THE UNIVERSITY of EDINBURGH

Estates Committee

Teams Meeting - Online
Wednesday 17 March 2021, 9.30 am - 12.30 pm

AGENDA

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

8. Small Works Programme 2021-2022 (Closed) **51 - 56**
To *approve* a paper from the Vice-Principal (Interim) Corporate Services and the Interim Director of Estates.

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

9. Update on Proposed Replacement Facilities Management System for UoE (Closed) **57 - 62**
To *note* a report from the Interim Director of Estates and the Head of Organisational Development & Change.

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

ROUTINE ITEMS

10. Capital Projects Update (Closed) **63 - 72**
To *note* a paper from the Director of Estate Development.

The paper should remain closed due to the number of ongoing projects on site and the commercially sensitive nature of the subject matter.

11. Estates Committee Sub-Group and Estates Tender Review Panel Approvals (Closed) **73 - 76**
To *note* a paper from the Interim Director of Estates.

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

12. Space Strategy Group (Closed) **77 - 82**
To *approve* a paper from The Vice-Principal Students.

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

13. Estates Department - Risk Summary (Closed) **83 - 88**
To *note* a paper from the Interim Director of Estates.

This paper is closed as disclosure would substantially prejudice the commercial interests of the University.

14. Development & Alumni Capital Project Update (Closed) **89 - 92**
To *note* an update from the Director of Philanthropy and Donor Relations.

This is a closed paper for the purposes of Freedom of Information legislation as it contains confidential and personal information. Disclosure would constitute a breach of the Data Protection Act. The projects are ongoing and the information should not be released until it is communicated otherwise by D&A.

15. Strategic Acquisitions Disposals and Leases (Closed) **93 - 100**
To *note* a paper from the Interim Director of Estates.

The paper should be closed until all negotiations are concluded, as disclosure would substantially prejudice the commercial interests of the University.

ITEMS FOR FORMAL APPROVAL/NOTING (Please note these items are not normally discussed.)

16. City of Edinburgh Council - City Mobility Plan 2021-2030 (Open) **101 - 152**
To *note* a paper from the Director of Place.

17. Date of next meeting: Wednesday 19 May 2021: 9.30 - 12.30

If you require this agenda or any of the papers in an alternative format e.g. large print please email Estates.Committees@ed.ac.uk

THE UNIVERSITY of EDINBURGH

ESTATES COMMITTEE

17 March 2021

City of Edinburgh Council - City Mobility Plan 2021-2030

Description of paper

1. This paper presents the City of Edinburgh Council (CEC) City Mobility Plan (CMP) 2021-2030 and Implementation Plan (Appendix 1) which was approved by CEC's Transport and Environment Committee on 19 February 2021.

2. The proposals in the paper contribute to the following outcomes set out in Strategy 2030:

- Our estate will be fit for purpose, sustainable and accessible. We will support learning, research and collaboration with our neighbours, businesses and partners.

Action requested / Recommendations

3. Estates Committee is requested to note the City Mobility Plan 2021-2030 and Implementation Plan.

Background and context

4. CEC has an ambitious target to be net carbon zero by 2030. To achieve this target CEC have developed a new Plan for mobility and transport that addresses the challenge of reducing carbon emissions and how people, goods and services move into and around the city. The CMP also proposes to address air quality, congestion, accessibility and inclusion, cost of travel and convenience of payment, safety and how to create space for people in the city.

5. The CMP and the associated Implementation Plan detail the level of intervention needed to deliver a more sustainable, integrated, efficient, safe and inclusive transport system over the next 10 years.

Discussion

6. In January 2020 CEC published a draft CMP for public consultation purposes. The Estates Department, Social Responsibility and Sustainability Department (SRS) and Communications and Marketing (CAM) received a presentation on its content from the Council Officers that were leading the development of the CMP.

7. Following that presentation, and throughout early 2020, the Estates Department, in collaboration with CAM, prepared a response to the Draft CMP. In our response we noted that the University was generally supportive of CEC's ambition to create a sustainable City that improves health and wellbeing by actively promoting walking and cycling while reducing unnecessary car travel.

8. As part of our consultation response we highlighted that even though we support, in principle, the strategic aspirations there was not sufficient detail in relation to a number the proposals, set out in the Plan, to provide a definitive view on. It was noted that we would provide further comments once proposals had been developed and more detail was available. Nonetheless with the information that was available in the Draft

CMP (January 2020) we provided a series of comments as part of our formal consultation response and requested that these be considered for inclusion in the next iteration / final draft of the CMP.

9. CAM and Estates have carried out an initial review of the Draft CMP from January 2020 and the final version approved on 19 February 2021 by CEC. Table 1 illustrates our ask / position stated in our consultation response lodged on 29 April 2020 and the final outcome detailed in the approved CMP dated 19 February 2021.

	Policy	**Our position** Consultation Response 29th April 2020	**Final outcome** CMP 2021 – 2030 19th February 2021
1	Road User Charging	Due to number of essential journeys including Construction works, supplies, repairs, security etc., could result in a significant financial burden	Road User Charging is mentioned, however, there is more of an emphasis on access and timing rather than charging
2	Workplace Parking Levy	1,600 spaces, so again concerned about the financial burden (on end users)	CEC will bring forward WPL when possible – this will need to be reviewed in detail once further information is available.
3	Seamless ticketing between modes of transport	Supportive and would like it extended to bike share scheme. UoE would like Student specific pricing	Added bike scheme to the system No mention of student pricing
4	Strategic connectivity	Plan should take account of cross-city connections e.g. BioQuarter to KB, Western General, and Easter Bush.	BioQuarter tram line is in the plan and the current proposed route for the south east. New potential change to tram route between Granton and City Centre could see it pass Western General All routes still subject to final assessments

	Policy	Our position Consultation Response 29th April 2020	Final outcome CMP 2021 – 2030 19th February 2021
5	BioQuarter	Should be recognised as strategic growth area. Should support tram	BioQuarter is marked on a map as Strategic Development Area Trams are supported – tram route illustrated as over north and south bridges and through Central Area – exact routes not confirmed - noted that options are still being developed and considered.
6	Edinburgh City Centre Transformation (ECCT) issues – (a separate programme of work led by CEC)	We also raised some issues that were in the ECCT: Potterrow realignment, Lauriston Place crossing and concerns over tram routes and congestion along Lauriston Place	Backing for the ECCT – no further details in this larger, broader plan. This needs further detailed review and conversation with CEC. No detail of tram route along Lauriston Place in CMP which is indicated in ECCT.

Table 1: Comparison between Draft and Final CMP in relation to UoE position

10. There are a number of items in the CMP that will require on-going dialogue with the City. A review of a number of the proposals will be required, once the detail is available, to understand the impact and benefits to the University.

11. A significant item included in the Edinburgh City Centre Transformation (ECCT) Programme is the proposal to create an 'Innovation Mile' between Bristo Square, along Lauriston Place to Fountainbridge. This proposal includes a potential tram extension, the realignment of Potterrow and removal of the underpass, and a new Potterrow transport hub. While this is not detailed or mentioned in the CMP, it does support the ECCT. The University responded separately to the ECCT consultation process and queried if this route is still under consideration. The ECCT was passed by the council in September 2020, however does not have funding to progress the project beyond five years, thus the proposal is likely to need further consultation and support from the council.

Resource implications

12. None at present.

Risk Management
13. Detailed proposals will be reviewed once prepared by CEC – issues and risk resulting from proposals with be reported to a future Estates Committee.

Responding to the Climate Emergency & Sustainable Development Goals
14. This paper does not directly contribute to the Sustainable Development Goals as the report presents details of the University response to a consultation.

Equality & Diversity
15. CEC will be considering this as part of their programme of works.

Next Steps
16. Estates to maintain on-going dialogue with CEC on detailed proposals of CMP 2021-2030.

Consultation
17. Estates and CAM will engage with departments as required.

Further information

18. Authors
Steven Poliri, Senior Estates Development Manager, Estates
Stuart Tooley, Community Relations Manager, Communication and Marketing
23 February 2021

Presenter
Gary Jebb,
Director of Place

Freedom of Information
19. This paper is open.

CITY MOBILITY PLAN 2021-2030

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

CONTENTS

FOREWORD

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

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

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

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

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

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

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

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

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

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

Councillor Lesley Macinnes
Transport & Environment Convener

Councillor Karen Doran
Transport & Environment Vice-Convener

1 INTRODUCTION AND CONTEXT

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

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

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

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

This chapter focuses on:

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

PURPOSE AND STATUS

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

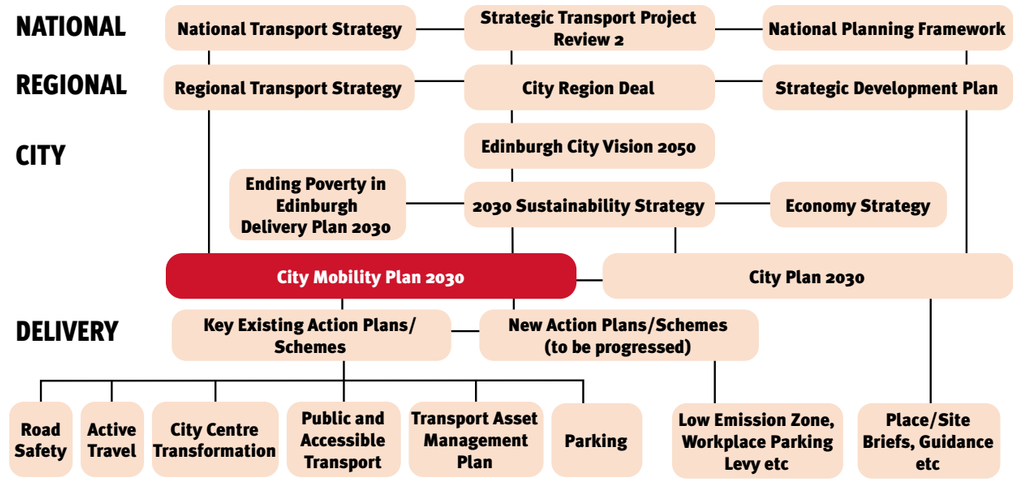
It contains a series of objectives and policy measures under the themes of People, Movement and Place which will, collectively, achieve the Vision for this Plan.

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

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

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

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



Vision

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

VISION AND OBJECTIVES

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

OBJECTIVES

People

To improve health, wellbeing, equality and inclusion:

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

Movement

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

- Increase the proportion of trips people make by active and sustainable travel modes.
- Improve sustainable travel choices for all travelling into, out of and across the city.
- Reduce harmful emissions from road transport.
- Improve the safety for all travelling within our city.
- Maximise the efficiency of our streets to better move people and goods.

Place

To protect and enhance our environment:

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

LISTENING TO YOU

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

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

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

CHALLENGES AND COMMITMENTS

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

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

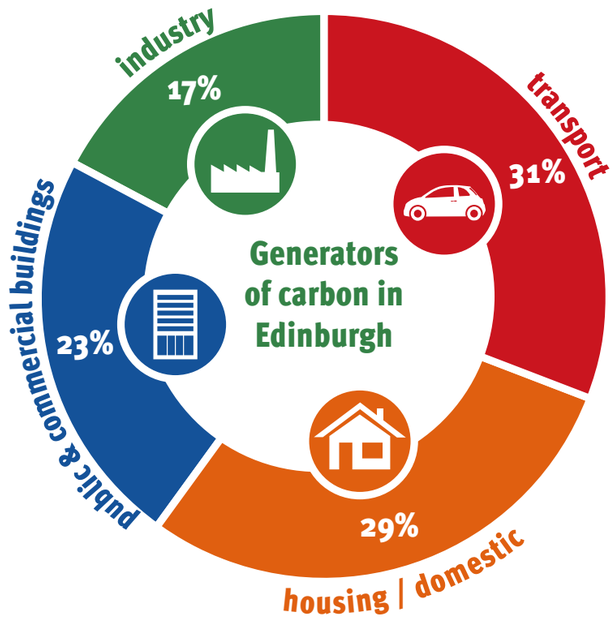
The key challenges and commitments for this Plan are:

- **Climate Emergency -** Transport, the way we move people, goods and services around places, is the biggest generator of carbon emissions in Edinburgh. In 2020, 31% of carbon emissions are accounted for by transport.[1] Unlike most sources, where carbon emissions are reducing, those from transport, particularly road transport, have been increasing. We will lead by example and work in partnership with citizens and key stakeholders to meet the net zero carbon 2030 target.
- **Poverty -** We are committed to eradicating poverty. After housing, transport costs are the single biggest household expenditure in the UK[3]. We will encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.

Edinburgh population projected increase

Source: National Records for Scotland, Population Projections

- **Sustainable Economic Growth -** Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000.[4] Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. Future growth will be developed in such a way as to maximise the use of existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.
- **Safety -** Road users, such as pedestrians and cyclists are more at risk of suffering from serious injury if involved in a collision with a motor vehicle. We will prioritise resources to improve the safety of our more vulnerable road users.



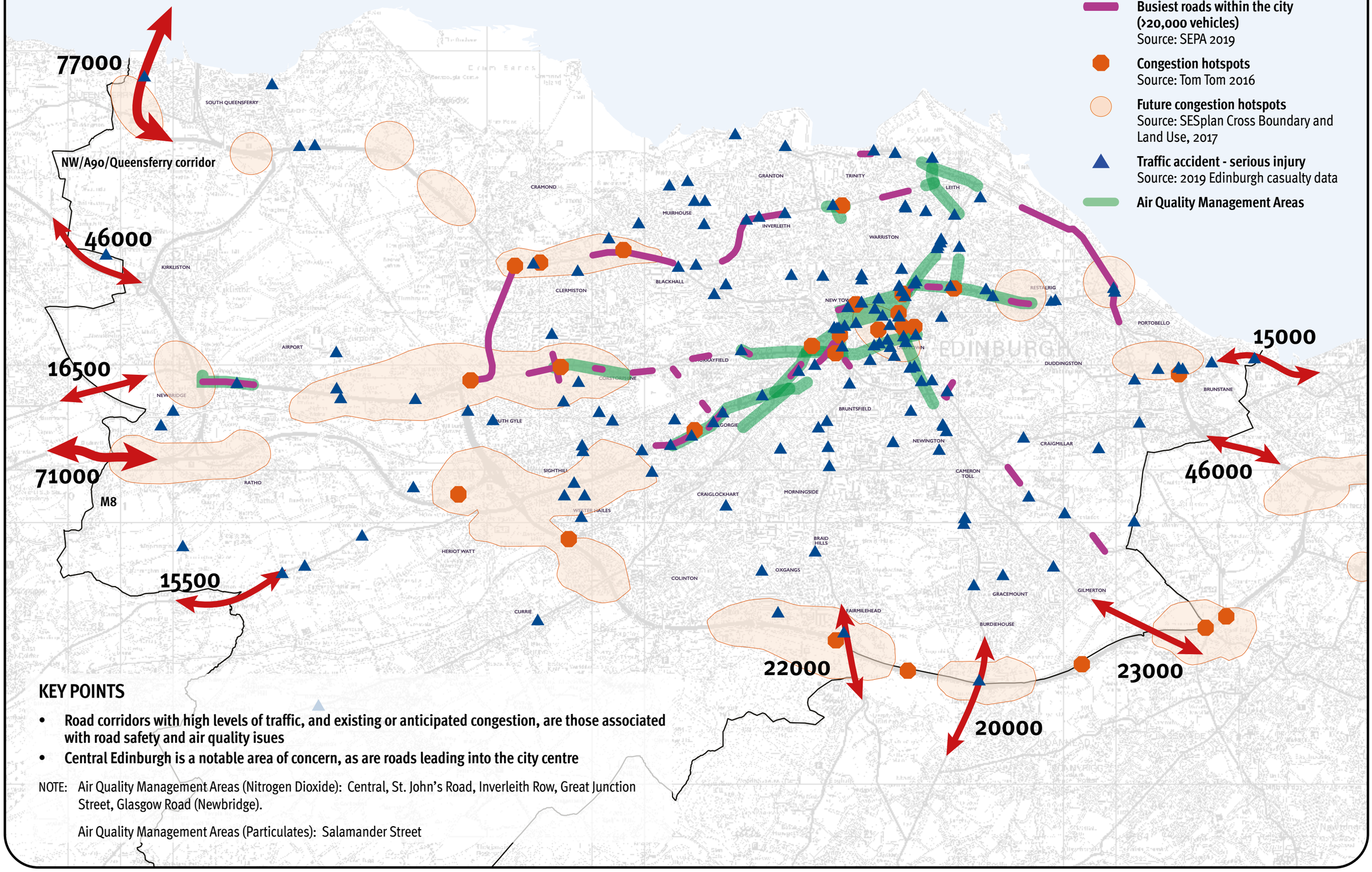
Source: Climate Emissions Analysis and 2030 City Sustainability Strategy Approach

- **Inclusion -** Our city welcomes everyone. We are a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services. We want to create a city where you don't need to own a car to move around. We will therefore ensure that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use. However, we recognise that for some people and in some circumstances private cars might be needed.
- **Health and Wellbeing -** The transport sector accounts for over one-third of the total emissions of nitrogen oxides and one sixth of fine particles.[5] Both cause air pollution which harms human health. If we choose active travel modes, such as walking, wheeling (traveling by wheelchair) and cycling, we won't cause pollution and we will improve our own physical and mental well-being. We will tackle air pollution and support people to take more active, sustainable trips.
- **Congestion -** Parts of the city's transport network are highly congested. The cost of congestion to drivers is £764 per annum.[6] The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey.[7] Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be. We will tackle this by managing demand on our roads and enhancing the efficiency of our public transport system.

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

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

Traffic and associated issues



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

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

Congestion hotspots
Source: Tom Tom 2016

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

Traffic accident - serious injury
Source: 2019 Edinburgh casualty data

Air Quality Management Areas

KEY POINTS

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

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

Air Quality Management Areas (Particulates): Salamander Street

PLACEMAKING

The kind of city we want to live in - the streets and spaces in which we shop, work and socialise are also formed by the way people travel around. The more that people choose walking, wheeling and cycling the better the environment and the safer the streets. This Plan, alongside our adopted Local Development Plan and emerging City Plan 2030, aim to create a city where it is not necessary to own a car in order to get around.

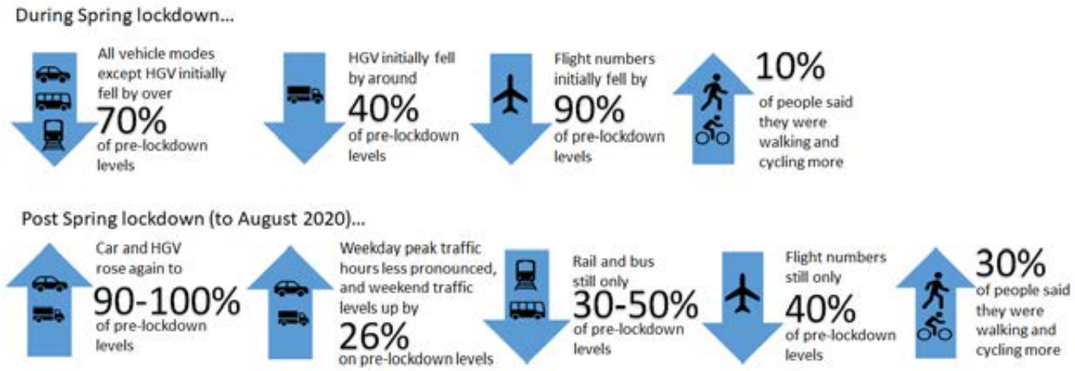
Development of the 20-minute neighbourhood concept reinforces the importance of having access to local services catering for daily needs within a 20-minute walk of anyone's front door. Edinburgh is already a compact, walkable city supported by a diverse set of town and local centres.

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

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

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

COVID-19 Transport Trend Summary



Source: Strategic Transport Projects Review 2 - Phase 1

COVID-19 - IMPACTS AND RECOVERY

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

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

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

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

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

While many elements are likely to recover to pre-COVID-19 levels, the opportunity to embed some of the beneficial outcomes of lower traffic levels should be captured - cleaner air, more walking and cycling, local trip-making as part of the 20 minute neighbourhood concept. More flexible working arrangements also present opportunities to address peak time travel patterns.[11]

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

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

OUR CITY'S PROGRESS

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

1990s

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

1995
Publication of first Edinburgh Streetscape Manual

1996
Princes Street access for buses and taxis prioritised

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

2000s

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

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

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

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

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

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

2009
Over 200 advanced cycle stop lines introduced and quiet road connections developed between off-road sections of the national Cycle Network (since 2000), Grassmarket public realm improvements completed, and first resident parking permit charges linked to CO_2 emissions

2010s

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

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

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

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

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

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

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

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

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

2 PEOPLE

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

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

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

This chapter focuses on:

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

MAKING SUSTAINABLE CHOICES

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

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

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

Policy Measure PEOPLE 1: Supporting Behaviour Change

Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.

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

Policy Measure PEOPLE 2: Travel Plans

Require the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators.

EQUAL ACCESS TO THE CITY

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

Safety

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

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

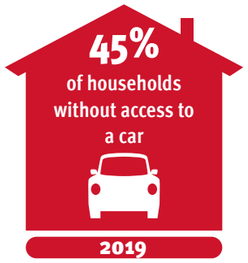
The perception of risk that pedestrians and cyclists face is a major obstacle to encouraging more people to walk, wheel and cycle between the places they live, work and visit. We need to think about how we use our road space and how we travel to keep people safer.

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

Isolated communities

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

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



Source: Scottish Transport Statistics 2019

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

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

Poverty

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

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

- Starting with Edinburgh as a test site, Scottish Government should extend eligibility for concessionary travel to under 25s and to unpaid carers.
- By the end of this decade, a fleet of low carbon buses carries all passengers at no or very low cost to the passenger.
- Edinburgh Partnership members should collaborate with other partners to provide 'single gateway' easy access to free and concessionary travel, simplifying highly fragmented schemes already available via schools, employability programmes and Job Centres.
- Edinburgh Partnership members should combine resources to develop a zero-interest loan scheme to allow low-income passengers to buy long-term travel passes and thus benefit from the lowest fares.
- Bus operators should ensure routes and timetables adapt to enable people from all communities to access work locations – including early shifts and night-time economy jobs - and participate in the life of the city.

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

The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services.

Women

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

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

Young people

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

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

Policy Measure PEOPLE 3: Flexible and Affordable Fares

Encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.

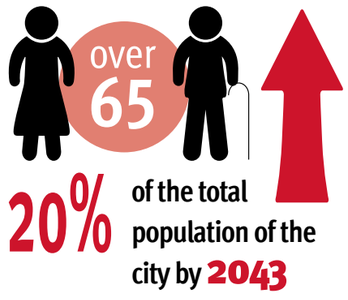
People with mobility difficulties and our ageing population

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

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

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

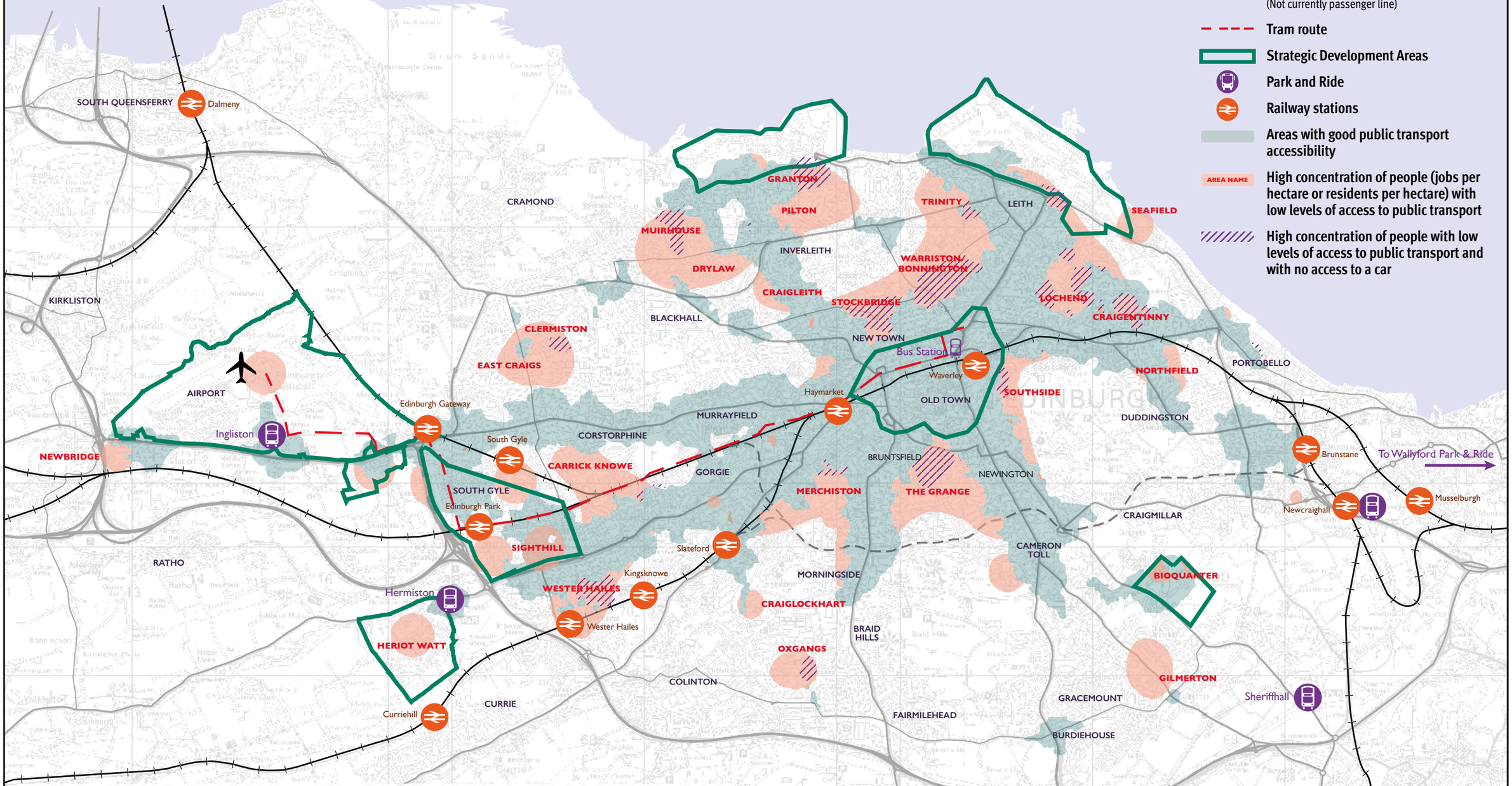
We will continue to develop our understanding of the variety of mobility challenges and inequalities faced and solutions to them. For example, exploring the development of a Mobility as a Service system is a key tool that will help to support more personalised travel options. Chapter 3, Movement sets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



Source: National Records for Scotland, Population Statistics

contents previous page next page

Public transport across the city



KEY POINTS

- Identifies areas of the city with high concentrations of people but with low levels of access to public transport
- Several of these are areas of multiple deprivation
- These areas also tend to have high levels of households without access to a car
- Many other areas of the city have low levels of access to public transport but are not illustrated (only high concentrations of people are shown)

NOTE: Public transport accessibility levels are based on the number and frequency of available bus, tram and train services, and walk distances to stations and stops.

PUBLIC HEALTH AND WELLBEING

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

Benefits of active travel

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

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

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

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

Air Quality

Transport accounts for one third of the air pollution caused by nitrogen oxides and one sixth caused by fine particles. Most of these emissions are caused by road transport. Fine particulate matter is associated with around200 attributable deaths in Edinburgh and around 22,500 lost life years across the Scottish population.

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

MODE SHARE TARGETS

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

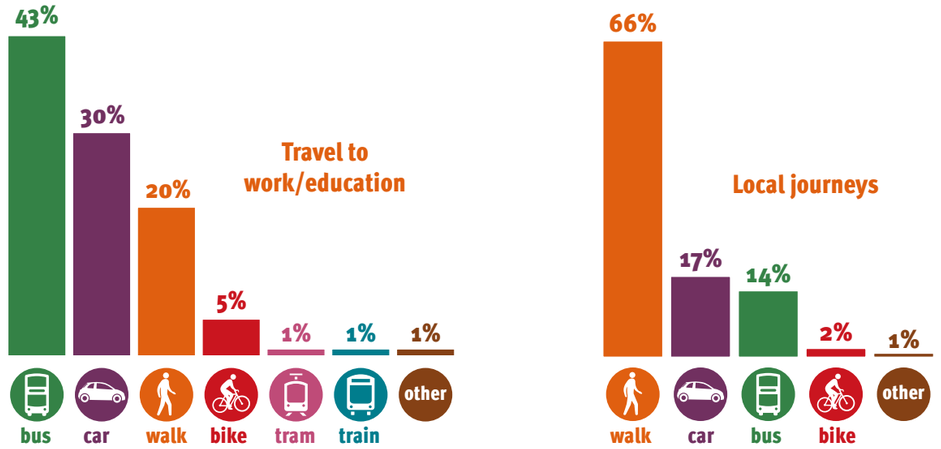
PEOPLE ARE THE PLAN

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

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

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

Mode share data from 2019 citywide survey



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

3 MOVEMENT

Our decisions on how to get from A to B are based on the choices available and how we feel about them. There are several factors which can influence how we choose to move, including availability and quality of infrastructure, cost, journey time, safety, personal ability and convenience. We aim to remove the barriers that limit people making more active, sustainable travel choices.

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

This chapter focuses on:

- **Sustainable and Integrated Travel**
- **Safe and Efficient Movement**
- **Clean Air and Energy**
- **Managing Demand**

SUSTAINABLE AND INTEGRATED TRAVEL

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

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

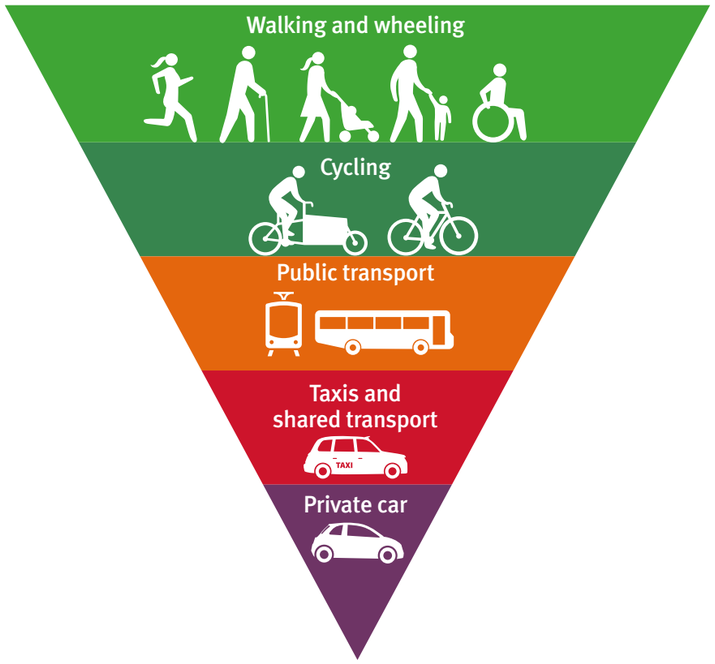
Edinburgh's approach to land use planning remains focussed on supporting the development or repurposing of brownfield (previously developed) land in higher densities rather than lower density development on greenfield sites. Meeting the city's growth needs in this way means we can maximise the use of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

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

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

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

The sustainable transport hierarchy



Public transport

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

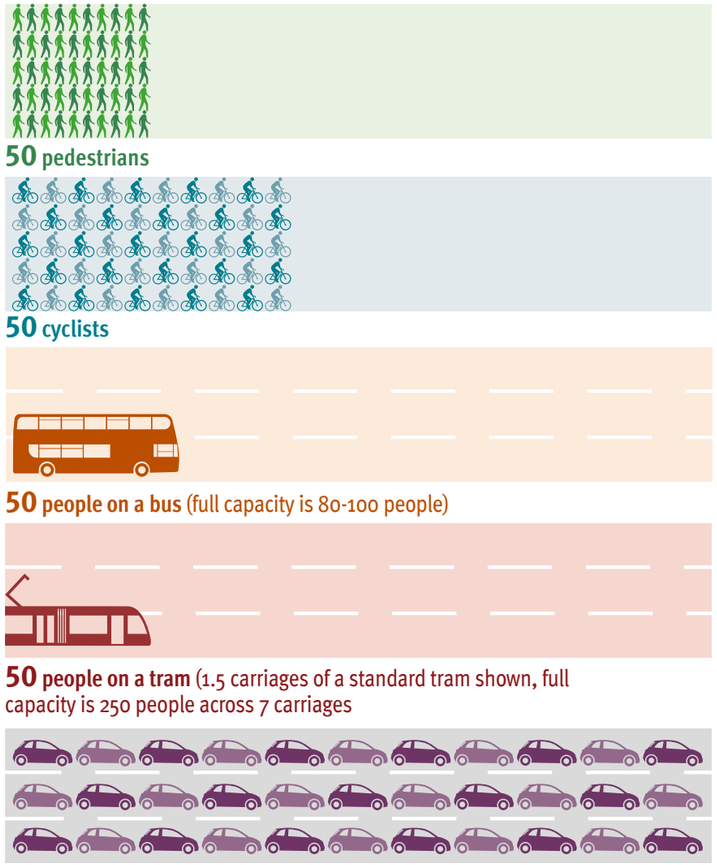
If we are to encourage people to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be fast, affordable, reliable and convenient.

Mass Rapid Transit

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

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

Comparison of road space for different travel modes



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

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

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

Policy Measure MOVEMENT 1 Mass Rapid Transit

Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to develop or extend mass rapid transit routes into Fife, West, Mid and East Lothian.

Bus Network Review

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

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

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

The number of buses along particular routes is a key factor in exceeding air quality targets and in longer bus journey times through the city centre. Several bus companies operate services around and into Edinburgh, each with different routes, timetables and ticket options. There is also no co-ordination of such services which was recently cited by car drivers in Edinburgh as a key disincentive to using public transport.

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

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

Policy Measure MOVEMENT 2 – Bus Network Review

Review the city's bus network to better align with the Council's strategic priorities including improving accessibility, integration and reducing congestion in the city centre.

Interchanges

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

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

Policy Measure MOVEMENT 3 City Interchanges

Develop public transport interchanges at key locations in the city to enable better connections between services and modes. Support the integration of taxi ranks with interchanges.

Bus Priority Measures

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

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

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

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

Policy Measure MOVEMENT 4 Bus Priority Measures

Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.

Ticketing

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

Lothian Buses is now operating a smart, contactless 'tap, tap, cap' offering, which ensures users are charged the best value product if making three or more journeys. This system will also be introduced across the tram and the city's bike hire service.

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

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

Policy Measure MOVEMENT 5 – Integrated, Smart and Flexible Ticketing

Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.

Bus and Tram Infrastructure

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

Policy Measure MOVEMENT 6 – Fleet Enhancement

Ensure that the public transport fleet operated by the Council's arm's length transport organisations are modern, safe and fully accessible.

The bus and tram system should be supported by high quality infrastructure. This includes a clean, sheltered waiting environment with up to date, real time transport information where possible.

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

Policy Measure MOVEMENT 7 Bus and Tram Shelters

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

Governance Reform of Council-Owned Public Transport Companies

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

Notwithstanding current impacts on patronage from the COVID-19 pandemic, we have a record for the highest bus use in Scotland - almost 30% of adults use buses every day - with high passenger satisfaction and low fares.[18]

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

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

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

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

Policy Measure MOVEMENT 8 - Governance Reform of Council-owned Public Transport Companies

Develop and implement a new governance and operating structure for the delivery of Council owned public transport that ensures strong integration between modes and takes account of wider public policy drivers.

The Wider Region

Edinburgh is the hub of a sub-regional economy that extends north (to Fife), west (to West Lothian and Falkirk), east (to East Lothian) and south (to Midlothian and the Scottish Borders). Strengthening cross border public transport services will be key to tackling the environmental and economic impacts of significant in-commuting into Edinburgh. We will continue to work with regional partners and neighbouring local authorities to coordinate spatial planning and transport at a regional level to support public transport provision across the region.

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

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

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

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

Policy Measure MOVEMENT 9 Regional Interchanges

Investigate opportunities to expand existing and create new strategically placed transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel. Interchanges will include facilities to support sustainable travel.

Rail

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

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

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

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

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

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

Policy Measure MOVEMENT 10 – Supporting Improvements to Rail

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

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

Policy Measure MOVEMENT 11 – Rail Integration

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

Trunk Roads and Motorways

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

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

Policy Measure MOVEMENT 12 – Strategic and Trunk Road Network

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

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

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

Policy Measure MOVEMENT 13 – Forth Road Bridge

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

Active travel

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

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

When we design and maintain paths and routes for walkers, wheelers and cyclists, they should be fully accessible for all needs and abilities, safe, and minimise conflict between modes. This is critical if we are to strengthen people's ability, confidence and desire to walk, wheel and cycle more.

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

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

Delivering Benefits Faster

The delivery of active travel infrastructure where road space needs to be reallocated must usually go through a legal process called a traffic order. Currently this is a lengthy process and often hinders progress in delivering improvements in a timely way.

The Transport (Scotland) Act 2019[20] opened the door for exploring ways to streamline traffic order processes. We are committed to working with the Scottish Government to capture these opportunities.

In addition to working with the Scottish Government on the traffic orders process, we will explore different ways to design active travel infrastructure that delivers benefits faster and makes the best use of resources. If we are to meet the ambitions of this Plan we need to significantly accelerate project delivery.

Walking and Wheeling

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

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

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

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

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

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

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

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

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

Policy Measure MOVEMENT 14 - Walking and Wheeling

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

Cycling

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

Our 2019 citywide survey confirmed that the most effective way to encourage more people to cycle is to provide more and better cycle lanes/paths and improved condition of cycle lanes/paths.[21]

With 10% of our transport budget dedicated to cycling, we are already supporting more people to cycle by delivering on-street cycleways as part of the 'QuietRoutes' network. QuietRoutes use traffic-free paths, quiet roads or cycle paths separated from traffic.

The ATAP, as with walking and wheeling, sets out a package of measures to support cycling, including storage and cycle parking facilities. Our aim is to continue to enhance and expand the cycling network, with a focus on increasing provision of segregated routes on some main roads and creating a joined-up network. Involvement of communities and local businesses will be key to this process. This will support people who are willing and able to cycle, especially if they currently lack the confidence to try it.

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

Policy Measure MOVEMENT 15 - Cycling

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

Shared mobility

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

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

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

Transport for Edinburgh has introduced almost 100 bike hire locations across the city to provide a quick, easy, low-cost way to get around. Electric bikes form part of the available mix.

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

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

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

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

Policy Measure MOVEMENT 16 - Shared Mobility

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

We will continue to strengthen partnerships with the taxi trade and car club partners as key providers of the city's shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.

Policy Measure MOVEMENT 17 - Taxis and Car Share Partnerships

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

Mobility as a Service

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

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

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

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

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

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

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

Policy Measure MOVEMENT 18 - Mobility on Demand

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

Mobility Hubs

A mobility hub is a local and accessible place which brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel.

Key elements of mobility hubs can include:

- Co-location of public transport and shared transport (at least one or more public transport mode; and one or more shared transport mode such as car club, bike and mobility scooter hire);
- Provision of travel information, which is clear and visible;
- Safe and secure bike storage and parking;
- Electric vehicle charging;
- High-quality public realm and a sense of place, including good lighting, visibility, accessibility and safety;
- Taxi pick up/drop off space;
- Click and collect facilities and delivery lockers; and
- A branded pillar or board which clearly identifies the hub.

By including shared mobility options for people with mobility difficulties, hubs can play an important role in providing transport options for people of all abilities.

Inclusion of delivery lockers and click and collect facilities can help reduce the number of delivery vehicle kilometres travelled on the city's roads.

Mobility hubs, alongside shared mobility and MaaS, can play a substantial role in reducing private car use as well as reducing or removing the need for car parking in new developments. They should be developed at a scale appropriate to meet local needs with flexibility for future expansion where needed. They are ideally suited to large mixed-use developments.

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

Policy Measure MOVEMENT 19 - Mobility Hubs

Identify opportunities for mobility hubs in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging.

Potential components of a mobility hub

Source: SHARE-North, Autodelen.net

SAFE AND EFFICIENT MOVEMENT

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

Road safety

The Council has a statutory duty to promote road safety and to take steps to reduce and prevent road accidents. Over the last few years the number of people killed or seriously injured in road collisions in Edinburgh has been on a downward trend but more needs to be done to make the city's streets safer for all road users.

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

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

Streets Ahead
Road Safety in Edinburgh

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

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

Policy Measure MOVEMENT 20 - Protecting Vulnerable Road Users

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

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

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

Policy Measure MOVEMENT 21 - Speed Limit Reductions

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

Inconsiderate parking

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

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

Policy Measure MOVEMENT 22 - Tackling Inconsiderate Parking

Work within legislation to tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions.

Balancing needs of pedestrians and cyclists

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

Policy Measure MOVEMENT 23 - Mitigate conflict in shared spaces

Mitigate conflict between those walking, wheeling and cycling on shared paths and spaces through infrastructure design, signage and awareness campaigns.

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

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

Policy Measure MOVEMENT 24 - Safe and Accessible Paths and Streets

Design and maintain paths and streets to maximise safety and accessibility for all needs and abilities.

Strategic approach to road space allocation

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

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

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

Policy Measure MOVEMENT 25 - Strategic Approach to Road Space Allocation

Develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets.

Freight and Servicing

Movement of freight and goods is vital to the economy of Edinburgh but, as with other types of vehicles in the city, the number of goods vehicles continues to rise - between 2007 and 2017 the number of heavy goods vehicles registered in Scotland increased by more than 10%. In the same period the number of light goods vehicles registered in Edinburgh increased by 17% to more than 13,000.[24] [25]

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

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

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

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

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

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

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

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

Policy Measure MOVEMENT 26 - Managing Deliveries and Servicing

Reduce the impact of delivery and servicing vehicles such as through access and timing restrictions, edge of town consolidation centres, micro distribution centres and local click and collect facilities while supporting deliveries by foot and bicycle.

Smart City and innovation

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

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

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

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

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

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

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

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

A pilot project trialling an autonomous bus service between Fife and Edinburgh Park began in 2020. it is anticipated that when the service becomes fully operational in late 2021 the 30-mile route will be served by five autonomous buses and could carry 10,000 passengers per week.

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

Policy Measure MOVEMENT 27 Harnessing New Technology

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

Monitoring and Managing Traffic

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

Autonomous vehicle

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

Policy Measure MOVEMENT 28 - City Operations Centre

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

We will proactively monitor and evaluate traffic and travel behaviour through regular and consistent data gathering. This will contribute to our evaluation of the success of the Plan, in particular how the city is performing against meeting mode share targets.

Policy Measure MOVEMENT 29 - Monitoring and Evaluation

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

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

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

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

Policy Measure MOVEMENT 30 - Managing Traffic Signals

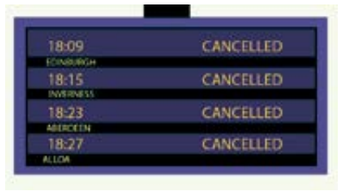
Manage traffic signal control to prioritise and balance safe and efficient movement of pedestrians, cyclists and public transport.

CLEAN AIR AND ENERGY

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

Air quality and greenhouse gas emissions

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



Source: Adaptation Scotland, 2019

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

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