

FUTURE EDINBURGH



Cleaner, greener and safer for everyone



• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL



www.edinburgh.gov.uk/futureedinburgh

Actions to Deliver Edinburgh's City Mobility Plan

Consultation Information Pack

Purpose of this Information Pack

- ❖ To **aid understanding of and gain feedback** on a suite of **draft action plans** covering Active Travel, Public Transport, Road Safety, Air Quality and Parking and an emerging '**Future Streets Framework**' to help us make difficult decisions when allocating limited space on our streets
- ❖ To provide an overview of the city's challenges including the climate emergency, population growth, air pollution and congestion, and **why change is necessary** to tackle those challenges
- ❖ To **support Community Councils and other community groups** across the city in discussing these plans with members
- ❖ To encourage **completion of the online consultation survey**, which closes 9th July

www.edinburgh.gov.uk/cmpconsultation



We are shaping our city for future generations

Across the world, cities like Edinburgh are **changing rapidly and feeling the impacts of**

- ❖ climate change
- ❖ poverty and health inequalities in our communities
- ❖ demand for new homes
- ❖ traffic congestion
- ❖ poor air quality in some areas

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

As our city grows, we want people, goods and services to be able to move into and around Edinburgh in a way that is

- ❖ safe
- ❖ sustainable
- ❖ efficient
- ❖ healthy
- ❖ affordable
- ❖ can benefit everyone



Edinburgh by facts and numbers

From 2001 to 2021, Edinburgh's population has grown **by 10.2%** or an estimated **48,530 people**.

The wider Edinburgh City Region has also grown by a further **42,470**

NATIONAL RECORDS OF SCOTLAND (2022)



37,000 new homes by 2030 which could add **over 75,000 people** to Edinburgh's population

EDINBURGH'S CITY PLAN 2030

Edinburgh is ranked as having **the 4th worst congestion** in the United Kingdom



TOMTOM TRAFFIC INDEX (2022)

Congestion adds **10 minutes*** travel time to typical peak time journeys

** based on a 10km commute*

TOMTOM TRAFFIC INDEX (2019)



The cost of congestion to drivers is **£764** per annum



INRIX (2019)

20%



Bus journey times have **increased by over 20%** on some corridors in the last 10 years

Edinburgh by facts and numbers

In 2011, **39% of households** in Edinburgh did not own a car

CENSUS DATA (2011)

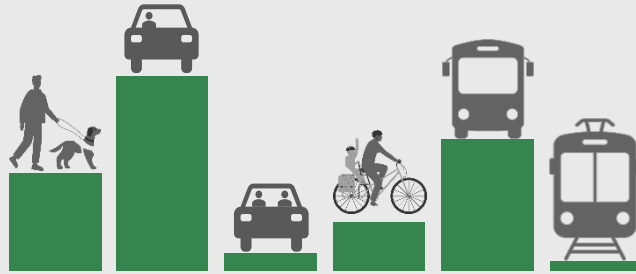
1 in 4 Edinburgh residents cycle once a week

WALKING AND CYCLING INDEX (2021)

28% of Edinburgh's residents get the bus to work, the highest rate in Scotland

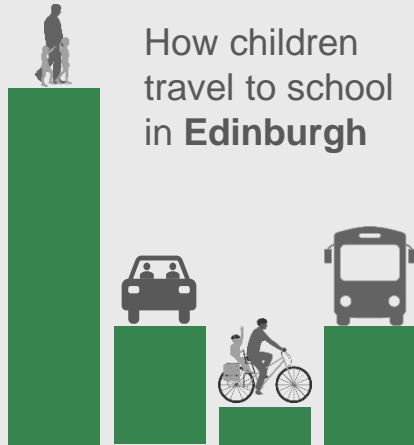
59% of Edinburgh's residents do not use private cars to travel to work

How people travel to work in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

How children travel to school in Edinburgh



SCOTTISH HOUSEHOLD SURVEY (2019)

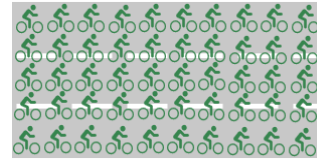
one double decker bus can replace 75 cars with a single occupant



comparison of road space for different travel modes



50 pedestrians



50 cyclists



50 people on a bus (full capacity is 80-100 people)



50 people on a tram (1.5 carriages of a standard tram as shown)



50 people on a cars (assuming 1.5 person occupancy)

NATIONAL TRANSPORT STRATEGY (2020)

Delivering the City Mobility Plan

We've made significant progress in the last few years, but **more of the same is not an option**

Now is the time for bolder, more transformational action and Edinburgh has an ambitious agenda for change

We approved the **City Mobility Plan** for Edinburgh in February 2021. It will help people make sustainable choices about how they move around the city, through improving walking, cycling and wheeling options and creating better links to public transport

We have an ambitious 2030 target to **lower the number of kilometres travelled by car in Edinburgh by 30%**. Edinburgh also aims to be a **net-zero city by 2030**

We are already working to deliver the following measures, **already agreed within the City Mobility Plan:**

- ❖ developing the case for a tram link between Granton and the Royal Infirmary
- ❖ making the city centre largely free of car traffic
- ❖ our 20-minute neighbourhood strategy
- ❖ the city centre low emission zone is now in place and will be enforced from 1st June 2024
- ❖ developing safe spaces which can allow people to make journeys walking, wheeling and cycling
- ❖ upgrading the city's seven park and ride facilities
- ❖ the Workplace Parking Levy



Delivering the City Mobility Plan

A suite of **five interrelated action plans** designed to support the delivery of the City Mobility Plan were **approved for consultation** by councillors in December and February

In addition to seeking your views on the plans and proposed actions, we are seeking feedback on **how we should prioritise** the delivery of actions and if there are any gaps

We are also seeking thoughts on the **difficult decisions and challenges** that are required to deliver those actions within the constraints of limited street space, as part of the emerging **Future Streets Framework**

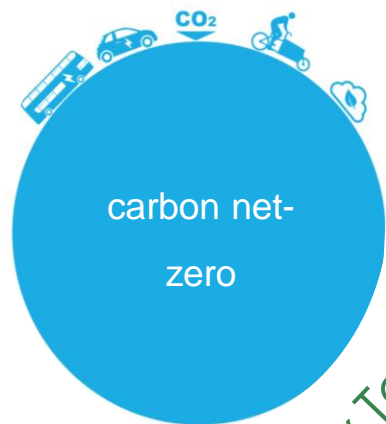
Some of the actions in the draft action plans have already been agreed as part of the **approved City Mobility Plan** including:

- ❖ integrated, flexible and affordable public transport ticketing options
- ❖ public transport interchanges that support better connections between different ways of getting around
- ❖ the expansion of the cycling network
- ❖ improving the safety of vulnerable road users
- ❖ the extension of parking controls in the city
- ❖ creating more liveable places by reducing the level of on-street parking

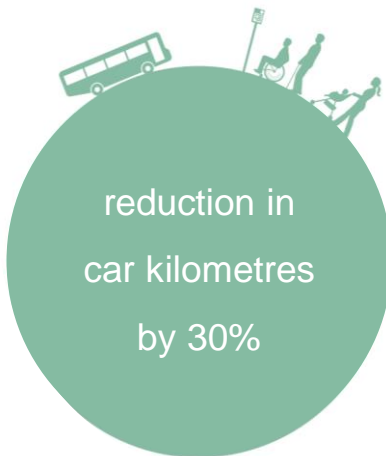
The next few pages focus on the proposed actions and measures that have been further developed since the approval of the City Mobility Plan – these are the elements we are seeking views on



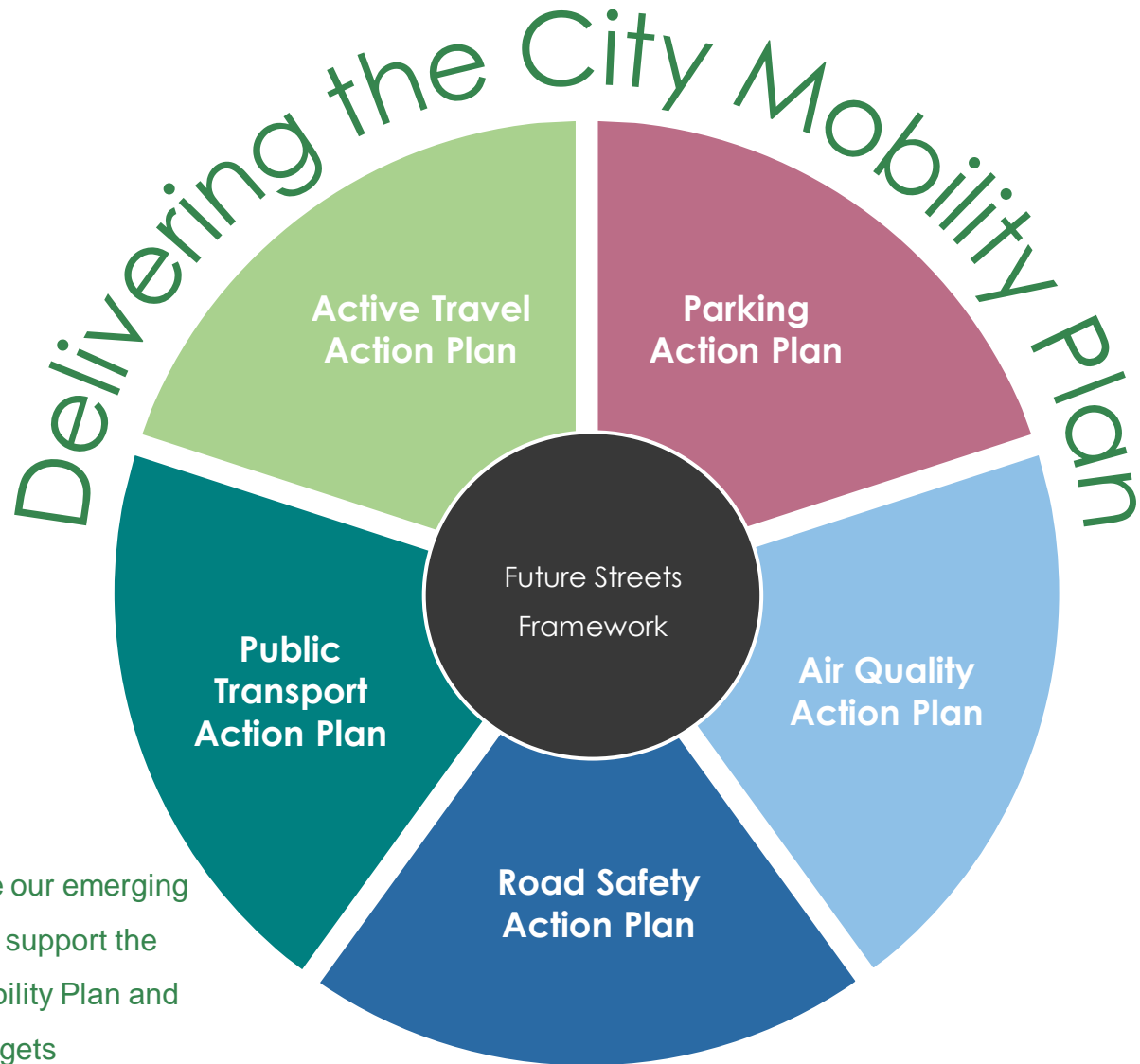
Delivering the City Mobility Plan



2030 Key Targets



The draft action plans, alongside our emerging Future Streets framework, will support the delivery of Edinburgh's City Mobility Plan and our ambitious 2030 targets



Active Travel Action Plan

Improving local travel for walking, wheeling and cycling

We want our streets and neighbourhoods to be fully accessible for everyone to **walk or wheel** safely and comfortably

We want Edinburgh to be a city where **walking or wheeling** is the natural first choice for the shortest journeys

We want to make it more direct and convenient for you to travel locally

Our aim is that streets and neighbourhoods are better joined up with local services and public transport options

We want Edinburgh to be a city where everyone, including children, has the freedom to **cycle** safely, whatever your destination, at all times of day

How important do you think these measures are to improve local travel for walking, wheeling and cycling?

1. Speeding up installing **dropped kerbs** and **tactile paving**
2. **Improving footways** so they are smooth and free from trip hazards
3. Continuing removing **clutter** on footways and paths
4. Expanding the cycling network so that every household is within 250 to 400 metres of a **high-quality cycle route**
5. **Improving junctions and crossings** so they are easier and safer to cross where this may impact on motorised traffic

Public Transport Action Plan

Delivering improvements to our public transport network

Public transport is the **most efficient way of moving large numbers of people** longer distances into and across the city and is likely to make the biggest contribution to achieving the targeted 30% reduction in car kilometres by 2030

We aim to:

Find ways to provide **faster and more reliable** bus services

Make sure everyone using public transport in the city **has a high-quality experience**, wherever you live, whatever your age, gender or ability or whatever your destination

Provide **flexible and affordable fares** across public transport services

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

1. **Reviewing bus stop locations** to balance convenience with journey times as well as offer a range of destination options
2. Extending **bus lane operating hours, to 7am to 7pm, seven days a week** while making space for loading and blue badge parking where needed
3. **Improving bus shelters** with seating, lighting and real-time information
4. Introducing more bus lanes
5. Giving buses priority at key traffic signals

Road Safety Action Plan

Achieving city-wide road safety targets

We need more measures to make our streets safer for everyone, especially the most vulnerable – people walking, wheeling and cycling

We have set out ambitious **road safety** targets, including achieving zero fatalities on our road network by 2030

Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling and cycling

These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes

To meet our road safety targets, we will need to introduce changes to major junctions to improve **everyone's safety**, particularly vulnerable road users – those walking, wheeling and cycling

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

1. **Re-design major junctions** in the city to improve the safety of vulnerable road users, which may impact motorised traffic
2. Explore introducing **speed limits under 20 miles per hour** in busy **shopping streets**
3. Expand the number of schools with **'school streets'**
4. Review both **rural speed limits and 40mph speed limits**

Parking Action Plan

Managing parking demand and operations

We aim to improve and contribute to a future transport system that is **safe, healthy and sustainable**, whilst enabling **parking** and **loading** opportunities for residents and businesses

Managing parking is essential to:

Provide a **vibrant environment** in our shopping streets and neighbourhoods by widening narrow pavements, introducing seating, trees and planting and providing cycle parking;

Expand the **cycling network** so that everyone feels safe to make cycling a natural choice for local and longer trips around the city;

Protect the operation of existing and new bus lanes to enable **faster and more reliable** bus services;

Help influence vehicle **emissions and demand for parking** through parking pricing policies

These are some of our proposed actions to manage parking demand and operations

1. Reviewing and implementing **parking controls** and **waiting and loading restrictions** to tackle parking pressures and support sustainable mobility
2. When powers are available, enforcing the **pavement parking ban** and, if agreed, the Workplace Parking Levy
 3. Managing parking demand through
 - ❖ targeted **parking reductions**
 - ❖ reviewing the number of **parking permits** issued
 - ❖ and **pricing strategies** aimed at vehicle type, size and emissions

Air Quality Action Plan

Supporting the journey to net-zero and cleaner air

Edinburgh's transport system must evolve in a **sustainable way** to support the city becoming net zero by 2030

In addition to reducing car kilometres travelled, we can reduce harmful **emissions** by changing travel choice and adapting to new technologies

The draft Air Quality Action Plan extends not only to transport, but also domestic and commercial sources

Domestic solid fuel burning is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes

This is particularly relevant for **vulnerable** members of the population, for example the elderly, children and people with pre-existing medical conditions

How important do you think the following measures are to reduce harmful emissions?

1. Developing commercial partnerships for delivering more public **electric vehicle charging hubs**
2. Supporting decarbonising the **bus fleet**
3. Expanding the areas served by **Car Club** and providing more electric Car Club vehicles
4. Reduce harmful emissions **from domestic solid fuel burning**

Our Future Streets Framework

Limited Street Space

Our ability to meet these aims is constrained by **limited street space**, especially on main roads, shopping streets and within the city centre

We need to make compromises and **difficult decisions when considering the future allocation of street space**

We want to provide an approach to allocating street-space that is rational, fair and reduces conflicts between the different ways of getting about

We want to improve local neighbourhoods by providing ready access to key services and reducing intrusive through traffic

Hopefully, in turn, we will create welcoming and inclusive people-friendly places

To what extent do you agree or disagree with the following?

1. Investigating some more **restrictions to through traffic in the city centre** to deliver a friendlier environment for people living and spending time in, shopping, working and visiting
2. Reducing **parking on main roads** to provide more space for everyone to walk, wheel, cycle and move around on public transport
3. Reducing **parking on shopping streets** to provide a vibrant environment for everyone, widening pavements and introducing seating, trees and planting
4. Introducing restrictions to **reduce the speed and volume of traffic within neighbourhoods** to help facilitate people's choice to walk, wheel or cycle locally

RECAP - We are seeking your views on

The action plans and proposed actions within them

How we best prioritise the delivery of proposed actions

The **difficult decisions and challenges** that are required to deliver those actions within the constraints of limited street space

Specific **issues within your neighbourhood** that impact on how you or your family feel about moving around when walking, wheeling or cycling locally

If there are **any gaps** across the plans

The **online consultation survey** guides you through answering these questions (there is an open text box at the end for comments and suggestions)



We need your feedback!

Thank you for taking your time to go through this information pack.

Please scan the QR code or follow the link below to complete our online consultation survey (**open until 9th July**).

www.edinburgh.gov.uk/cmpconsultation

