source apportionment plots. In general, these vehicles would be expected to contribute a small proportion of the total NOx emissions as only a small number of these vehicles were seen on the road during the campaigns.

Figure 3 Apportionment of emissions to cars, vans, buses and rigid HGVs by fuel type and Euro standard (E) based on real-world emission factors and fleet composition at St John’s Road

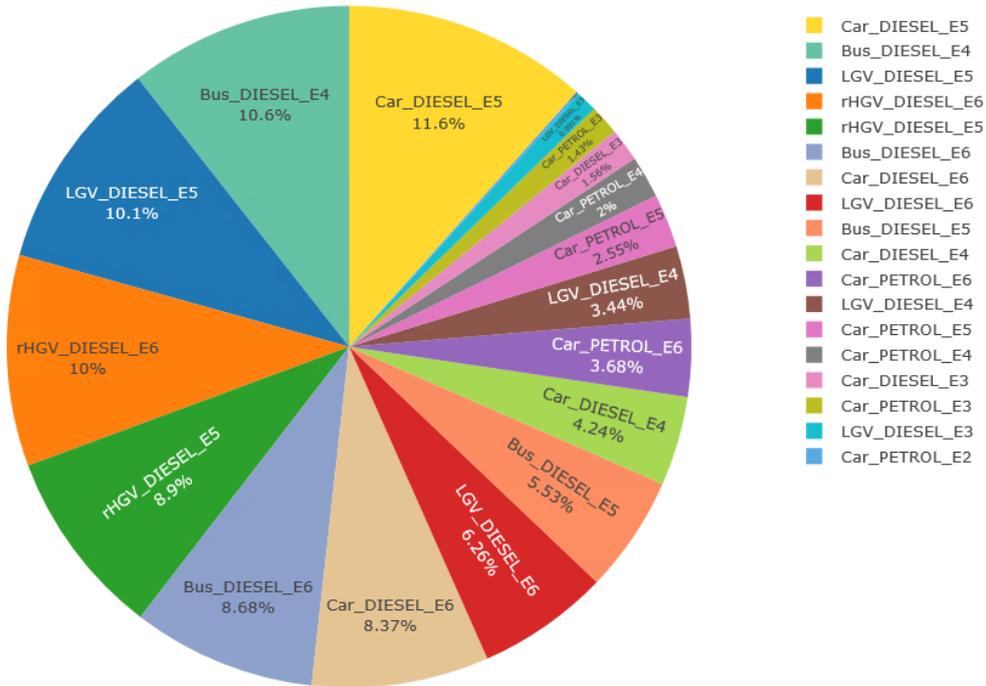
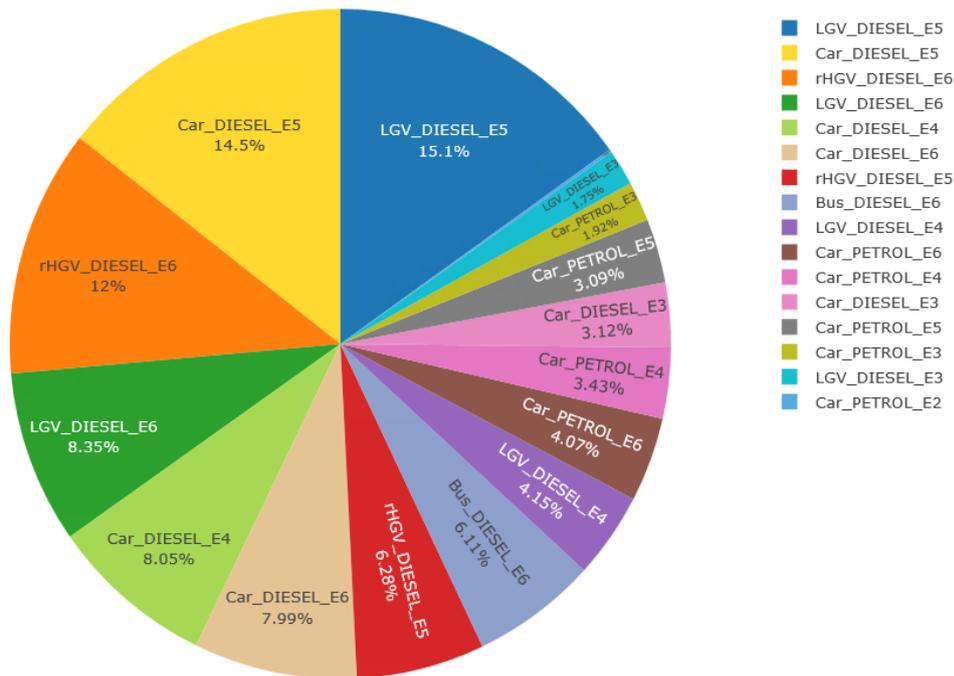


Figure 4 Apportionment of emissions to cars, vans, buses and rigid HGVs by fuel type and Euro standard (E) based on real-world emission factors and fleet composition at Great Junction Street



The Council also undertook source apportionment work for the Glasgow Road AQMA based on a 2022 traffic survey. An ANPR camera survey was conducted in September 2022, in order to obtain locally robust information on both the vehicle types and Euro standards of the vehicles using Glasgow Road. Proportions of vehicle types and Euro standards are illustrated below. Analysis has been undertaken at the diffusion tube monitoring locations within the AQMA, in order to provide a context in relation to concentrations, as set out in LAQM Technical Guidance (TG22).

Figure 5 Apportionment of emissions at diffusion tube monitoring locations to vehicle types based on fleet composition at Glasgow Road

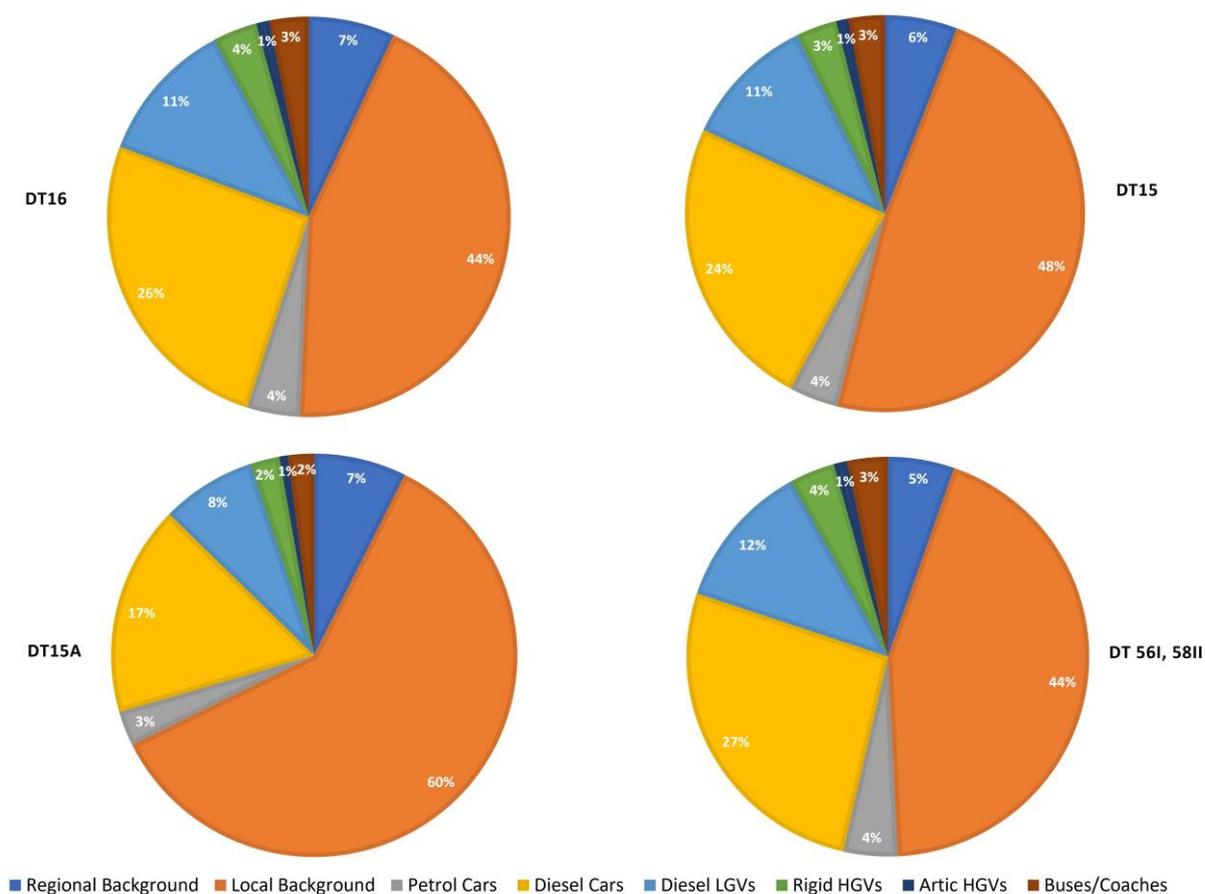


Figure 5 shows that at all of the monitoring sites, background concentrations (local and regional) make up a large proportion of the overall emissions. It should be noted that background concentrations are likely to be significantly influenced by general motorway traffic, especially from the adjacent M9.

In terms of the traffic emissions, the majority of emissions are from diesel cars and LGVs, with smaller proportions of emissions from petrol cars, HGVs and buses.

Figure 6 shows the traffic emissions apportioned (ie not including background), for a clearer illustration of the breakdown of NOx emissions from the adjacent road traffic.

Figure 6 Apportionment of emissions to vehicle types based on fleet composition at Glasgow Road

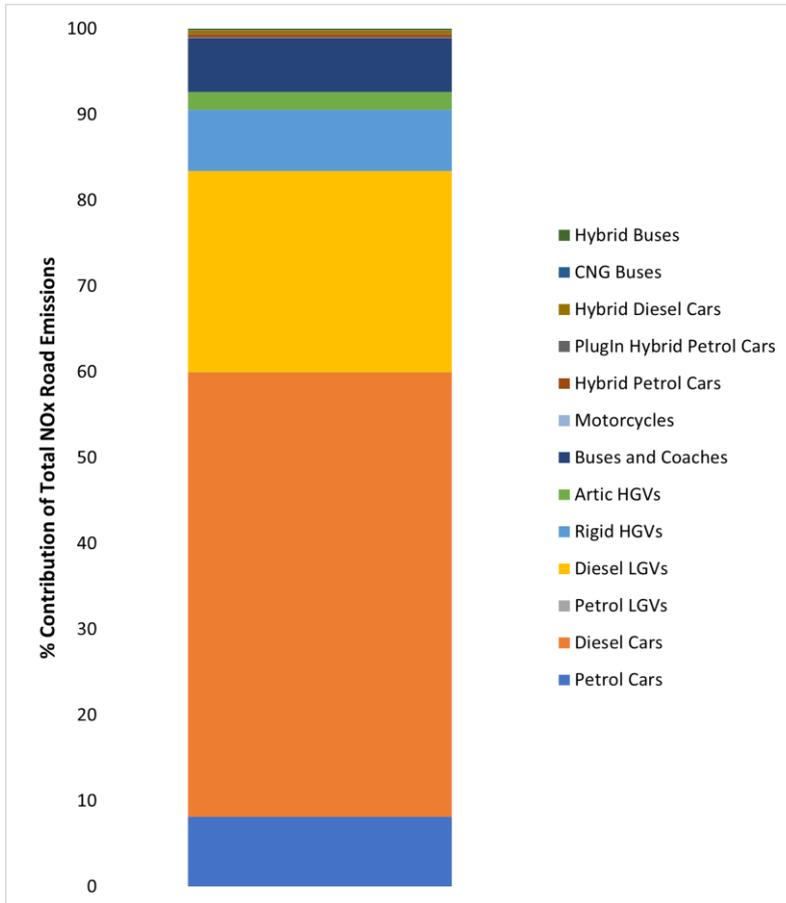
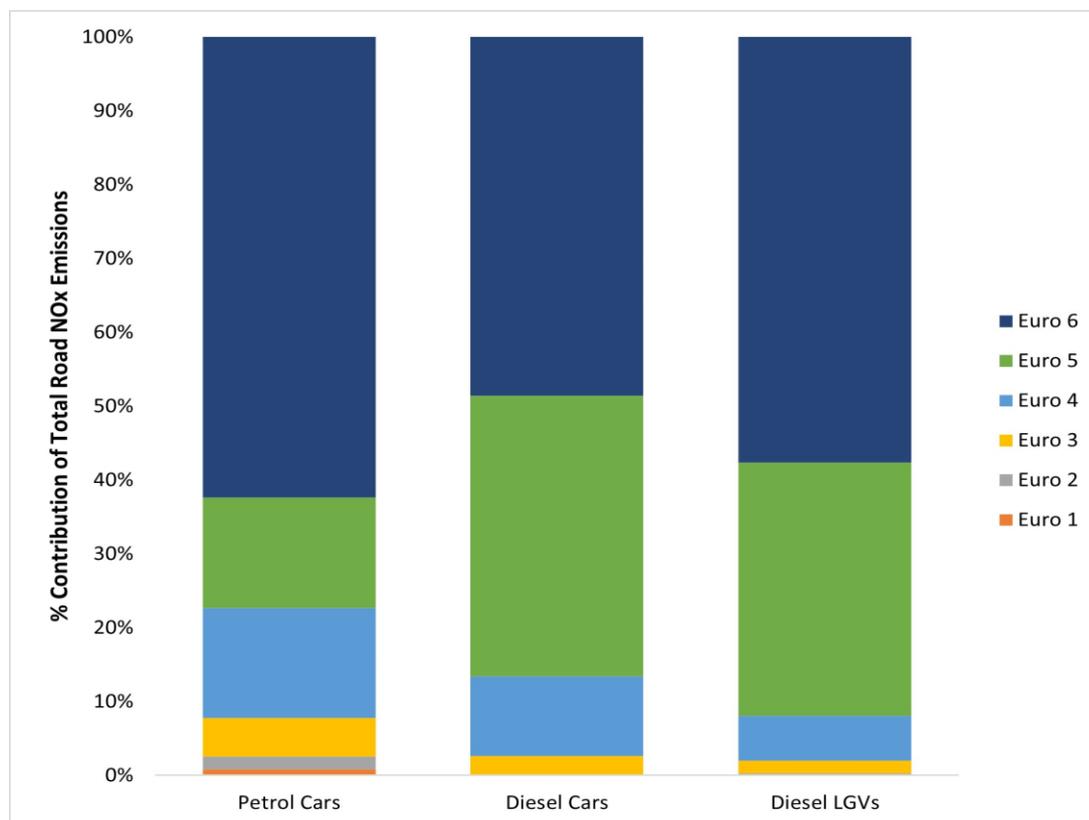


Figure 7 shows the breakdown in emissions between Euro classes for the main contributors to overall emissions. Due to their numbers in the fleet, emissions from Euro 5 and 6 vehicles predominate, with very little contribution to emissions from vehicles older than Euro 4.

Figure 7 Apportionment of emissions to Euro classes for Petrol cars, diesel cars and LGVs based on fleet composition at Glasgow Road



The source apportionment work has been based on modelled scenarios of future traffic and emission predictions, real-world tailpipe emission factors and recent surveyed traffic, which has provided a comprehensive analysis of emissions in Edinburgh. Overall, it illustrates that there is a need to include all vehicle types across a range of actions within the AQAP.

3.2 Required Reduction in Emissions

Predictions on emission reductions were calculated through the Council's participation in the Cleaner Air for Scotland's National Modelling Framework (NMF) process to develop the City NMF Model, for the Low Emission Zone (LEZ) assessment work. These findings have been well defined in [SEPA's evidence reports](#).

The NMF assessment work suggested that there will be locations in the Central and St John's Road AQMAs which may still have roadside exceedances at the kerbside locations post LEZ implementation, but current monitoring data at relevant receptors

(normally buildings, rather than kerbside locations), indicates that the exceedance area for the Air Quality Objectives has been reducing substantially. The latest monitoring data from 2022 suggest that at locations of relevant exposure, there were no exceedances of the air quality objectives. It should also be noted that although compliance with air quality objectives is important, from a health perspective, a general reduction in emissions of the key pollutants (including PM₁₀ and PM_{2.5}) may provide better health outcomes than focussing on hotspot locations. For this reason, wider, more strategic measures have been included.

3.3 Key Priorities

Based on the evidence provided above and consultation outcomes as set out in Chapter 4, the following issues need to be prioritised:

- Implementation of the LEZ, which should reduce and maintain concentrations of nitrogen dioxide to within legal standards in Edinburgh,
- Specific action in other areas of poor air quality such as St Johns Road AQMA and continued action in areas where AQMAs are being revoked to ensure air quality continues to improve e.g., Inverleith Row,
- Through collaborative working, ensure that wider strategic air quality action is implemented through existing policy areas. This will include strategic transport improvements, promotion of behaviour-change to reduce private vehicle use, promotion of low emission vehicles and controlling domestic emissions, and;
- Plans being developed and implemented for placemaking, climate change and noise reduction are closely co-ordinated and aligned with those for air quality in order to maximise co-benefits. In particular, the actions within this plan are fully integrated with the City Mobility Plan (CMP) Implementation Plan, and consultation on this plan.

4. Development and Implementation of the City of Edinburgh Council's AQAP

4.1. Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with other local authorities, partner organisations, businesses and the local community in compiling actions that improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 1.

This AQAP was originally considered by the Council's Transport and Environment Committee in December 2022. Thereafter, a period of statutory consultation and engagement was undertaken in combination with related placemaking and mobility-led plans. This approach maximises the strategic understanding of the interlinkages and opportunities for coordinated delivery of actions.

The consultation on the AQAP was extensive and wide ranging, as part of the process for delivering the City Mobility Plan (CMP). The process incorporated stakeholder consultation (in-person workshops and public drop-in sessions), an online survey open to the public, focus groups and market research.

The response to the consultation and stakeholder engagement is provided in Appendix A: Response to Consultation, which also provides links to relevant documentation online.

Table 1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Scottish Government	Yes
The Scottish Environment Protection Agency (SEPA)	Yes
Transport Scotland	Yes
All neighbouring local authorities	Yes

Consultee	Consultation Undertaken
Other public authorities as appropriate, such as NHS Scotland and Health Boards	Yes
Bodies representing local business interests and other organisations such as community groups as appropriate	Yes

This version of the Air Quality Action Plan will be presented to the Council’s Transport and Environment Committee for approval in February 2024, prior to submission to the Scottish Government.

4.2. Steering Group

A Steering Group was set up in order to take the AQAP forward. Three steering group meetings were initially held (9th March, 7th April and 27th June 2022) and involved the collaboration of officers across the Council in different disciplines, and partner organisations; SEPA, Transport Scotland and NHS Lothian.

Meetings with specific members of the Group, and others with relevant responsibilities were also held. These have included meetings relating to Climate Change work, the Council’s Travel Plan, EV infrastructure and Parking Strategy and Public Transport. SEPA have provided specific information on the LEZ and NMF modelling development.

The Steering Group was made up of the following members:

- Executive Director of Place
- Service Director – Sustainable Development
- Service Director – Operational Services

As well as the Council Heads of Service and managers for:

- Placemaking and Mobility
- Planning and Building Standards
- Network Management and Enforcement (Transport)
- Policy and Insight (Sustainability)

- Regulatory Services
- Finance and Procurement
- Communications

In addition, the project team consisted of

- Environmental Health Officers
- Placemaking and Mobility Strategy and Development Team Leader
- Air Quality Consultants LTD.

Associate members from external bodies included SEPA, Transport Scotland and NHS Lothian.

A further Steering Group meeting was held on the 31st October 2023 to specifically discuss the outcomes of the consultation and any required changes to actions.

As suggested during the consultation process, and agreed by the Steering Group at the meeting on the 31st October, the group will continue to meet in order to provide governance for the plan, to ensure that implementation of the range of measures is progressing, and identify any challenges to implementation. This approach will also feed into the annual reporting to the Scottish Government on progress of the AQAP.

4.3. Integrated Impact Assessment

The Council's Integrated Impact Assessment (IIA) process and guidance has been developed by the four local Lothian local authorities and NHS Lothian and is relevant for developing action plans. The IIA process ensures legal obligations are met in terms of equality, socio-economic disadvantage, climate change, sustainability, the environment and human rights, by assessing the impact the action plan could have on certain population groups.

A IIA workshop was carried out on 22nd September 2022 with representatives of the following disciplines within the Council; Transport, Placemaking, Environment and Heritage, Strategy and Insight, Environmental Health and Planning.

Findings to date highlight that there will be positive impacts across all sectoral considerations – equality, health, well-being and human rights, environment and sustainability and economic impacts. Impacts were also highlighted that have the potential to cause negative effects however all but one of these was able to be

mitigated through education and communication and working effectively with key stakeholder and partner organisations. Potential negative impacts on commercial biomass providers could not be negated.

Further research and discussion has been undertaken to ascertain how gypsy/travelling communities could be impacted in respect to future policy development on solid fuel burning. Ongoing work with these communities will continue to provide information on air quality in an accessible way, covering both the LEZ and domestic burning, where relevant.

4.4. Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) screening process was also undertaken for those actions not previously considered under the SEA requirements in other Council strategies e.g., City Mobility Plan, 2030 City Plan or Climate Strategy.

The screening exercise showed that the relevant actions were likely to have slight positive impacts, but the effects were not expected to be significant. Therefore, concluding that a SEA is not required.

A report detailing the screening assessment was submitted to the SEPA Gateway for consideration, as per due process, and responses have been incorporated into the final plan.

5. AQAP Actions

Table shows the AQAP actions for Edinburgh, to be implemented over the five-year time period for the Plan. The table contains:

- A list of the actions that form part of the plan.
- Expected or actual completion year for measures.
- Measure status (whether the measures are planned, in progress, completed or delayed)
- The responsible individual and departments/organisations who will deliver these measures.
- How the measure will be funded (Scottish Government or other).
- Estimated cost of implementing each measure (overall cost and cost to the local authority).
- Expected benefit in terms of pollutant emission and/or concentration reduction.
- Key milestones towards delivery.

NB: Please see future Air Quality Annual Progress Reports, compiled as part of the statutory LAQM process, for updates on the implementation of these actions.

The Council's proposed AQAP actions consist of measures under eight key themes:

- Low Emission Zone (LEZ)
- Strategic Transport
- Behavioural Change to Active Travel
- Public Transport
- Low Emission Vehicles
- 2030 Climate Strategy
- Integrated Policies and Guidance
- Domestic Emissions.

It should be noted that there is some overlap between the overriding themes, with some of the actions cutting across multiple categories. For example, measures which support the 2030 Climate Strategy are also likely to support behavioural

change to active travel, support low emission vehicles, or reduce domestic emissions. The LEZ will support a modal shift to active travel and public transport as well as encouraging residents to use lower emission vehicles.

In accordance with the requirements of Scottish policy guidance (PG(S) (23)) predictions are considered in respect to the likely effect on AQMAs in Edinburgh. The Council expects that all of the AQMAs within the city of Edinburgh will be revoked by the end of this plan period (2028) and where possible within the shortest possible time.

Table 2 – Air Quality Action Plan actions is detailed overleaf.

Table 2 – Air Quality Action Plan Actions

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
1. LEZ	1.1 Implement the Low Emission Zone and key actions such as the road network mitigation measures, signage, enforcement systems, communication plan and further development of the LEZ through continued working with Scottish Government to monitor and evaluate performance and maintain City NMF modelling work.	Promoting Low Emission Transport – Low Emission Zone	2025	Partially completed	The City of Edinburgh Council (CEC) (Placemaking and Mobility, Network Management and Communications)	CEC, Scottish Government, Transport Scotland	Partially funded	£1 million - £10 million	NOx emissions from traffic sources within LEZ by 55% (equivalent to 25-30 tonnes/year), when compared to 2019 levels	Initial implementation on 31 st May 2022 Enforcement begins 1 st June 2024.	
	1.2 Work with Transport Scotland and SEPA to look at opportunities to promote zero-carbon city centres within the existing LEZs governance structure.	Promoting Low Emission Transport – Low Emission Zone	Ongoing	Planned	CEC (Placemaking and Mobility), SEPA, Transport Scotland	CEC	Funded (staff time)	None	None	Initial meeting 2024	Cleaner Air for Scotland Strategy action
2. Strategic Transport	2.1 In the context of a strategic approach to traffic management that seeks to reduce motorised traffic and encourage public transport and active travel, seek to ensure that traffic management projects achieve positive impacts on air quality especially in locations in breach of, or at risk of breaching, air quality objectives, and include mitigations for negative impacts.	Traffic Management – Strategic Highway Improvements	Applicable to each scheme	In progress	CEC (Network Management)	Applicable to each scheme	Applicable to each scheme	Applicable to each scheme	Modelled emission reductions for individual schemes	Applicable to each scheme	In conjunction with City Mobility Plan and Council Asset Programmes

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
	2.2 Complete design work for improvements at St John's Road / Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme and implement improvements.	Traffic Management – Strategic Highway Improvements	As per agreed delivery programme	Preliminary design and traffic modelling undertaken	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland,	Unfunded	£500k-£1million	Not quantifiable	Detailed design work completed.	
	2.3 Ensure that any new traffic management schemes within the Glasgow Road AQMA achieve improvements in local air quality and reduce exposure to pollutants	Traffic Management – Strategic Highway Improvements	Ongoing	Scheme currently under consideration	CEC (Placemaking and Mobility and Network Management)	City Deal	Funded	To be confirmed (TBC)	TBC	Agreed outline business case 2024	
3. Active Travel	3.1 Engage in Clean Air Day on an annual basis	Promoting Travel Alternatives/ Public Information	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland	Unfunded	<£10K per annum	Not quantifiable in terms of one day awareness raising	Consider sister campaign Clean Air Night 2024.	
	3.2 Work with Council education officers and schools, to increase air quality awareness & make improvements across the school community	Promoting Travel Alternatives/ Public Information	Ongoing	In progress	CEC (Placemaking and Mobility), and SEPA	CEC, Scottish Government	Unfunded	<£10K per annum	Not quantifiable in terms of awareness raising	Work with schools on LEZ boundary	
	3.3 Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes	Promoting Travel Alternatives	Ongoing	Planned	CEC (Placemaking and Mobility), Communities and Partners	CEC, Scottish Government	Applicable to each scheme	Applicable to each scheme	Not quantifiable	Ad-hoc projects	Potential collaborative working with the University of Edinburgh

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
4. Public Transport	4.1 Support improvements to public transport, including enhancing and expanding the bus / mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing, as set out in the CMP Implementation Plan	Promoting Travel Alternatives	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland	Funding secured to enable significant progress	£1 million - £10 million	Not easily quantifiable as part of a wider set of measures, but potential to improve air quality significantly, particularly in conjunction with 4.2.	Review of committed actions in CMP Implementation Plan	Long Term Plan Implemented through CMP
	4.2 Support projects to decarbonise the Edinburgh bus fleet.	Promoting Low Emission Transport	Ongoing	In progress	CEC (Placemaking and Mobility)	CEC, Scottish Government, Transport Scotland, Bus operators	Partially funded	>£10 million to deliver, but initially reviewing how this will be delivered.	Not easily quantifiable as part of a wider set of measures, but potential to improve air quality significantly, particularly in conjunction with 4.1.	Review of EV charging infrastructure and available technologies	Conclude optioneering for delivery of net zero carbon fleet and agree preferred technologies by end of 2025
5. Low Emission Vehicles	5.1 Continue the ECO Stars fleet recognition scheme	Vehicle Fleet Efficiency – Fleet Efficiency and Recognition Schemes	Ongoing annually	In Progress	CEC (Regulatory Services)	Scottish Government	Funded (Annual funding)	<£10K	Not quantifiable	Annual renewal of scheme	Largest scheme in Scotland
	5.2 Update Edinburgh Planning Guidance to incorporate a greater provision of electric vehicle (EV) infrastructure in new developments	Promoting Low Emission Transport-Priority Parking for LEVs	2024	Planning phase	CEC (Planning and Building Standards)	CEC	Funded (staff time)	<£10K	Not quantifiable for the whole policy change	Publication of updated Guidance	

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
6. 2030 Climate Strategy	6.1 Discourage the uptake and use of biomass in commercial settings through Planning Policy to ensure no negative impacts on local air quality and to support the transition to low carbon technologies	Promoting Low Emission Plant -Other Policy	2025	In progress	CEC (Planning and Building Standards)	CEC	Funded (staff time)	<£10K	Not quantifiable for the whole policy change	Publication of updated Guidance	
7. Integrated Policy	7.1 Use UK APAS (Air Pollution Assessment Service) to investigate the impacts of City Plan development on air quality in the long term	Transport Planning and Infrastructure - Other	2028	In progress	CEC (Planning and Building Standards), and SEPA	CEC SEPA	Funded (staff time)	<£10K	Will not specifically reduce emissions or concentrations	Final development of the model at end of 2024	Part of CAFS National Modelling Framework
	7.2 Lobby Scottish Government for an update of licensing laws to tackle concerns such as patio gas heaters and external solid fuel burning in licensed premises and use of petrol / diesel generators in street trading	Promoting Low Emission Plant – Other Policy	2028	Planned	CEC (Regulatory Services)	CEC	Funded (staff time)	<£10K	Emissions reductions will be very localised and hence not quantifiable	Update in licensing laws	
	7.3 Continue to enforce against vehicle idling and expand awareness raising campaigns, including commercial fleet representatives at Events Planning and Oversight Group and consider the Council's own vehicle telematics data	Traffic Management – Anti-Idling Enforcement	Ongoing	In progress	CEC (Network Management and Enforcement and Communications)	CEC	Funded (staff time)	<£10K	Emissions reductions will be very localised and hence not quantifiable	Enforcement mechanism already in place.	
	7.4 Ensure Placemaking strategies and guidance including Place Briefs take account of air quality.	Policy Guidance – Development Control	2024	In progress	CEC (Planning and Building Standards & Placemaking and Mobility)	CEC	Funded (staff time)	<£10K	Not quantifiable	Review of Edinburgh Design Guidance	Action in Cleaner Air for Scotland 2 Strategy

Theme	Action	Category and Classification	Expected / Actual Completion Year	Measure Status	Delivery Organisations	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Action	Key Milestone	Comments
8. Domestic Emissions	8.1 Local information campaigns to support the national (CAFS) message, e.g., communications from the Council in winter on energy needs to work in partnership with air quality messaging	Public Information	2028	Planning phase	CEC (Placemaking and Mobility, Communications)	CEC, Scottish Government	Unfunded	Depends on ambition of campaign	Not quantifiable	Scottish Government CAFS Public Engagement Framework published	
	8.2 Work with Scottish Government to review the Clean Air Act and encourage abolition of permitted development rights for flues for woodburning stoves and biomass boilers	Promoting Low Emission Plant – Other Policy	2024	In progress	CEC (Regulatory Services)	CEC	Funded (staff time)	<£10K	Not quantifiable	Respond to formal Scottish Government consultation	Review commenced 2023
	8.3 Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city to inform any targeted intervention	Promoting Low Emission Plant – Other Policy	2026	Planning phase	CEC (Regulatory Services and Placemaking and Mobility)	CEC, Scottish Government	Unfunded	<£10K	Information gathering - will not in itself reduce emissions or concentrations	Delivery of a completed study	
	8.4 Develop a Whole House Retrofit (WHR) delivery programme for retrofitting social housing across the city to the highest energy standards, to reduce energy demand and tackle fuel poverty.	Promoting Low Emission Plant – Other Policy	Completion of the works beyond 2030	In Progress	CEC (Housing Strategy & Development)	Housing Revenue Account Capital Programme	Funded	>£10 million investment	Not quantifiable for the whole policy change	Pilots complete 2024/25	

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Action 1: Implement the Low Emission Zone and Mitigation Measures and look at opportunities to promote zero emission city centres

A Low Emission Zone (LEZ) is an area where targeted action is taken to improve air quality, by penalising the most polluting vehicles entering the zone. Drivers of those which are non-compliant will have to pay a penalty charge if travelling within the area, which effectively bans non-compliant vehicles.

The Edinburgh LEZ covers most of the city centre with the boundary including the West End, Queen Street and the New Town, Greenside at the top of Leith Walk, Abbeyhill on the east, Pleasance, Meadows and Tollcross (See Figure 1). The LEZ, which includes all types of vehicles (with few exemptions), was implemented on 31st May 2022 and has a 2 year 'grace period' before being enforced from 1 June 2024. Further information about the zone, including exemptions, funding support and consultation updates can be found at: <https://www.edinburgh.gov.uk/lez>.

Detailed and tailored traffic and air quality data collection exercises between 2016 and 2020 in Scotland's four major cities underpinned the development of the LEZs and created local city models through the National Modelling Framework (NMF).

For Edinburgh, this work showed how the LEZ will have a positive impact on the Central AQMA as well as other parts of the city centre and wider suburban area. NOx emissions from traffic sources within LEZ are expected to reduce by 55% (equivalent to 25-30 tonnes/year), when compared to 2019 levels, which will result in lower pollutant concentrations, however, it was also recognised that this did not necessarily mean that compliance with the air quality objectives would be met at all locations within the LEZ. Other actions are necessary to ensure full compliance and maintenance of the objectives.

The full modelling and assessment work has been considered by the Council and the decision was made in March 2022 to proceed with the LEZ implementation.

Delivering the LEZ is the first and most significant action in this Plan as the Council works towards the start of enforcement (1 June 2024). Continued assessment will be undertaken through the LAQM regime of the predicted air quality improvements to support its delivery:

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Action 1.1 Implementation of the Low Emission Zone including key actions as follows:

- Road network mitigation including engagement with key stakeholders on proposed changes,
- Signage and lineage notifying drivers at LEZ boundary and approach roads,
- Enforcement infrastructure and systems,
- Communications timed across the period to June 2024 to ensure maximum early compliance, including information about grants available,
- Further develop the LEZ through continued working with the Scottish Government to monitor and evaluate the LEZ by publishing regular updates on performance, and;
- Continue to update the LEZ City Model developed under the National Modelling Framework to reflect changes to the road network and more recent fleet predictions from ANPR data collected.

Through Scottish Government and Transport Scotland grant awards, approximately £2.03million has been committed to development and implementation costs for LEZ. Council staffing and legal costs are not included. An estimated £400k per annum operational and maintenance costs are currently unfunded. Any revenue surplus from penalty fines will cover operational/maintenance costs or be re-invested to support the LEZ scheme's objectives, however this revenue stream is anticipated to be limited due to the deterrent nature of Scotland's LEZ regime.

In addition, to LEZ implementation the Cleaner Air for Scotland 2 strategy suggested local authorities work with Scottish Government, Transport Scotland, citizens and other relevant partners to explore opportunities to promote zero carbon city centres within the existing LEZ structures. An action is also included to this effect:

Action 1.2 Work with Transport Scotland and SEPA to look at opportunities to promote zero-carbon city centres within the existing LEZs governance structure.

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Action 2: Support and Implement Strategic Transport Improvements

As set out in the City Mobility Plan, “*investment in the city’s travel infrastructure, services and network’s management needs to be focussed on making sustainable travel the best choice, not just the right choice*”.

As Scotland’s fastest growing city, the transport system in Edinburgh must evolve in a sustainable way, to cater for a rapidly growing population and to support the city becoming net zero by 2030.

Edinburgh’s approach to land use planning, through the 20-minute neighbourhood concept means that people will have less distance to travel to meet their daily needs. Many journeys will, however, require changes across travel modes. Interchanges between public transport, active travel and other modes must be well planned and implemented, conveniently placed, seamlessly integrated and easy to understand.

Measures which support strategic transport improvements are currently committed by Council, with detailed staged timescales set out in the CMP Implementation Plan:

- develop and deliver a strategic approach to road space allocation between modes of travel to define the degree of priority to be given to different modes on different streets,
- expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven,
- review the city’s bus network to better align with the Council’s strategic priorities including improving accessibility, integration and reducing congestion in the city centre,
- develop public transport interchanges at key locations in the city to enable better connections between services and modes,
- investigate opportunities to expand and create strategically placed transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel,

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- identify opportunities for mobility hubs⁵ in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging, this includes completing a study to define regional Park and Ride,
- Deliver Low Traffic Neighbourhoods (LTNs) in Corstorphine and Leith with an aspiration to deliver LTNs more widely, depending on the outcomes of the initial schemes,
- Use innovative approaches to managing traffic flow, for example incorporating air quality sensors to manage traffic flow in real time in line with the Digital and Smart City Strategy,
- Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility difficulties. The supporting information paper on delivering actions for parking will ensure a review of the pricing strategies to help reduce vehicle emissions,
- Review of major junction efficiency across the city, including consideration of air quality. Junction reviews are also being undertaken with respect to any potential impacts from the LEZ to ensure that the network management strategy for the LEZ mitigates congestion and the resulting pollutants,
- In 2019, a traffic modelling study investigated the optimum junction layout for the A8/Drumrae South junction, which would aim to reduce vehicle emissions on the St John's Road corridor, particularly between the junctions of Clermiston Road and Drumrae South. This work should be reconsidered in the context of specific actions of this Plan alongside other specific measures which support strategic transport improvements for air quality improvements.

⁵ Mobility hubs, whilst serving as places that enable and promote multiple transport modes, can also serve as easily-accessible attractions in their own right – performing a role as 'community hubs'. A mobility hub can, therefore, be both a place for travellers to leave from and be a place to go to; as a shared workspace for instance, or as a parcel drop-off or pick-up point, or as a group of electric vehicle charging points.

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The following actions are specific actions to be contained within the Action Plan to support strategic transport improvements:

Action 2.1 In the context of a strategic approach to traffic management that seeks to reduce motorised traffic and encourage public transport and active travel, seek to ensure that traffic management projects achieve positive impacts on air quality especially in locations in breach of, or at risk of breaching, air quality objectives, and include mitigations for negative impacts.

Action 2.2 Complete design work for improvements at St John's Road / Drumbrae Junction as part of the Circulation Plan's A8 Corridor programme and implement improvements.

Action 2.3 Ensure that any new traffic management schemes within the Glasgow Road AQMA achieve improvements in local air quality and reduce exposure to pollutants.

Action 3: Promote Active Travel to Reduce Private Vehicle Use

Achieving change in travel mode choice to active travel can be an effective strategy to manage transport demand and so reduce NO_x and PM emissions. Changes in travel mode may come about through incentivisation, public engagement or a regulatory scheme (such as the LEZ which will have an impact on modal choice). Measures to provide information on alternative ways of travelling or encouraging lift sharing can be implemented relatively quickly compared to provision of transport infrastructure or the development and introduction of cleaner vehicles, and in many cases can be a more cost-effective approach.

Edinburgh has a number of strategies and specific projects aimed at promoting active travel which are largely being implemented through the City Mobility Plan. The City Mobility Plan is complemented by the emerging City Plan 2030, which includes key components for encouraging behavioural change to active travel. In addition, the Edinburgh City Centre Transformation Programme also contains a number of measures to provide infrastructure for Active Travel within the city centre.

Measures which the Council is currently undertaking which will promote active travel are as follows, with detailed staged timescales set out in the CMP Implementation Plan :

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- Enhance and where necessary expand the walking/ wheeling network to serve and connect key destinations around the city,
- Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increasing segregated cycle infrastructure on main roads,
- Limit the level of parking in new developments based on current and planned levels of walking/ wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for car club and bike hire space,
- Include cycle parking facilities in new developments,
- Expand the School Streets Programme to further primary schools across the city,
- Lead by example by promoting active travel through the Council's Travel Plan,
- Declutter streets by minimising signage, bins and other street furniture to create an uncluttered space for both movement and place functions so they are accessible for all and support street uses and activities,
- Smarter Choices Smarter Places Programme which supports behaviour change to more active and sustainable forms of transport amongst Edinburgh's citizen's and working communities, and;
- Support the CAFS2 national public engagement strategy.

The following actions are specific measures to be contained within the AQAP to help promote active travel:

Action 3.1 Engage in Clean Air Day on an annual basis over the 5-year period of this plan. Depending on the theme of Clean Air Day, this could be linked to other initiatives (such as working with schools, increasing awareness of solid fuel burning, car free streets or Clean Air Night);

Action 3.2 Work with Council education officers and schools, to increase air quality awareness & make improvements across the school community.

Action 3.3 Support citizen science and sensor projects looking at air quality to encourage behaviour change towards sustainable travel modes.

Action 4: Support and Implement Public Transport Improvements

For a city of its size, Edinburgh has a well-regarded public transport network and plans are in place to ensure its continued improvement. By 2030, the Council's vision is for Edinburgh's transport system to be one of the greenest, healthiest and most accessible in northern Europe.

The City Mobility Plan contains a number of policy measures to improve public transport, which take into account the principles agreed in respect to road space allocation, with public transport priority schemes optioneering and detailed business cases to follow.

The timescale for an age limitation and vehicle engine (emission) policy for taxis and private hire vehicles has been extended in light of the COVID-19 pandemic, to alleviate pressure on the sector. As of 1 April 2023, any new licensed taxi (or private hire) vehicle, or a replacement vehicle under an existing licence, is to be Euro 6 engine standard. Significant progress has been made by taxi operators with approximately 75% of the fleet already at least Euro 6. The extension of these dates allows licence holders to retain existing vehicles for a longer period (18 months) than would previously have been allowed, however these timescales complement the LEZ, with grants available from Transport Scotland.

Current measures which are already committed by the Council to support public transport improvements are as follows, with detailed staged timescales set out in the CMP Implementation Plan:

- Enhance and expand the bus/ mass rapid transit network,
- Expand and enforce bus priority measures to improve journey time reliability and operational efficiency within the city and wider region,
- Expand existing and create new regional interchanges, and
- Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.

The following actions are specific measures to be contained within this AQAP to support public transport improvements:

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Action 4.1 Support improvements to public transport, including enhancing and expanding the bus / mass transit network, bus priority measures, regional interchanges and flexible and smart ticketing, as set out in the CMP Implementation Plan.

Action 4.2 Support projects to decarbonise the Edinburgh bus fleet. This may include a more strategic view on future infrastructure and routing, retrofitting existing buses as an emerging technology and investigating finance models. It may also include wider collaboration with other key service operators in the city, such as shared electric charging infrastructure, to support holistic and spatially efficient solutions.

Action 5: Support the Use of Low Emission Vehicles

The primary objective of promoting a switch to low emission vehicles is the reduction of carbon and local pollutant emissions from transport. However, it does not have additional benefits such as congestion reduction, or increased levels of physical activity that are generated by measures to encourage active travel modes. Provision of suitable infrastructure to support low emission vehicles is critical to their introduction. For commercial vehicle operators, the financial case for investing in electric vehicles is strongly dependent on ensuring high vehicle usage.

ECO Stars is a free fleet recognition scheme that encourages commercial and public operators to run their vehicle fleets more efficiently by helping them to reduce fuel consumption, improve efficiency and reduce emissions. ECO Stars is operated on behalf of the Council by TRL and is the largest ECO Stars scheme in the UK, with 312 operators covering more than 10,000 vehicles.

The Council is committed to leading by example through membership of ECO Stars and the acquisition of lower emission vehicles for its own fleet. The proportion of the Council's entire fleet being Euro 6/VI and above, continues to increase from 51% in 2020 to 80% in 2023. The number of electric vehicles significantly increased with all new cars now electric. These improvements will continue, with the impact of the LEZ and the restrictions that this will place on some fleet units, being assessed. The careful planning of key replacement vehicles will mitigate the effect on operations. Steps have also been taken to reduce the total number of vehicles in the fleet overall, through a process of rationalisation.

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In 2017, the Council approved Edinburgh's first Electric Vehicle (EV) Action Plan, with the key purpose of developing a strategic and co-ordinated approach to charging hubs (in some cases at Park and Ride sites). This was to encourage the uptake of EVs, while reducing carbon emissions, improving air quality and unlocking wider economic benefits. More recently, the Council approved a Business Case for the installation of on-street EV charging infrastructure and developed a detailed project plan, to strengthen the existing network. £2.2m funding was awarded from Transport Scotland through the Switched-on Towns and Cities Fund for installing EV on street chargers. For new development, the current requirement is that one of every six spaces should include a fully connected and ready to use electric vehicle charging point, in developments where ten or more car parking spaces are proposed.

Current measures being undertaken by the Council to support low emission vehicles are:

- Encourage the switch to cleaner vehicles by supporting the growth of the EV infrastructure, including the development of a citywide charging network, and ensuring that mobility hubs include provision for EV charging where appropriate,
- Monitor progress in other low and zero emission technologies (for example hydrogen) for different vehicle types,
- Reduce emissions from the Council fleet. This is being undertaken as part of the Council's Emission Reduction Plan, where the approach will be to reduce vehicle miles travelled thanks to route optimisation strategies, to prioritise electrification for cars and light vans, begin the roll out of low-carbon heavy vehicle fleet (with new electric refuse collection vehicles purchased in 2023), and partner with Scottish Government and Scottish Enterprise to pilot innovative low-carbon alternatives to heavy fleet,
- Work towards 'EV only' for business travel by taxi,
- Further charging infrastructure in residential areas is proposed, aimed at long stay/overnight charging in areas of the city where residents lack off-street parking,
- Support car clubs to expand, through the planning system as well as by provision of car club spaces across the city,

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- Over 70 on-street car club bays are to receive electric vehicle chargers for exclusive use by car club operators, to support their transition to a lower emission fleet whilst improving the shared mobility offering in the city,
- Continue working with Scottish Futures Trust and Transport Scotland to develop a business case focused on partnering with the private sector to help fund and deliver EV charging infrastructure up to and beyond 2030,
- Work with third sector partners to pilot the replacement of business journeys by car with e-cargo bikes and roll-out e-cargo bike training to target staff groups (in line with the City Emissions Reduction Plan),
- Expand the implementation of logistics hubs to provide 'last mile' support for large-sized deliveries and dispatch items made by larger delivery vehicles. In some cases, these may combine with mobility hubs,
- Continue to investigate further opportunities for projects which involve innovative solutions for deliveries,
- Supporting public sector transition to electric vehicles by Identifying opportunities to align to investment in EV infrastructure for public service and blue light fleet at strategic locations across the city, which also delivers 'down-time' availability for citizens and businesses, where possible, and;
- Delivering electric vehicle infrastructure by developing electricity grid infrastructure and capacity to respond to increased demand from growth in EV use; and developing pilot proposals for blended finance public-use EV charging hubs in locations which align with the City Mobility Plan's aims of increasing sustainable travel and avoid adding to city-centre congestion.

The following are specific actions to aid transition to low emission vehicles.

Action 5.1 Continue the ECO Stars fleet recognition scheme

Action 5.2 Update Edinburgh Planning Guidance to incorporate a greater provision of electric vehicle (EV) infrastructure in new developments.

Action 6: Support Actions in the Council's 2030 Climate Strategy

There is a link between emissions of greenhouse gases and poor air quality. The co-emission of greenhouse gases and short-lived air pollution is well established in

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some sectors, including fossil fuel electricity production, industrial manufacturing, space heating, transportation and agriculture⁶. National and local commitments to a net zero greenhouse gas budget create major opportunities for delivering additional economic and environmental co-benefits including an improvement in ambient air quality, and vice versa.

For local air pollutants, in contrast to greenhouse gas emissions, it matters if emissions shift closer to areas of population (even if total national emissions decrease). For example, local air pollution from district heating biomass boilers can have disproportionate impacts on people close by compared with large power generation facilities remotely located, and with tall chimneys.

The 2030 Climate Strategy sets out a series of strategic actions across a number of priority areas and to support the delivery of the strategy, an implementation plan has been developed setting out deliverables, milestones, timescales, resources, and an approach to measuring outcomes and impact. It is anticipated that the implementation plan will evolve over the lifespan of the 2030 Climate Strategy.

This AQAP fully supports measures set out in the 2030 Climate Strategy, which include the following priority areas:

- Accelerating energy efficiency in homes and buildings,
- Enabling the development of a citywide programme of heat and energy generation and distribution infrastructure,
- Accelerating the decarbonisation of public transport,
- Renewing the focus on climate resilience and accelerating adaptation of the city,
- Supporting citizen empowerment, behaviour change and community activism, and;
- Supporting business transition and the green economy.

⁶ Air Quality Expert Group (2020) Impacts of Net Zero Pathways on future Air Quality in the UK. Available at: https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2006240802_Impacts_of_Net_Zero_pathways_on_future_air_quality_in_the_UK.pdf

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In particular, supporting behaviour change, actions around accelerating energy efficiency in homes and buildings, developing heat and energy generation and reducing the need for fossil or solid fuels, as well as supporting business transition, should also reduce emissions of local pollutants.

The LEZ has a secondary objective to contribute towards net zero greenhouse gases target which will predominantly occur as a result of a shift to sustainable travel modes, rather than from fleet compliance. This is supported by CAFS2 which contains an action to look at opportunities for promoting zero carbon city centres within the LEZ governance structure.

In addition, the following new specific action is included in the AQAP in relation to the Climate Strategy:

Action 6.1 Discourage the uptake and use of biomass in commercial settings through Planning Policy in order to ensure no negative impacts on local air quality and to support the transition to low carbon technologies.

Action 7: Integrated Policies and Guidance to Support Better Air Quality

Integrated policies and guidance, including a coherent message to residents and visitors to Edinburgh, is essential to support the aims of this AQAP. This is also a key theme in CAFS2. There are a number of policies already in place which will help support air quality, which have been outlined in previous sections of the Plan. Most of these policies cannot be quantified in terms of the impact on pollutant concentrations at specific locations, but they will lead to an overall reduction in emissions across Edinburgh, which in turn will reduce concentrations.

CAFS2 request local authorities, with support from the Scottish Government to assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps. An action is recommended to this effect.

The appropriate regulatory framework is in place to guide new and existing developments in the city to minimise emissions, for example by reducing travel demand, bringing services closer to people and opening up possibilities for increasing cycling and walking. The emerging City Plan 2030 sets out the strategy for

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proposals and policies to shape development and inform planning decisions in the city over the next 10 years and beyond. Air quality is embedded within the City Plan within 'Making Edinburgh a sustainable, active and connected city'. The City Plan 2030 aims to reduce reliance on the car (incorporating a target to reduce car kilometres travelled by 30%) and ensure that Edinburgh moves towards its climate change targets, whilst delivering new homes, particularly to the west of the city.

The aim of Action 7 overall is to ensure that air quality is considered fully and consistently within the planning process, both within policy, guidance and development management. Specifically, that developers know what is required of them, and that mitigation, proportionate to the impacts of the development is routinely implemented. This will be undertaken by reviewing the Edinburgh Design Guidance, to ensure that it fully covers the air quality considerations of new developments. In addition, wider planning processes will also consider air quality, such as the City Mobility Plan, Edinburgh City Centre Transformation Programme and the 2030 Climate Strategy (Action 6).

The National Modelling Framework, developed through the extensive Low Emission Zone development work, ultimately provides a two-tiered standardised approach to modelling air quality – locally and at regional levels - using a nationally consistent methodology. The local, city models informed the LEZ design decision making, whilst the regional model will offer an air quality assessment-based tool within and across neighbouring local authority areas associated with large-scale planned developments. SEPA are leading on this work, which may entail the use of the UK APAS project⁷ modelling in relation to human health effects. As a later work package, discussions will be undertaken with the Scottish Planning Group to integrate this into the Scottish planning process.

⁷ The UK APAS project will develop an online tool to support UK risk assessment of air pollution effects on ecosystems, statutory reporting requirements and also the potential to support the issue of permissions for individual plans or projects (for example, Environmental Permits and planning permission). <https://jncc.gov.uk/our-work/uk-aerius/>

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Use of construction Non-Road Mobile Machinery (NRMM)⁸ is controlled locally through the planning process, where conditions and/or informatives are routinely applied to individual planning consents to minimise NRMM emissions during the construction phase of development. Further action will be supported through the CAFS2 process which commits to providing guidance based on existing industry-led guidelines such as the Supply Chain Sustainability School and the London NRMM guidelines. Guidance would focus on construction projects in AQMAs, cover construction NRMM with a net power rating of between 37kW and 560kW and seek to progressively tighten over time using the NRMM engine emission stages.

Wider collaboration will also continue with transport professionals (Council transport planners and Transport Scotland), planners, climate strategy colleagues and with NHS Lothian in order to identify future policy areas which will require consideration.

The following are specific actions to be contained within the Action Plan to support policy integration:

Action 7.1 Use UK APAS (Air Pollution Assessment Service) to investigate the impacts of City Plan development on air quality in the long term. SEPA is engaged with the UK Government and Devolved Administrations to develop the APAS in relation to modelling of human health effects (the project is currently looking at ecological receptors),

Action 7.2 Lobby Scottish Government for an update of licensing laws to tackle concerns such as patio gas heaters and external solid fuel burning in licensed premises and use of petrol / diesel generators in street trading,

⁸ NRMM includes mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads, such as that on construction sites, but also generators and other machinery NRMM does not utilise the Euro emission standards as adopted by vehicles. Rather, the UK Government introduced new legislation via the Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulations 2018, where the most recent NRMM stage is Stage V. However, not all NRMM machinery will comply with the Stage V level as they were manufactured before the 2018 Regulations were established

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Action 7.3 Continue to enforce against vehicle idling and expand awareness raising campaigns, including commercial fleet representatives at Events Planning and Oversight Group and consider the Council's own vehicle telematics data, and;

Action 7.4 Ensure Placemaking strategies and guidance including Place Briefs take account of air quality.

Action 8: Control Domestic Emissions

Open fires and wood-burning stoves have risen in popularity over recent years. They are now an additional form of heating for many households in both urban and rural areas. This increase in burning solid fuels in our homes is having an impact on our air quality and now makes up the single largest contributor to UK wide Particulate Matter emissions at 38%⁹. This compares with industrial combustion (16%) and road transport (12%). What people burn and the appliance they use will have a significant impact on emissions. A report by King's College London¹⁰, measuring local concentrations, found that wood burning accounts for up to 31% of the urban derived PM_{2.5} in London.

The Scottish Government have commissioned research, to provide the context for Scotland, focusing on urban air pollution issues, particularly domestic combustion and its distribution, its effects on particulate matter and the consequences for human health. Issues around solid fuel burning in urban areas like Edinburgh will be very different to rural areas of Scotland. Once this research is available, specific action(s) will be explored and an update to this Action Plan made for consideration if necessary. See Appendix B.

Smoke Control Area Orders cover the entire Edinburgh Administrative Area and significant improvements in air quality have been achieved since their introduction due to use of natural gas in the domestic and commercial sectors. However, within

⁹ Clean Air Strategy 2019 <https://www.gov.uk/government/publications/clean-air-strategy-2019>

¹⁰ Font, Fuller et al, 'Airborne particles from wood-burning in UK cities' (2017), https://uk-air.defra.gov.uk/assets/documents/reports/cat05/1801301017_KCL_WoodBurningReport_2017_FINAL.pdf

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the Council administration area, there are an increasing number of complaints about domestic burning. The recent trend to install wood burning stoves in urban areas as a secondary or amenity heating source is evident.

There needs to be careful messaging around the reduction in solid fuel burning, especially in the urban area and the need to 'burn better' (e.g. by considering burning less, using a more efficient means/appliance, using cleaner fuels, maintenance etc); which may appear as an endorsement of solid fuel burning. A longer-term shift towards low carbon renewable sources of heat and power, as being implemented through the 2030 Climate Strategy will reduce the overall emissions of this sector and provide benefits from both a climate change and air quality perspective.

Nationally, CAFS2 provides a number of actions around solid fuel burning, including encouraging the uptake of Ecodesign stoves, working with business and industry to support educational schemes (such as Woodsure and Ready to Burn), taking forward potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, and restricting the sulphur content of smokeless fuels to 2% and prohibiting the sale of wet wood. In developing programmes to support households and businesses in transitioning to low-carbon heating solutions, consideration will be given to the needs of those affected by controls on the supply of the most polluting domestic fuels. At a policy level, the Scottish Government will consider what changes are needed to current permitted development rights for flues for woodburning stoves and consider revision of the Clean Air Act.

The Council will support work being undertaken by the Scottish Government in reducing emissions from this source, and where necessary undertake the following actions:

Action 8.1 Local information campaigns to support the national message – for example communications from the Council in winter on energy needs to work in partnership with air quality messaging. Direct campaigns on Solid fuel burning need to balance messages around reducing burning, verses 'burning better',

Action 8.2 Work with Scottish Government to review the Clean Air Act and encourage abolition of permitted development rights for flues for woodburning stoves and biomass boilers, and;

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Action 8.3 Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas within the city and inform any targeted interventions.

Action 8.4 Develop a Whole House Retrofit (WHR) delivery programme for retrofitting social housing across the city to the highest energy standards, to reduce energy demand and tackle fuel poverty.

Appendix A: Response to Consultation

Consultation on the Air Quality Action Plan (AQAP) was extensive and wide ranging, considering the detailed consultation process for the CMP and the statutory elements for the AQAP consultation itself.

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

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

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

Support for the Air Quality Action Plan

The market research, which reflects the demographics of Edinburgh, indicated majority support for all of the actions specific to air quality and those which were designed to reduce emissions in the CMP. Within the online survey, although support for some of the measures was less than 50%, there was overall support for a transition to a zero-carbon bus fleet (65% support), electric vehicle charging infrastructure and discouraging biomass burning in commercial settings. Support for the transition to a zero-carbon bus fleet was also apparent in the Focus Groups.

The statutory consultees were also in support of the AQAP, some providing detailed comments on the drafting of the document (in particular to reduce the amount of information provided), with neighbouring authorities responding regarding actions which may impact on their areas, and the commitment to work collaboratively. In particular, perceived positive and negative effects of the Low Emission Zone (LEZ) on their areas were identified.

The Air Quality specific workshop with stakeholders provided detailed observations and suggestions around domestic solid fuel burning, integration of policy areas and strategic transport, which included public awareness campaigns, lobbying Scottish Government and working with partners across Edinburgh to deliver the actions discussed including the NHS and the University of Edinburgh.

The Focus Group participants supported the reduction of emissions but highlighted the equity issues of the LEZ (i.e., those experiencing poverty cannot upgrade vehicles to be compliant with the LEZ); better infrastructure for electric vehicles was supported.

A large number of air quality specific comments were also provided within written submissions as part of the wider CMP process from stakeholders such as Cycling Scotland, Sustrans, Edinburgh Bus User Group, Enterprise Holdings, University of Edinburgh, Homes for Scotland, residents groups and NHS Lothian. There was support for reducing emissions within Edinburgh, as well as for accelerating energy efficiency measures within homes. NHS Lothian commented that there are still health effects even where pollutant concentrations are below air quality objectives, which is supported by the more strategic actions within the AQAP (and also reflects Scottish Air Quality Policy). The University of Edinburgh offered support for the implementation of actions to raise public awareness.

Response to the consultation

In response to the consultation, we have ensured that the actions which have support have remained in the AQAP, and where there has been particular public support, these actions have increased in prominence and priority, including providing a more detailed implementation timescale. Concerns about the LEZ are reflected within the AQAP and in response to the consultation more signposting to available grants will be undertaken. Concerns about impacts of the LEZ outside of the zone will be monitored as part of the monitoring and evaluation of the scheme.

Following the Air Quality specific workshop there have been some changes to the actions, for example, it was suggested that rather than holding a workshop to increase collaborative working across the Council, the Steering Group should continue, and assist with the governance of the AQAP. We have widened the Steering Group out to further external partners, in order to ensure that actions are

delivered within the timescales in the plan. The Transport and Environment committee also agreed that Council should work with organisations like the British Heart Foundation and Asthma and Lung UK to ensure air quality in Edinburgh continues to improve beyond the minimum standard set by the Scottish Government.

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

Other changes following continued collaborative working have included amalgamating draft Actions 2.1 and 2.4 (Action 2.1 is ensuring that air quality assessments are undertaken for traffic management projects, Action 2.4 is about making use of the National Modelling Framework (NMF) model to undertake such assessments), with 2.4 being a mechanism by which 2.1 can be implemented. Draft Action 4.1 (To incorporate air quality considerations within the Public Transport Action Plan), has also been removed, as the action is no longer relevant because of the integration to a streamlined CMP implementation plan and therefore implicit consideration of air quality. In addition, draft Action 8.4 (delivery of net zero community pilots) has been removed, because no funding source is currently relevant, and it is unclear how this action would be delivered in the timescale of the AQAP.

SEPA provided detailed feedback, and in response to this, and an updated Action Plan template issued by Scottish Government, changes to the structure of the document have been made, in particular a streamlining of the information contained within it, to focus more on the actions themselves. This theme of streamlining has also been taken through to the CMP, to reinforce the integrated approach needed to deliver place-based approaches. Supporting information papers on delivering actions for public transport, active travel, parking and road safety, with the CMP has been developed into an overarching Implementation Plan. This will reduce duplication across the plans, and simplified material for stakeholders. The updated AQAP also contains more detailed information on implementation timescales, where available, in line with the Action Plan template and integrating with the CMP Implementation Plan.

Related outcomes from the wider CMP consultation

Whilst the proposal to review on-street parking charges based on vehicle emissions to help reduce harmful emissions from transport was not considered among the highest priorities, consideration will continue to be given to this to support the Council in improving air quality to further incentivise the transition to sustainable mobility.

Proposals to provide public electric vehicle (EV) charging hubs to help reduce harmful emissions from transport received majority support. The Council will continue to work with EV operators to identify a strategic approach to providing charging infrastructure in the city that supports the forecast growth in EV numbers, whilst managing the level of private vehicle use. This will also ensure that we do not subsidise the charging of EVs using public funds, and that pricing is agile enough to reflect market price fluctuations for electricity. A new delivery model will be developed based on assessment of areas of the city for charger provision to be provided directly by EV operators or the Council. The key target groups will be EV drivers, but also car clubs with electric fleet vehicles.

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

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision.

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Domestic Emissions Solid Fuel Burning	Review and action relevant outcomes of the national study on domestic solid fuel burning.	Once the research becomes available the Council will review the findings and take relevant action on outcomes, through working with Scottish Government under the Cleaner Air for Scotland Strategy 2. This process will be picked up in the Edinburgh Air Quality Annual Progress Reports for the city, which monitor the actions in this Plan.

Appendix C: Policy Context

Scotland Policy Context

National Transport Strategy

Transport Scotland published the [National Transport Strategy](#) in February 2020. The document identifies four priorities which form the basis upon which decisions will be made and policies evaluated with regards to transportation in Scotland. Two of these priorities are particularly relevant to air quality; ‘Takes Climate Action’ and ‘Improves our Health and Wellbeing’. The Strategy states:

“As well as causing adverse impacts on climate change, our transport system has negative impacts on our air quality. Transport generates just over one-sixth of Scotland’s total particulate matter (PM₁₀) and over one-third of the total emissions of nitrogen oxides (NO_x). The majority of these emissions are caused by road transport.”(p22)

Regarding the ‘Takes Climate Action’ Priority, the Strategy sets out the following policy: *“Reduce emissions generated by the transport system to improve air quality”*. The Strategy elaborates:

“More people wanting to access our city centres, often by private car, is impacting on air quality, and subsequently on people’s health. While Scotland’s four largest cities are introducing low emission zones, which through the restrictions on the most polluting vehicles will ultimately help improve air quality, more will need to be done. The Transport (Scotland) Act 2019 will enable local authorities to introduce schemes under which a charge may be levied for employers providing workplace parking places.” (p49)

Regarding the ‘Improves our Health and Wellbeing’ Priority, the Strategy sets out the policy to *“Reduce the negative impacts which transport has on the safety, health and wellbeing of people”*. The Strategy states:

“People are more likely to walk and cycle where safe and accessible active travel infrastructure is available. By embedding the Sustainable Travel Hierarchy, Scotland’s transport system will be designed with sufficient walking

and cycling options to help us become a healthier, more active and fitter nation and tackle medical problems caused by poor levels of activity. It will also reduce the adverse impact on our air quality and the risks from diseases this causes.”(p59)

“Our ongoing work on planning reform will continue to improve links with transport infrastructure, in the long term benefiting air quality and greenhouse gas emissions, and improving health.”(p59)

Scottish Planning Context

The Scottish Government published Scotland's fourth [National Planning Framework \(NPF4\)](#) in February 2023. Part 1 of the NPF4 sets out an overarching spatial strategy for Scotland in the future, which includes priorities, spatial principles and action areas. These include the aims that:

*"Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment", and that:
"Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live".*

Part 2 sets out proposed national developments that support the spatial strategy. Within this, Policy 1: 'Tackling the climate and nature crises' states that:

"When considering all development proposals significant weight will be given to the global climate and nature crises".

Policy 23: 'Health and safety' specifically refers to air quality, stating:

*"Development proposals which are likely to have a significant adverse effect on health will not be supported" and "Development proposals that are likely to have significant adverse effects on air quality will not be supported.
Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely".*

Part 3 sets out policies for the development and use of land which are to be applied in the preparation of local development plans, local place plans and for determining the range of planning consents. Part 4 outlines how the strategy will be delivered.

The Scottish Executive Development Department has also produced '[Planning Advice Note \(PAN\) 51](#) (Revised 2006): Planning, Environmental Protection and Regulation'. It supports existing policy on the role of the planning system in relation to the environmental protection regimes. The PAN quotes SPP1: "the planning authority should have regard to the impact of a proposal on air...quality, although the regulation of emissions or discharges will fall to be dealt with under other legislation". It then goes on to summarise the statutory responsibilities of the environmental protection bodies, as well as informing these bodies about the planning system, and the need for planning decisions to take account of a much wider range of material considerations and the weight to be accorded to them. This includes the LAQM regime.

Scottish Air Quality Context

Cleaner Air for Scotland has been superseded by [Cleaner Air for Scotland 2](#) (CAFS2), which is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution to protect human health.

CAFS2 is shaped around 10 general themes, which are health, integrated policy, placemaking, data, public engagement and behaviour change, industrial emissions regulation, tackling non-transport emissions source, transport, governance, accountability and delivery, and further progress review.

CAFS2 recognises that air pollution, climate change, quality of the urban environment and mobility are strongly interconnected. From this, it follows that effective policy co-ordination across these broad themes, at both central and local government levels, will deliver co-benefits greater than those possible by considering each in isolation. Key to ensuring that these co-benefits are fully realised will be embedding placemaking principles, with a focus on nature-based solutions across policy areas to guide our way to a cleaner, healthier and more attractive environment.

Local Level Policy

City Mobility Plan

The Council published its [City Mobility Plan](#) (CMP) in 2021 which sets out the strategic approach to the sustainable, safe and effective movement of people and goods and a strong commitment to meeting the net zero carbon target by 2030 including through behaviour change, infrastructure provision and network management tools. It confirms a commitment to developing a LEZ scheme along with many other related measures such as electric vehicle charging infrastructure, expansion of Controlled Parking Zones and considering a Workplace Parking Levy, and a 'Pay as you Drive' scheme, if necessary, to tackle congestion and support cleaner air.

The CMP, alongside the adopted Local Development Plan and emerging City Plan 2030, aim to create a city where it is not necessary to own a car in order to get around. Development of the 20-minute neighbourhood concept reinforces the importance of having access to local services catering for daily needs within a 20-minute walk of anyone's front door (in Edinburgh's case, adopting a 10-minute walk there and 10-minute walk back principle).

The CMP contains objectives which this AQAP seeks to address directly or support in tandem with other measures to deliver improvements in Public Transport and Active Travel:

- Primary CMP Objective relevant to this AQAP:
 - Reduce harmful emissions from road transport.
- Secondary CMP Objectives relevant to this AQAP:
 - Increase the proportion of trips people make by active and sustainable travel modes,
 - Improve sustainable travel choices for all travelling into, out of and across the city,
 - Maximise the efficiency of our streets to better move people and goods,
 - Reduce the need to travel and distances travelled, and;

- Reduce vehicular dominance and improve the quality of our streets.

The CMP contains a number of policy measures which are also key to this AQAP including:

- Encouraging changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns,
- Requiring the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators,
- Expansion of the tram/ mass rapid transport network,
- Reviewing the city's bus network,
- City interchanges – public transport interchanges at key locations in the city, supported by taxi ranks,
- Bus priority measures,
- Other public transport improvements such as integrated, smart and flexible ticketing, bus and tram shelters,
- Regional interchanges (transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel),
- Supporting improvements to rail and rail integration,
- Enhance and where necessary expand the walking and wheeling network across the city,
- Expand and enhance the citywide network of cycle routes to connect key destinations across the city,
- Identifying opportunities for Mobility hubs that provide a range of sustainable travel choices and amenities,
- Strategic approach to road space allocation,
- Managing deliveries and servicing – edge of town consolidation and micro distribution centres,
- Encouraging the switch to cleaner vehicles,
- Supporting the transition to zero emission buses, and;
- 20-minute neighbourhoods to reduce the need for longer journeys.

City Plan 2030

Edinburgh's emerging new local development plan, [City Plan 2030](#), sets out the strategy for development, proposals and policies to shape development and inform planning decisions in the city over the next 10 years and beyond. The representation period for the proposed City Plan 2030 concluded in December 2021 and the Council are currently considering the representations received prior to submitting the proposed plan to Scottish Ministers.

By 2030 the vision is for a sustainable city which supports everyone's physical and mental wellbeing, a city where you don't need to own a car to move around, a city which everyone lives in a home they can afford and a city where everyone shares in its economic success.

The City Plan reflects the target to be carbon neutral by 2030 as well as the commitment to build 20,000 affordable and low-cost homes over the next 10 years. The City Plan also reflects the programme to transform the City Centre and implement the City Mobility Plan, which will radically change how residents and visitors move around the city.

Within the current [Edinburgh Local Development Plan](#) which was adopted in November 2016, there is one policy that refers to air quality. Policy Env 22 refers to air, water and soil quality and states that:

“Planning permission will only be granted for development where:

- there will be no significant adverse effects for health, the environment and amenity and either*
- there will be no significant adverse effects on air, water or soil quality (...) or*
- appropriate mitigation to minimise any adverse effects can be provided.”*

2030 Climate Strategy

The vision of the [2030 Climate Strategy](#) is that by 2030 Edinburgh will be a net zero and climate resilient city, with a transformed city centre connected to thriving local neighbourhoods where historic, natural and built environments are protected and valued for their contribution to people's wellbeing.

There are a number of synergies between measures being implemented through the Climate Strategy and those required to improve air quality. These include a reduction in travel (both through people working from home more of the time, or in local hubs reducing the need to travel for work), the city having a network of safe and attractive active travel routes and an integrated world-class sustainable public transport system which is affordable for everyone.

The Climate Strategy includes the vision that most citizens find they no longer need a car, with a network of Electric Vehicle (EV) charging hubs supporting electric commercial vehicles, car clubs and citizens who still need to own a private car, with the city centre a place for walking, cycling and wheeling with excellent public transport accessibility.

In relation to non-transport sources, the vision is that all homes will be well insulated, energy efficient and heated and powered by low-cost, renewable energy with a higher proportion of energy generated locally.

Although there are many co-benefits between the climate strategy and local air quality management, care is needed to ensure measures implemented to deal with greenhouse gas emissions do not inadvertently worsen local air pollution.

Low Emission Zone (LEZ)

In March 2022 the Transport and Environment Committee approved the City Centre Low Emission Zone (LEZ), following legal processes. The LEZ was introduced on 31 May 2022 and will be enforced from 1 June 2024. The 'grace period' of 2 years, aims to help individuals and organisations prepare for the scheme. National exemptions will apply for example, disabled persons (including blue badge holders), historic vehicles and emergency vehicles and there may be local time-limited exemptions that are approved by the council, although it is intended that these will be few and far between. Persons driving non-compliant vehicles into the LEZ will have to pay a penalty charge, effectively banning non-compliant vehicles.

The LEZ boundary includes the West End, Queen Street and the New Town, Greenside at the top of Leith Walk, Abbeyhill on the east, Pleasance, Meadows and Tollcross.

City Centre Transformation Programme

The [Edinburgh City Centre Transformation \(ECCT\) Programme](#) is an ambitious plan for a vibrant and people-focused capital city centre which seeks to improve community, economic and cultural life. It outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport in central streets while improving access for all.

Changes will include a walkable city centre right at the heart of the World Heritage Site, enabled by a pedestrian priority zone and a network of connected, high-quality, car-free streets, a connected network across the city centre of new segregated and safe cycle routes, enhanced bus priority measures, the creation of public transport interchanges and a reallocation of space in the city centre to reduce the impact of vehicles and free up space for other users. The ECCT is supported by the CMP and the emerging City Plan 2030.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan
AQC	Air Quality Consultants Ltd
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
APR	Annual Progress Report
BEAR	Bus Emission Abatement Retrofit
CAFS	Cleaner Air for Scotland
CEC	The City of Edinburgh Council
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
ECCT	Edinburgh City Centre Transformation
ESS	Environmental Standards Scotland
EU	European Union
EV	Electric Vehicle
HETAS	Heating Equipment Testing and Approval Scheme
HGV	Heavy Goods Vehicle

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LAQM	Local Air Quality Management
LEZ	Low Emission Zone
LPG	Liquid Petroleum Gas
LTN	Low Traffic Neighbourhood
MOVA	Microprocessor Optimised Vehicle Actuation
NLEF	National Low Emission Framework
NMF	National Modelling Framework
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NPF	National Planning Framework
OLEV	Office for Low Emission Vehicles
PAN	Planning Advice Note
PCM	Pollution Climate Mapping
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCOOT	Split Cycle Offset Optimisation Technique
SEPA	The Scottish Environment Protection Agency
SG	Scottish Government
SPP	Scottish Planning Policy

The City of Edinburgh Council

TBC	To be confirmed
TEOM	Tapered Element Oscillating Microbalance
TS	Transport Scotland
WHO	World Health Organisation



**CITY
MOBILITY
PLAN 2021-2030**

CMP Implementation Plan

Project Types and Examples



CITY MOBILITY PLAN 2021-2030

Contents

Project Types

Example 1: Street Transformation
(Lothian Road)

Example 2: Corridors and Routes
(A8 between Murrayfield Avenue and Maybury Road)

Example 3: Liveable Neighbourhoods
(Granton)

Example 4: Major Junctions and Crossings
(West End / Lothian Road)

Street Transformation

These projects aim to deliver **changes to major streets in the city with regards to how the available space is currently allocated**, improving the environment for people walking, wheeling, spending time in, cycling and using public transport, as well as businesses and the wider economic activity.

Some examples in this category include **George Street and First New Town, Lothian Road, Old Town Streets** and other shopping streets outside of the city centre.

Corridors and Routes

These projects are similar in nature to 'Street Transformation' projects. However, they normally extend to a longer corridor or route. Although these projects may have a marked focus on movement, **they will normally deliver some level of placemaking and walking and wheeling improvements.**

Examples include the **City Centre West East Link (CCWEL), the wider A8 corridor between Murrayfield Avenue and Maybury and the A90 corridor.**

Liveable Neighbourhoods

These projects aim to make Edinburgh's neighbourhoods **more accessible, comfortable, safe and convenient for people walking, wheeling and cycling.**

These projects will normally integrate the delivery of dropped kerbs and accompanying tactiles, footway improvements and reconstruction, clutter rationalisation, guardrail removal, tightening of junctions, cycle parking, school travel improvements, etc.

Major Junctions and Crossings

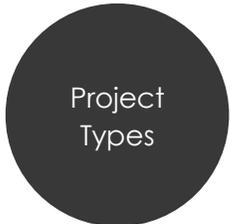
These projects aim to **improve the safety and functionality of junctions and crossings** across the city with the objective of removing barriers for people walking, wheeling, cycling and public transport.

These may be standalone projects or be part of wider 'Street Transformation', 'Corridors and Routes' or 'Tram' projects. For example, **the West End Junction (Princes Street), West Approach Road and Tollcross are all part of the emerging proposals under the Lothian Road street transformation project.**

Minor Works

These programmes deliver **localised improvements as required where there are no plans for other larger-scale projects.**

They include dropped kerbs, junction tightening, removal of guardrails, decluttering, new crossings, making pavements free from trip hazards, access improvements to the off-road path network, etc.



Infrastructure Projects and Programmes

Operational Workstreams

Tram

Governance

City Operations

Behaviour Change

The delivery of the existing 'Tram' line had a transformational effect on movement across the city.

A Strategic Business Case (SBC) for a new line between Granton and the BioQuarter and beyond is now under development.

Although the main focus is to deliver new mass transit infrastructure, **the scale of the investment will have a city-wide impact on how streets operate.**

These workstreams include the **implementation of changes to how the Council operates as an organisation and how it engages with its key partners.**

Some examples include **the reform of the city's transport Arm's Length External Organisations (ALEOs), the new Edinburgh Bus Alliance or setting up collaborative arrangements with Spokes** to monitoring the status of the cycle network signage.

These workstreams refer to the development of plans and implementation strategies to **enhance the likely opportunities and mitigate any potential consequences as a result of changes introduced by individual projects.**

For example, the emerging City Centre Operations Plan is looking at individual projects within the scope of the City Centre Transformation (CCT) strategy to **ensure the efficiency of businesses, as well as maintaining adequate access for residents and those with mobility difficulties.**

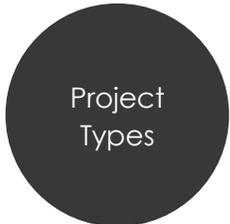
Key operational themes include:

- ✓ Ensuring accessibility for all, including those with mobility difficulties, residents, home and medical care and servicing vehicles
- ✓ Public transport operations, both local and regional, including Park & Ride
- ✓ Maintenance and road renewals
- ✓ Deliveries (understood as the needs of businesses and residents with regards to the movements of goods, both inbound and outbound
- ✓ Design (ESDG) and wider guidance
- ✓ Legislation and enforcement

These initiatives are **key to encourage and support people's choice to travel more sustainably around the city**

Some examples include the work previously funded through the Smarter Choices Smarter Places (SCSP) programme and other awareness campaigns.

Other crucial initiatives to support equal and affordable access across the city include the **provision of concessionary travel on tram, integrated ticketing across all the Council's transport ALEOs and improved wayfinding across the cycle network.**



Infrastructure Projects and Programmes

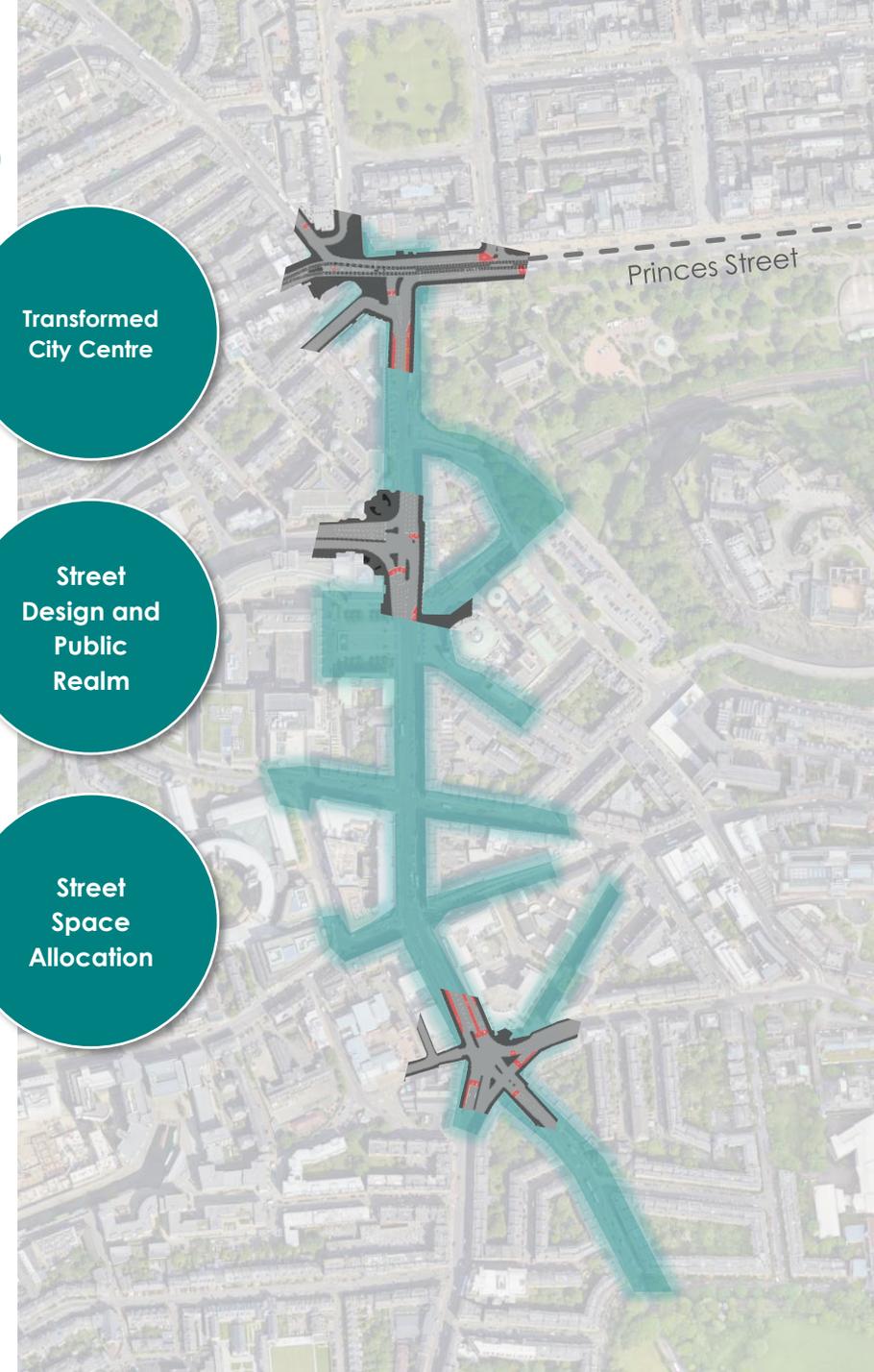
Operational Workstreams

Example 1 – Street Transformation (Lothian Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install **dropped kerbs** and accompanying tactiles
- ✓ deliver smooth, **trip-free** and level pavements
- ✓ footway **clutter rationalisation** and guardrail removal
- ✓ identify priority locations for **footway widening** to resolve pinch points
- ✓ provide places to rest and benches
- ✓ **pedestrian crossing improvements** by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether **single stage crossings** may be suitable
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ enhancing and **expanding the cycle network**
- ✓ installing **public cycle parking**, including for non-standard bikes
- ✓ **school travel improvements (Tollcross Primary)** focusing on safer road crossing facilities and active travel infrastructure
- ✓ develop proposals for each element of the **Major Junctions Review** programme
- ✓ improved perceived safety for everyone through improved lighting
- ✓ continue programme for bus shelter replacement
- ✓ deliver **bus priority at traffic signals** and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ review and amend waiting and loading restrictions
- ✓ manage available space for short stay parking and delivery and servicing arrangements
- ✓ deliver **Circulation Plan** subject to approval and funding
- ✓ deliver updated **Edinburgh City Centre Transformation (ECCT)** strategy subject to approval, including **public realm schemes**
- ✓ improve **local access to community facilities and services**

Project Themes (CMP Implementation Plan)



Example 2 – Corridors and Routes (A8 between Murrayfield Avenue and Maybury Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install **dropped kerbs** and accompanying tactiles
- ✓ deliver smooth, **trip-free and level pavements**
- ✓ footway **clutter rationalisation** and guardrail removal
- ✓ identify priority locations for **footway widening** to resolve pinch points
- ✓ **pedestrian crossing improvements** by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether **single stage crossings** may be suitable
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ enhancing and **expanding the cycle network**
- ✓ installing **public cycle parking**, including for non-standard bikes
- ✓ **school travel improvements** focusing on active travel infrastructure
- ✓ identify locations where **walking, wheeling and cycling connections between existing, adjacent neighbourhoods** do not currently exist
- ✓ develop proposals for each element of the **Major Junctions Review** programme
- ✓ improved perceived safety for everyone **through improved lighting at walking routes to bus stops**
- ✓ continue programme for bus shelter replacement
- ✓ deliver **bus priority at traffic signals** and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ identify **corridor journey time targets** and action plans to achieve these for priority corridors, integrated with active travel and town centre proposals
- ✓ review and amend waiting and loading restrictions
- ✓ manage available space for short stay parking and delivery and servicing arrangements
- ✓ deliver **Circulation Plan** subject to approval and funding
- ✓ improve **local access to community facilities and services**

Project Themes (CMP Implementation Plan)



Example 3 – Liveable Neighbourhoods (Granton)

Potential Project Actions (CMP Implementation Plan)

- ✓ install **dropped kerbs** and accompanying tactiles
- ✓ deliver smooth, **trip-free and level pavements**
- ✓ footway **clutter rationalisation** and guardrail removal
- ✓ provide places to rest and benches
- ✓ **pedestrian crossing improvements** by tightening up radii on side roads
- ✓ identify suitable locations for new pedestrian crossing facilities
- ✓ identify locations where walking, wheeling and cycling **connections between existing, adjacent neighbourhoods** do not currently exist
- ✓ investigate opportunities to trial low-cost zebra crossings
- ✓ create a programme to inform the delivery of crossing, pavement and path upgrade improvements
- ✓ improved perceived safety for everyone through **improved lighting at routes to bus stops**
- ✓ adopt road markings to provide directions on cycle network
- ✓ installing **public cycle parking**, including for non-standard bikes
- ✓ continue rollout of **secure cycle hangars**
- ✓ **school travel improvements** focusing on safer road crossing facilities and active travel infrastructure
- ✓ **20mph speed limit** extension
- ✓ deliver **Circulation Plan** subject to approval and funding
- ✓ improve **local access to community facilities and services**
- ✓ complete citywide analysis and programme for **delivery of liveable neighbourhoods**

Project Themes (CMP Implementation Plan)



Example 4 – Major Junctions and Crossings (West End / Lothian Road)

Potential Project Actions (CMP Implementation Plan)

- ✓ install **dropped kerbs** and accompanying tactiles
- ✓ deliver smooth, **trip-free and level pavements**
- ✓ footway **clutter rationalisation** and guardrail removal
- ✓ identify priority locations for **footway widening** to resolve pinch points
- ✓ provide places to rest and benches
- ✓ **pedestrian crossing improvements** by tightening up radii on side roads
- ✓ review whether islands on junctions and crossings require more space or whether **single stage crossings** may be suitable
- ✓ identify suitable locations for **new pedestrian crossing facilities**
- ✓ investigate opportunities to trial low-cost zebra crossings
- ✓ review signalised junctions to improve pedestrian crossing opportunities by increasing number of green man call opportunities in a signal cycle
- ✓ Maintain the number/proportion of standalone signalled crossings that give a pedestrian **green on demand**
- ✓ consider the provision of safe **pedestrian and cyclist crossing infrastructure**
- ✓ installing **public cycle parking**, including for non-standard bikes
- ✓ develop proposals for each element of the **Major Junctions Review** programme
- ✓ deliver **bus priority at traffic signals** and investigate further technology options to help deliver reductions in peak bus journey times
- ✓ deliver **Circulation Plan** subject to approval and funding

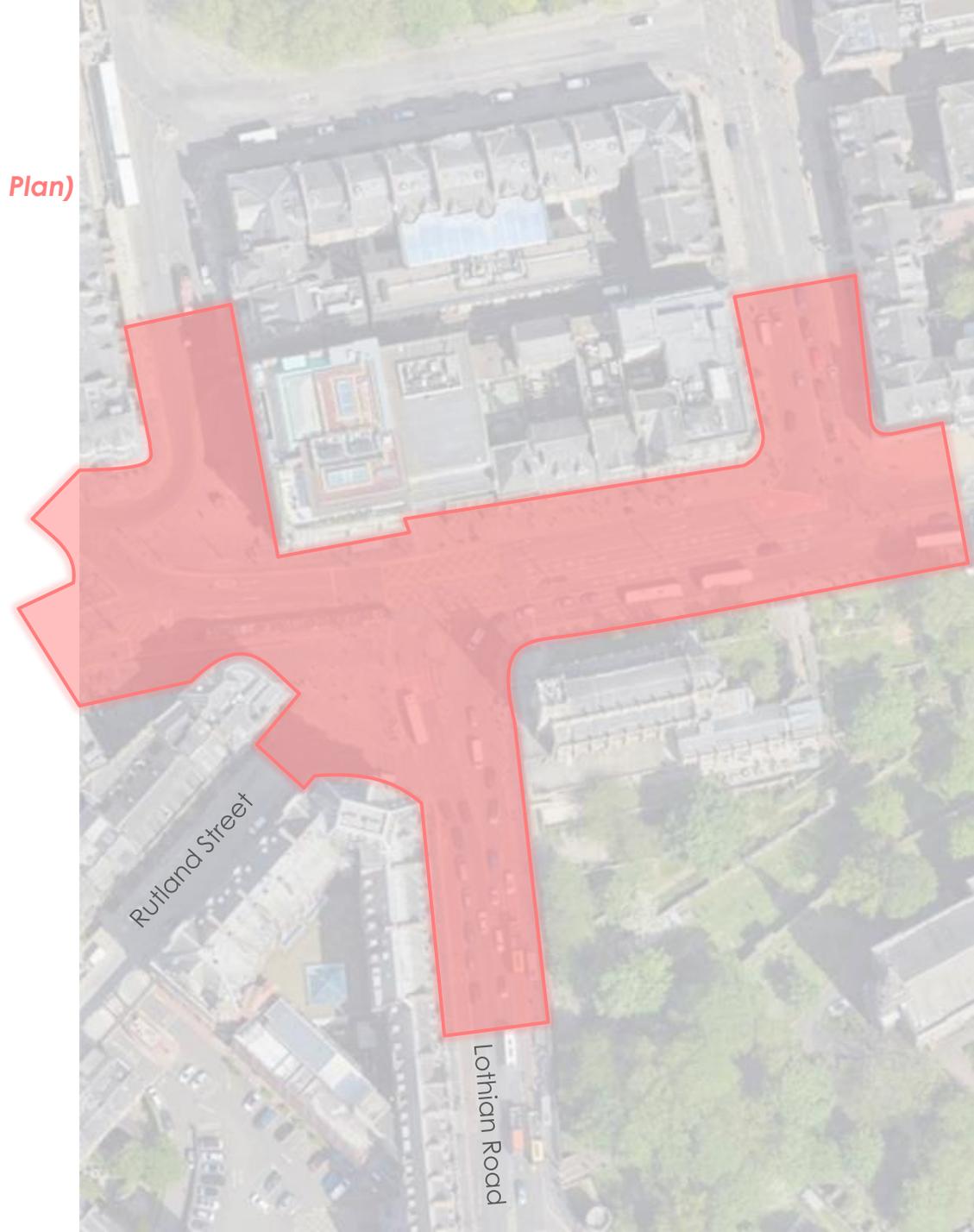
Project Themes (CMP Implementation Plan)

Road Safety

Active Travel

Public Transport

Street Space Allocation



Appendix 12 - Carbon impact of reducing car kilometres driven and speed limits in Edinburgh

The City of Edinburgh Council Placemaking & Mobility Strategy & Development

17 January 2024

1. Summary

- 1.1 The City of Edinburgh Council ('the Council') declared a Climate Emergency in 2019 and is committed to achieving its net zero carbon emission target by 2030. The Council also declared a Nature Emergency in 2023.
- 1.2 The Council's City Mobility Plan ('CMP') has committed to reducing car kilometres driven by 30%, by 2030. The Scottish Government has committed to reducing car kilometres driven by 20%, by 2030.
- 1.3 To help better understand the citywide carbon implications of reducing car kilometres driven and reductions to speed limits, the Scottish Environment Protection Agency ('SEPA') have developed a tool for local authorities in Scotland to use. This report summarises the application of the tool to the Council's networks, Our Future Streets (circulation plan) and City Mobility Plan.
- 1.4 Findings from the tool scenarios indicate that the total carbon emissions of road transport in Edinburgh is approximately 644,204 tonnes of CO₂ per annum, according to current data. Carbon emissions would reduce by 19% if all streets and roads within the Council area achieved a 30% reduction in car kilometres, according to current data. Increasing the rollout of 20mph streets in Edinburgh, from 86% coverage to 90%, would have a negligible impact on carbon emissions.
- 1.5 Applying multiple policies and proposals that encourage and accelerate modal shift to sustainable modes, reallocate streetspace more rationally and equitably, reduce demand by unsustainable modes, and accelerate the decarbonisation of vehicles using the City's streets will help the Council achieve its net zero target by 2030.

2. Background

- 2.1. Transport is the largest contributor to climate change in Scotland, responsible for over a quarter of all greenhouse gas emissions, with cars accounting for more than a third of these. In Edinburgh, transport emissions represented 29% of total greenhouse gas emissions in 2021, with more than 60% of road transport emissions coming from cars.
- 2.2. As part of the CMP, a method for reallocating street-space more rationally and equitably has been developed ('Our Future Streets') which seeks to reduce carbon emissions from

transport, by maximising opportunities to re-allocate street space to prioritise sustainable modes, reduce car kilometres driven and provide space for placemaking and blue-green infrastructure.

- 2.3. To improve safety, reduce severance and promote active travel, a 20mph (32kmh) network was introduced across many streets in Edinburgh, in 2018. Positive outcomes included reductions in collisions, fatalities and injuries and increased perception of safety for those walking/wheeling and cycling. Air quality impacts of 20mph restrictions are mixed. Reductions in speed limits can have negative impacts on carbon emissions, which the scenario exercise seeks to address in relation to the Council's proposed expansion of the 20mph network to cover 90% of streets (from 86%).
- 2.4. Use of tools at strategic scales can help the Council provide supporting carbon information for transport policy and project appraisal. For example, SEPA completed modelling on carbon impacts of LEZ options, presented to [Committee in January 2022](#), in addition to [air quality modelling evidence](#). Findings from modelling showed that all LEZ options would have air quality benefits but would not have significant impacts on carbon emissions, indicating that other tools would be required to fully address the net zero question.

3. Carbon impact tool impacts

Tool methodology

- 3.1. The tool presents the impacts of all vehicle kilometres driven by street/road type (local or trunk) and by vehicle type (car, LGV, HGV etc.). The trunk network is defined as those which are the responsibility of Scottish Ministers and comprises all motorways and some of the main A roads. The local network is all other streets within the Council's boundary for which the Council maintains responsibility. It then combines this with fleet data, including fuel type, engine size and weight class to calculate total carbon emission impact
- 3.2. Based on SEPA's tool, for 2020, Edinburgh's total transport emissions are 644,204 tonnes of CO2 equivalent, which can be broken down by road/street type:
 - 67% - local
 - 33% - trunk
- 3.3. Edinburgh's transport emissions can also be broken down by vehicle type:
 - 63% - car
 - 18% - HGV
 - 16% - LGV/van
 - 3% - bus
- 3.4. An input to the tool assumes that 86% of the local network operates with a 20mph (32kmh) speed limit, as according to the latest [report to Committee on speeds review](#).

Scenario 1 – reducing car kilometres driven according to targets

- 3.5. The tool can develop scenarios on estimated carbon impact of reducing vehicle kilometres by type (car, HGV, LGV etc.). This report focuses on scenarios 1A to 1D which look at changes within the Council boundary area, and according to the Council's and Scottish Government's respective car kilometre reduction targets.
- 3.6. Scenario 1A reduces car kilometres on local streets only (i.e. Council controlled) according to the Council's committed target of 30%. This leads to a 14% reduction in total carbon emissions.
- 3.7. Scenario 1B reduces car kilometres on trunk roads only (i.e. Scottish Minister controlled) according to the Scottish Government's committed target of 20%. This leads to a 3% reduction in total carbon emissions.
- 3.8. Scenario 1C combines 1A and 1B and reduces car kilometres on local and trunk streets/roads (i.e. both Council and Ministerial control) according to their respective targets. This leads to a 17% reduction in total carbon emissions.
- 3.9. Scenario 1D reduces car kilometres on local and trunk streets/roads within the Council boundary area (i.e. both Council and Ministerial control) according to the Council's 30% target. This leads to a 19% reduction in total carbon emissions.
- 3.10. Table 1, below, summarises scenarios 1A to 1D:

Table 1. Scenarios for car kilometre reduction targets and CO2 savings

Scenario	Street/road type	Vehicle type	Vehicle target km	Total carbon savings (kilotons of CO2)
1A	Local only	Car only	-30%	-14% (-91ktCO2)
1B	Trunk only	Car only	-20%	-3% (-21ktCO2)
1C	Local and trunk	Car only	Local: -30% Trunk: -20%	-17% (-112ktCO2)
1D	Local and trunk	Car only	Local: -30% Trunk: -30%	-19% (-122ktCO2)

Scenario 2 – reducing speeds on all local streets to 20 mph

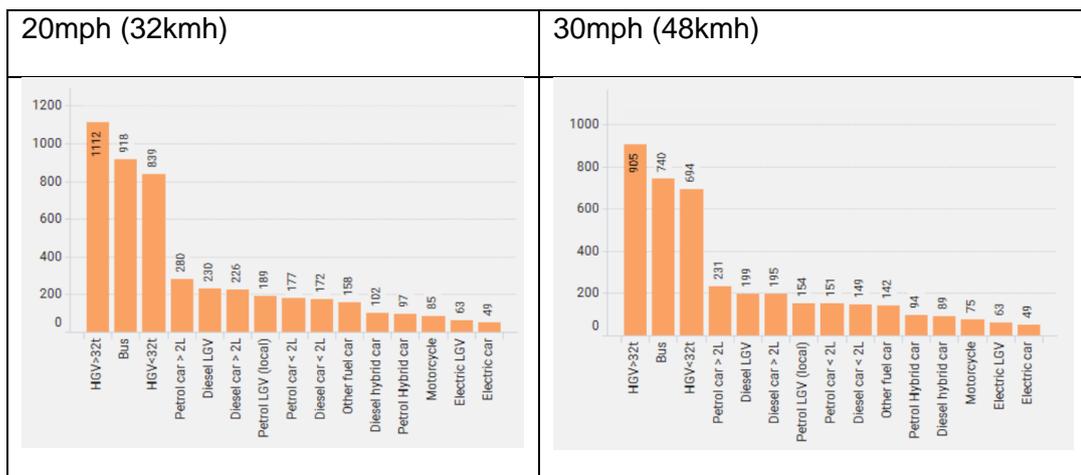
- 3.11. Pivoting off scenario 1A, 1C and 1D the tool allows the carbon impact of reductions in speed limits on local streets to be assessed. Scenario 1B was not compared as the tool does not allow reductions of speed on the trunk network.
- 3.12. Table 2, below, shows local streets speed limit set to 20mph (32kmh) applied to 90% of all local streets and the differential impact in relation to making no changes to speed.

Table 2. Scenario testing combining car kilometre reduction with 20mph restrictions and CO2 impact

Scenario pivot	Total carbon savings – no change to current speed limits	Total carbon savings – 90% local streets 20mph	Differential impact
1A	-14% (-91ktCO2)	-14% (-90ktCO2)	<1% (+1ktCO2)
1C	-17% (-112ktCO2)	-17% (-111ktCO2)	<1% (+1ktCO2)
1D	-19% (-122ktCO2)	-19% (-121ktCO2)	<1% (+1ktCO2)

- 3.13. The tool indicates a negligible increase in carbon emissions (+ 1kt or 1,000 tCO2) associated with extending the roll out of slower speed limits from 86% to 90% of local streets.
- 3.14. This slight increase reflects the fact that fossil fuelled internal combustion engines (ICEs) are generally less efficient when operating below 30 mph (48kmh), compared with higher speeds. Evidence shows that 20 mph speed limits increase safety, reduce noise pollution, and can improve air quality. In practice, carbon savings could also be achieved from smoother, more consistent driving speeds when reducing congestion and significantly via modal shift. Results from the speed reduction scenario testing should be situated within the wider policy contexts.
- 3.15. Emission factors for CO2 at different speeds is presented by vehicle type, in figure 1 below. Buses and HGVs have a significantly higher emission factor than other vehicles but the overall combined impact is much lower than cars and vans combined due to traffic volumes (see 3.3).

Figure 1. CO2 emission factors, by vehicle type and speed



4. Conclusions

- 4.1. The scenarios indicate that the carbon impact of reducing distances travelled by car is significant and would contribute towards the 2030 net zero target. Proposals to reduce speed limits on local streets are not expected to have significant impacts on carbon emissions, however they contribute to making active travel alternatives more desirable and accessible.
- 4.2. The scenarios also indicate that other measures are required to reach net zero emissions for transport and streets. These will include policies and projects that encourage and accelerate modal shift to sustainable modes, reallocate streetspace more rationally and equitably, reduce demand by unsustainable modes, and accelerate the decarbonisation of vehicles using the City's streets.
- 4.3. Carbon savings associated with shifts to sustainable modes are anticipated to outweigh any localised increases in carbon emissions that may occur over short-term scales as traffic adjusts to new routes. The Council is interested to further develop tools to assess such impacts in partnership with key partners including SEPA and Transport Scotland.
- 4.4. Transport emissions will continue to be closely monitored as part of the CMP and related projects to better understand impact on modal shift and reduction in harmful emissions.

5. References

Data

- 5.1. [Road traffic statistics \(Department for Transport, 2018\)](#)
- 5.2. [Scottish Transport Statistics No. 39 2020 Edition \(Transport Scotland, 2021\)](#)
- 5.3. [UK greenhouse gas emissions: local authority and regional \(Department for Energy Security and Net Zero, 2023\)](#)
- 5.4. [Vehicle licensing statistics data tables \(Department for Transport and Driver and Vehicle Licensing Agency, 2022\)](#)
- 5.5. [The Restricted Roads \(20mph Speed Limit\) \(Scotland\) Bill - Evidence on the impact of 20mph Speed Limits \(Scottish Parliament, 2019\)](#)

Committee Reports

- 5.6. [Low Emission Zone - Carbon Impact \(Transport and Environment Committee - The City of Edinburgh Council, January 2022\)](#)
- 5.7. [Speed Limits Review: 20mph \(Transport and Environment Committee – the City of Edinburgh Council, October 2023\)](#)