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Foreword

"A developed country is not a place where the poor have cars. It's where the rich use public transport." Enrique Peñalosa, one time mayor of Bogota.

The last ten years have seen achievements that Edinburgh can be proud of. We are the only city in Scotland that saw seen walking, cycling and public transport all strengthen their role between the 2001 and 2011 censuses. Edinburgh now boasts the highest share of travel to work in Scotland by each of foot, cycle and bus and the highest share in the UK for bus. We have also bucked Scottish and UK trends in car ownership; despite increasing affluence, a lower percentage of Edinburgh households owned a car in 2011 than 2001.

The next five years promise to be an exciting time. We have delivered the first phase of the new Tram line, and can finally enjoy all its benefits. Transport for Edinburgh will be working to deliver increased integration and co-ordination of the wider public transport network.

Edinburgh is joining the growing list of progressive UK cities putting people first through applying 20mph speed limits. Following a strong expression of public support through our consultation process, we will be adding to our already extensive 20mph zones, bringing in the lower limit throughout most of the city including all residential areas, the city centre, shopping streets and other main roads with relatively high numbers of pedestrians and/or cyclists.

This shift in the city's transport balance will be complemented by the Council's new Street Design Guidance, whose underlying philosophy is that streets' role as places for walking, cycling and as social spaces should be given much more prominence in the design process, reflecting the way communities live and interact.

Over the coming few years Leith Walk George Street, and Charlotte Square will be upgraded and redesigned to be more attractive to walkers and cyclists and so better suited to their role as shopping streets or public squares.

The consultation process for this new Local Transport Strategy confirmed the importance to Edinburgh's citizens of the Council's support for bus services that wouldn't be provided commercially, including some evening and Sunday services and routes to rural and other less accessible parts of the city. At a time when national and local budgets remain under serious pressure, the Council will be looking at ways in which funding for subsidised bus services can be increased.

About a quarter of domestic carbon dioxide (CO_2) and other greenhouse gas emissions in Scotland come from transport. That's just one important reason why we will continue to make significant investment in infrastructure for walkers and cyclists and to give priority to buses on the city's road network. We will also be exploring other options to reduce air pollution on Edinburgh's streets during 2014 and 2015.

The future is uncertain. But we are committed to working towards a safe, people-friendly, inclusive and green transport network that can serve the city through the next decade and beyond.

Councillor Lesley Hinds
Convener for Transport and Environment

Executive summary

1. Introduction

Edinburgh's Local Transport Strategy (LTS) sets out the transport policies and actions for the next five years that will contribute to the Council's vision of Edinburgh as a thriving, successful and sustainable capital city.

2. Visions, outcomes and performance

It aligns with national and regional strategies, and sits above the Council's transport-related Action Plans. It is based on nine inter-related outcomes, which were first developed in the Transport 2030 Vision. Much of the strategy carries on from the previous LTS. The Council will continue to work towards implementation of its adopted Action Plans, including those covering Road Safety, Active Travel and Public Transport.

3. Putting our customers first

The Strategy sets out policies to continue to work with our partners in order to share knowledge and maximise the use of resources; this includes working with the Transport Forum to inform major transport decisions. The Council is developing a corporate Consultation Framework, which will give guidance on how to consult on service change and project delivery.

4. Sustaining a thriving city

Transport policies need to cohere with Planning and Economic Development strategies to deliver the Council's vision of a growing, more sustainable Edinburgh contributing to a successful Scotland. The strategy sets out proposed transport policies and projects for the four Growth Areas as well as for the traditional town centres and residential areas. In all areas, the Council will seek to ensure integration of land use planning and transport policies.

5. Protecting our environment

The Council's approach has three main strands: reducing the need to travel, encouraging the use of alternatives to the car, and seeking to reduce emissions from motorised travel. The Strategy supports the use of emission control measures as a means of working towards the air quality standards set down in European legislation.

6. Road Safety

A 'Vision Zero' approach to road safety means working towards the provision of a modern road network where users are safe from the risk of being killed or seriously injured. Many of the Council's planned road safety actions are set out in the Streets Ahead Road Safety Plan, centred around the themes of education and encouragement; enforcement, engineering and e-safety.

Vehicle speed is the most important single factor in the severity of road collisions, and urban speeds need to reduce if the Council is to move towards Vision Zero. Lower speeds also contribute to more attractive streets.
The Council supports the introduction of 20mph limits in the City Centre, main shopping streets and predominantly residential areas; while the strategic road network will remain at 30mph.

7. Managing and maintaining our infrastructure

The management and maintenance of the city's roads, pavements, cycleways and bridges is critical. The Council is revising its Streets Design Guidance in line with Scottish Government policies. This Guidance, once finalised, will be applied in all design, intervention and maintenance actions in the city. The Council will also use its Urban Traffic Control system to facilitate safe and effective travel across the city for all road users, prioritising walking and cycling and public transport modes.

The Council is developing a Road Maintenance and Renewals Action Plan, which will ensure that design, building and maintenance work by the Council is aligned. This will include a review of the methodology for prioritising renewals and repairs.

8. Travel planning, travel choices and marketing

Travel planning and marketing aim to inform people about travel choices available and to make it easier for them to change their travel habits. Several of the major employers in Edinburgh recognise the importance of travel planning and offer this service, but there is potential to make this more widespread.

The Council aims to improve understanding about alternatives to car use. It will employ staff to provide a Travel Planning officer. He or she will work with colleagues to review the Council's own Travel Plans, before engaging with local employers and developers to assist in promoting sustainable transport.

9. Active travel

Active Travel sits at the heart of this LTS. The Council has an Active Travel Action Plan (ATAP) which sets out a range of actions aimed at encouraging both walking and cycling. This includes giving greater priority to pedestrians and cyclists in street design and management, improving on-street infrastructure, and marketing the benefits of active travel.

10. Public transport

An effective public transport system enables access to employment, health care, education and leisure opportunities. Effective integration and information provision is key; the Council supports the introduction of affordable fully integrated ticketing across transport modes and operators.

The Council's Public and Accessible Transport Action Plan sets out actions relating to bus operations, infrastructure, community and accessible transport, taxis and private hire cars, rail, tram, and public transport information.

A comprehensive review of Community and Accessible Transport (CAT) was underway in summer 2013; it will address travel support provided to people who are unable to use public transport. The Council's approach to CAT over the period covered by this LTS will be based on the emerging recommendations.

The Tram will provide a valuable addition to the city's public transport network, and will be integrated with Lothian Buses. Once the Tram has bedded-in, the Council will start exploring options for the future. The Council will work with all public transport operators towards a high quality integrated network for Edinburgh.

11. Car and motorcycle travel

The Strategy seeks to enable cars to be used efficiently for those tasks for which they are well suited and at uncongested times and locations. Demand management is crucial to maintaining the city's economy, and to gaining the benefits of car travel when it is the most appropriate option.

The Council will encourage efficient use of cars through measures such as parking management, promotion of car clubs, support for priority for 'high occupancy vehicles' and lift sharing. The Council will support the work of SEStran in this.

12. Car parking

Car parking is a complex policy area with a number of different objectives. These need to be balanced in arriving at strategic approaches or solutions for a particular location. The city's image depends, amongst other factors, on perceptions of parking, its availability in the city and information on parking opportunities.

The policies within the LTS 2014–2019 are built on those within the previous LTS, and the Council will review its Parking Action Plan during 2014. The most significant change in the new LTS is a commitment to prepare detailed proposals for the introduction of parking and loading restrictions on the main road network on Sundays, for at least part of the day.

13. Freight

The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Key issues relate to deliveries of goods, particularly to premises requiring locations for loading and unloading.

The Strategy supports the use of rail and sea freight wherever possible - the Planning process can be used to safeguard or promote this – but recognises that often deliveries must be made by road.

14. Edinburgh's connectivity

While the Council supports enhancement of individual junctions on the strategic road network, it will only support major road upgrades to or around Edinburgh, including on the city bypass, where the principle outcome is to prioritise public transport and high occupancy vehicles. The Council will work with Transport Scotland to deliver the Refreshed Public Transport Strategy for the Queensferry Crossing.

The Strategy supports measures to enhance rail connections between Edinburgh and Glasgow, London, and UK cities. It supports actions to reduce journey times and increase electrification. For long-distance travel, the Council will prioritise initiatives which support the use of rail, coach and (where applicable) sea, over air travel.

16. Making it happen

The Council will collaborate with partners to deliver the Plan and Programme set out in Appendix 2, will seek to maximise existing resources and will explore all potential sources of funding.

1. Introduction

1.1 Why have a Local Transport Strategy?

The City of Edinburgh Council produces its LTS in order to set out its policies and plans in working towards an integrated and sustainable transport system.

1.2 How does the Local Transport Strategy fit with other Policies, Strategies and Action Plans?

The LTS must take into account national and regional transport, planning and economic development policies. It also needs to be fully integrated with the Council's wider objectives and outcomes and with other Council strategies, especially the Local Development Plan and Economic Strategy.

National and Regional Strategies

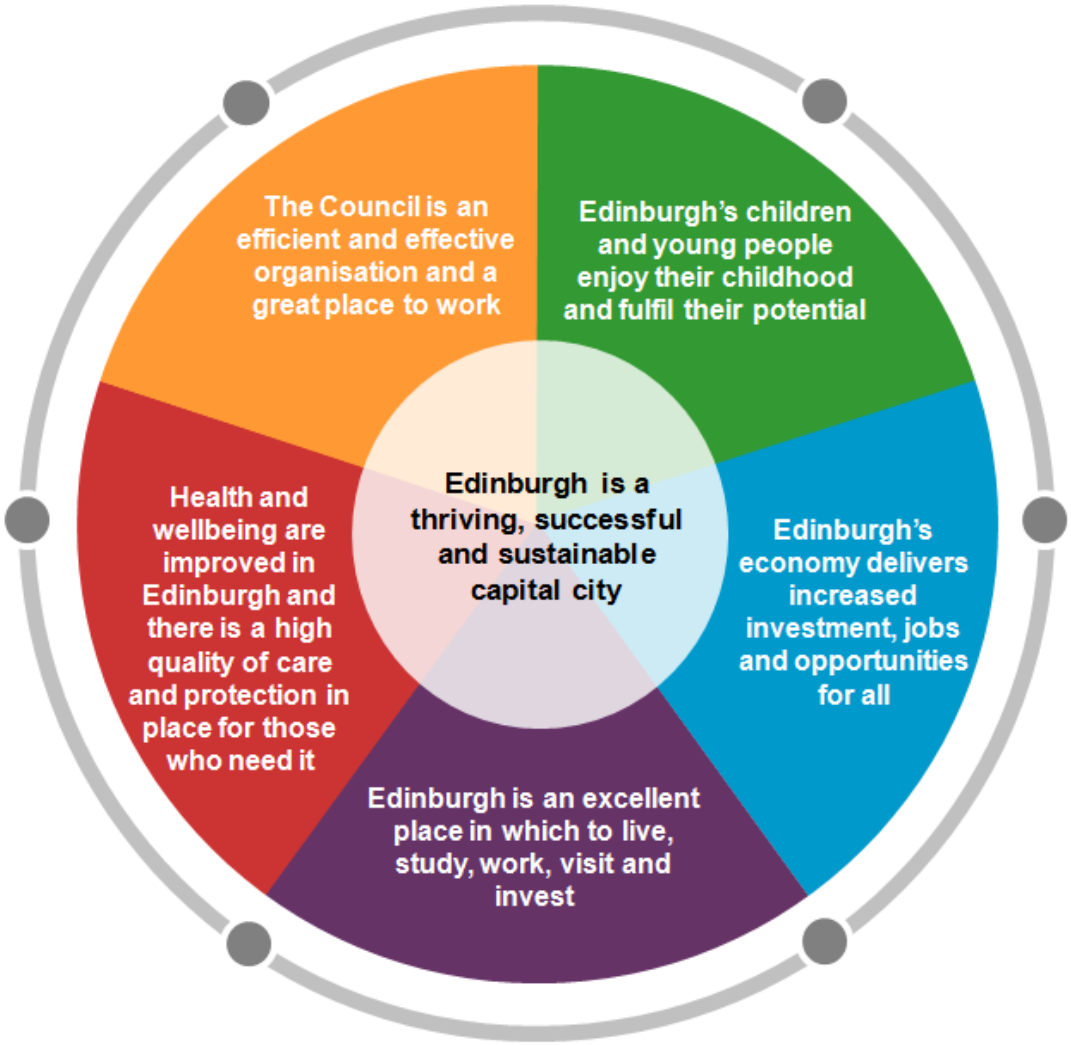
The key national policy documents are Scotland's National Transport Strategy, approved in 2006, and the National Planning Framework, currently under review. Transport Scotland's 2008 Strategic Transport Projects Review sets an important context when considering major projects, such as upgrades to rail lines or major road junctions

The SEStran Regional Transport Strategy 2008 – 2023, also currently under review, provides the regional policy context for the LTS, whilst the Strategic Development Plan sets out a development strategy for the South East of Scotland until 2032.

Other Council Strategies

The diagram below illustrates the Council's overarching objective, together with its five supporting outcomes, as set out in the Citywide Performance Management Framework. Provision of an efficient, safe sustainable and accessible transport system in Edinburgh contributes to all these outcomes. Chapter 2 sets out specific transport outcomes, developed in 2010 in discussion with stakeholders.

The LTS has particularly strong relationships with the Local Development Plan and the Strategy for Jobs. Chapter 4 covers the inter-relationship with these plans, Transport Action Plans and LTS Actions.



The Council has transport-related Action Plans covering the following topics either approved or under preparation:

- Road Safety (approved 2010, reviewed 2013)
- Maintenance and Renewals (in preparation)
- Active Travel (approved 2010, reviewed 2013)
- Public Transport (approved 2013)
- Parking (incorporated in 2007 LTS, due for review 2014)

This LTS summarises the actions in each of the plans.

In several policy areas, there is not presently a separate action plan. The LTS also summarises the main areas of action that it is proposed to take forward in these policy areas over the next five years.

1.3 How was this strategy developed?

Since the Council's transport strategy was first created in 1996, it has remained consistent. In 2010, in drawing up its long-term 'Transport 2030 Vision', the Council carried out a stakeholder consultation covering outcomes and key initiatives. This re-affirmed the broad direction of the LTS 2007 to 2012. With this in mind, when preparing this new Local Transport Strategy it was decided not to fundamentally review the overall policy approach. Rather

there was a focus on a limited number of issues, where a significant amendment to current policy was being considered (for example, speed limits), or where endorsement would be sought for a key policy area (for example, Integrated Transport or City Centre parking policy).

In early 2013, public and stakeholder consultation was carried out on 10 Issues for Review. The consultation, which received just under, 2,000 responses, comprised a range of activities:

- a presence on the Council's website, and social media sites;
- two public drop-in sessions;
- three stakeholder workshops;
- online and 6,000 paper questionnaires;
- discussion at Neighbourhood Partnership and Community Council meetings where requested;
- a widespread leaflet campaign of 56,000 leaflets, and posters at key community sites; and
- discussion at the Council's new Transport Forum.

The results were analysed by independent consultants and set out in a Consultation Outcome Report, which helped to shape this new Local Transport Strategy for 2014 – 2019.

1.4 What's in this document and how to use it

Introductory Chapters

Chapters 1 to 2 cover the policy context for the LTS and outcomes, trends, indicators and targets.

Policy Chapters

Chapters 4 to 14 set out policies and actions on a range of issues together with supporting text. Each chapter has the following structure:

- Introductory text - setting the context.
- Objectives - these seek to encapsulate what the Council is seeking to achieve in the policy area concerned, in order to work towards the outcomes set out in Chapter 2.
- Subsections dealing with different policy areas. These generally contain policies and actions:
    - The policies set out how the Council will deal with aspects of the topic covered by the relevant chapter;
    - Actions, summarising activities that the Council proposes to take forward over the next five years, highlighting key areas of work;
    - Where an Action Plan exists, for example in relation to Active Travel or Road Safety, the actions in the LTS summarise those set out in the Plans themselves.

2. Vision, outcomes and performance

2.1 The Vision

In 2010, the Council reviewed its long term approach to Transport and, in consultation with stakeholders, developed a long term Vision and an accompanying set of outcomes to work towards. These were set out in the '*Transport 2030 Vision'* document.

2.2 Outcomes

The nine outcomes listed below were developed in consultation with stakeholders in support of the Transport 2030 Vision and form the basis of this LTS. The outcomes are that Edinburgh's transport system should:

- Be **green,** reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions.
- Be **healthy**, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.
- Be **accessible and connected** locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.
- Be **smart and efficient,** providing reliable journey times for people, goods and services.
- Be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.
- Be, and be perceived to be, **safe, secure and comfortable,** so that people feel able move around by which ever mode they choose, whenever they wish.
- Be **inclusive and integrated.** Everyone should be able to get around the city regardless of income or disability.
- Be delivered through responsive, **customer-focussed** and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation.
- Be **effectively maintained** to enhance and maximise our assets; with well co-ordinated works and high quality materials.

2.3 Indicators and targets

The Council uses a series of indicators to measure its progress towards the nine outcomes. These indicators are listed in full in Appendix 1. Progress towards them is reported to the Council's Transport and Environment Committee every year. Key trends over the past five years are discussed in section 2.4.

The Council is undertaking work to improve its methodology for measuring its key transport indicators.

New targets for the share of journeys by different forms of transport and road safety are set out below:

Modal split targets; all journeys by CEC residents	**2009 - 2010 modal share %**	**2015 target %**	**2020 target %**
Walk	35	35.5	36
Cycle	2	5	10
Public Transport	17	20	21
Car	43	37.5	31
Other (inc motorcycle)	2	2	2

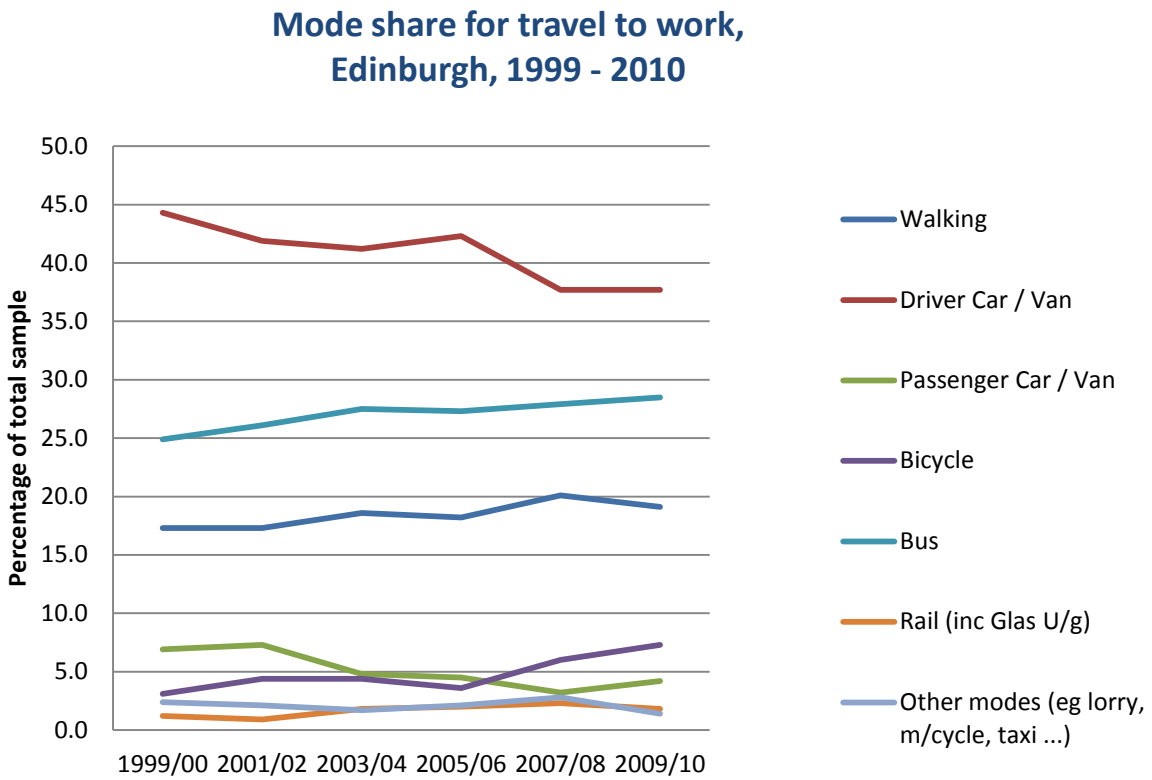
Modal split targets; travel to work	**2009 - 2010 modal share %**	**2015 target %**	**2020 target %**
Walk	19	20.5	21
Cycle	7	10	15
Public Transport	30	31	32
Car	42	35.5	29
Other (inc motorcycle)	2	2	2

Note: recent figures on a smaller sample size give different indicators and outcomes may vary depending on the verification of the figures by a larger sample size.

	% Reduction	
Road Safety Targets	**2015**	**2020**
People killed	30	40
People seriously injured	43	55
Children killed	35	50
Children seriously injured	50	65
People slightly injured	5	10
Pedestrians Injured per km travelled	*	50
Cyclists injured per km travelled	*	50

Children are under 16.

* = no interim target set



Source: Scottish Household Survey

2.4 Progress update

Progress against most of the indicators and targets set in the Local Transport Strategy 2007 – 2012 and updated in the Transport 2030 Vision has been positive.

- The share of trips to work by Edinburgh residents made by public transport, on foot or by bike has increased significantly to 55 per cent. Edinburgh has the highest levels of walking (19 per cent), cycling (seven per cent) and bus use (29 per cent) for travel to work in Scotland (Scottish Household Survey);

- less road traffic, down from 3,040 million vehicle kilometres per annum in 2008 to 2,885 million vehicle kilometres per annum in 2010, against a target of no more that 3,100 (Department for Transport);

- fewer road traffic casualties killed, seriously and slightly injured. There has been a 23 per cent decline in road traffic casualties between 2004 and 2011 (Stats19);

- carbon dioxide (CO_2) emissions down from 786,000 tonnes in 2008 to 713,000 tonnes in 2010;

- air quality has in general been improving, though not as quickly as necessary to meet European targets. Air Quality Management Areas cover approximately two per cent of the city, but more needs to be done to stop this increasing; and

- the percentage of the road network that is in need of maintenance[1] has fluctuated over the past 7 years, but overall has dropped from 39.7 per cent in 2006/8 to 34 per cent in 2011/13 (SCRIM).

Most of the actions set out in the 2007 – 2012 Local Transport Strategy have been completed. Achievements include:

- construction of the Edinburgh Tram. The project is now largely complete and services are due to start in 2014;

- Bustracker – this now provides Real Time Passenger Information for Lothian Buses services on 400 on-street signs, a website, and smartphone app. The web-based part of the system consistently receives more than 500,000 requests for information per day;

- a successful pilot of a 20mph speed limit area in south Edinburgh to assess the viability of relying mainly on signs than on physical measures;

- substantial progress in implementing the Council's Active Travel Action Plan and Road Safety Plan;

- introduction of residents' permit charges linked to CO2 emissions;

- new 'Priority Parking' areas, which manage parking with a lower-key approach than in the City Centre Controlled Parking Zone; and

- public realm improvements to St Andrew Square garden and the Grassmarket.

2.5 Future trends and their likely impact

The need to minimise the emissions that contribute to climate change is ever more pressing, and under Scotland's Climate Change Act the Council is obliged to take local action to address this global threat. Reducing greenhouse gas (especially CO_2) emissions is an important theme of this Local Transport Strategy. Climate change is now happening and the city's transport assets and infrastructure need to be designed to withstand future change, especially the expected increase in extreme weather events.

Edinburgh has a youthful population compared with many other local authorities in Scotland. Over the next 30 years, however, the city is expected to see rapid growth in its elderly population.

Travel demand is strongly influenced by demographic factors as well as economic factors. Older people are tending to be active for longer, and retain

[1] See Appendix 4

greater mobility and independence. This has implications across the spectrum of transport policy. For example, demand for concessionary bus travel is likely to increase at the same time as number of older bus users goes up. Investment will be needed to re-design the public realm to cater for the needs of an ageing population (e g improved surfaces and pavements capable of accommodating mobility scooters).

3. Putting our customers first

Our customers are at the heart of what we do. We continually look to deliver excellent customer service and improve our methods of engaging with people.

In 2007, the Council established Neighbourhood Partnerships (NPs). These have created new channels for residents and customers to influence how the Council and partners do things and to drive forward improvements at a local level.

Another significant change, since 2007, is the introduction of a public sector equality duty as set out in the Equality Act 2010. This gives the Council a duty to ensure that people within a range of protected characteristics are fully considered and consulted.

OBJECTIVES

To work positively in partnership with all organisations that can help deliver our outcomes.

To be responsive to the needs and concerns of all our users and customers.

3.1 Working in partnership

The Council recognises the benefits that come from working in partnership and acknowledges different experiences. Over the past few years, the Council has worked closely with partners including SEStran, Sustrans, Paths for All, Police Scotland, Essential Edinburgh, and NHS Lothian.

Cust1: The Council will continue to work with partners in order to share knowledge and expertise, maximise the use of resources, and better serve our customers.

In late 2012, the Transport Forum was created. Approximately 40 members were drawn from elected members, the public, private and voluntary sectors, and members of the public. The Forum acts as a consultative body to inform Council Transport strategy and activities. The Council will continue to develop the Forum as a mechanism for hearing the views of people who live, work and travel in the city.

Cust2: The Council will continue to work with the Transport Forum as a consultative panel that informs the Council's roads and transport policies.

3.2 Serving the customer

This LTS is accompanied by a set of Action Plans for Active Travel, Road Safety, and Public and Accessible Transport. Further Action Plans for Parking and Road Maintenance and Renewal will be added in 2014. These existing Action Plans were drawn up following input from our partners and

stakeholders, including through mechanisms such as the Cycle Forum and the Edinburgh Transport Access Group.

Members of the public are consulted about all significant transport projects, with the scale of consultation depending on the project involved. For example, before implementing the South Central Edinburgh 20mph pilot area we delivered leaflets seeking views to 18,000 households in the area. For smaller scale projects, such as a new road crossing, we will consult nearby residents and businesses, and for minor works such as street repairs, we notify people through letter drops and on-street signs.

We are committed to further improving our approach to public and stakeholder engagement. To facilitate effective consultation, the Council is currently developing a Consultation Framework which will be adopted by all service areas, and will give guidance on how to consult on service changes and project delivery, where appropriate.

Cust3 : The Council will use its corporate Consultation Framework when consulting on proposed projects and changes to service provision.

In addition, the Council's Transport Service is working towards 'Customer Service Excellence', an externally assessed accreditation which involves putting in place robust processes that give a greater assurance of excellent customer service.

Neighbourhood Partnerships are an effective mechanism for community consultation and engagement on transport projects. Nearly all of the 12 Neighbourhood Partnerships' Local Community Plans have roads and transport related priorities and NPs play an important role in Transport Service delivery.

NPs have established social media accounts to assist engagement with local residents.

4. Sustaining a thriving city

The Council has a vision of a growing, more sustainable Edinburgh contributing to a successful Scotland. This vision includes top quality streets, and safe, convenient and environmentally-friendly local transport providing access to jobs, services and leisure. The city also needs good physical and virtual connectivity to the outside world. The Council's Transport policies and actions need to integrate with Planning and Economic Development strategies to deliver this vision.

This chapter summarises how the Local Transport Strategy fits with the Council's Planning and Economic Development policies for Edinburgh, from the City Centre and areas of major change to main shopping streets and established residential areas. It should be read alongside Edinburgh's Local Development Plan, *Designing Streets,* the Council's Street Design Guidance, and Planning and Economic Development Policies.

OBJECTIVES

To support the economic vitality of the city centre, traditional centres and local shops.

To support development in the growth areas of the city through facilitating provision of necessary transport infrastructure.

To help improve quality of life in Edinburgh's residential areas.

To minimise the need for car use.

4.1 The City Centre

Edinburgh City Centre forms the commercial heart of south east Scotland and indeed the entire country. It is a centre for finance and business, retail, entertainment, tourism and leisure. Its World Heritage Site status provides unique opportunities and challenges.

However, City Centre streets are still dominated by motor traffic. Completion of the first phase of the Tram project presents a great opportunity to change this. With this in mind, the Council is taking forward a plan to:

- improve the pedestrian experience in the core City Centre area and increase space for pedestrians;
- improve access to the City Centre;
- increase space for other uses (e.g. street cafes, entertainment, markets);
- offer dedicated cycle provision in the area; and
- reduce the detrimental impact of motor vehicles on the City Centre environment.

As set out in Chapter 6, the Council proposes to introduce a 20mph speed limit throughout the City Centre, helping to create more civilised, pedestrian and cycle-friendly, streets.

Several major transport investments are currently underway that will improve access to the city centre. The Tram, Edinburgh-Glasgow rail electrification, the Haymarket and Waverley station upgrades and the Borders Railway will all bring significant benefits.

Key future projects include:

- the public space and pedestrian/cycling enhancement project discussed above;
- initiatives under the Active Travel and Public Transport Action Plans to support growth in walking, cycling, and public transport travel to the centre; and
- further enhancements to local rail services under the East of Scotland rail improvements project. This Scottish Government project aims to deliver better rail services into Edinburgh from East Lothian, Fife and South Lanarkshire and help access a wider regional pool of skilled workers.

In the longer term, the following would also significantly enhance access to the city centre:

- extension of the Tram network;
- a high-speed rail connection to Glasgow; and
- high-speed rail services to London and other English destinations.

4.2 Growth areas outwith the City Centre

Outwith the City Centre, Edinburgh's growth is focussed in three areas, West Edinburgh (including Edinburgh Park/Gyle and the Airport area), South East Edinburgh and the Waterfront. To grow in a way that protects the city's environment, these areas need supporting transport investment focussed on public transport, walking and cycling. In West Edinburgh, the Tram is the core of this investment package. Tram extensions could also play a similar role in other areas. The sections below summarise transport investment packages for each of the growth areas. A full list of supporting investment is set out in the proposed Local Development Plan Action Programme and is summarised in Appendix 2. A number of the projects listed fall within Transport Scotland's remit and/or would need significant contributions from developers or others.

4.2.1 West Edinburgh

The Tram will significantly improve public transport access to West Edinburgh, supporting business and housing development and improving access to the airport. Other key future projects include:

- Edinburgh Gateway Station, a new pedestrian/cycle bridge linking the station to housing at Maybury and Cammo and other cycle and walking network improvements;
- improving Newbridge Interchange; incorporating bus priority measures; and bus priority on the A8 and A89;
- upgrading the A8/Eastfield Road junction and Gogar roundabout;

- widening Eastfield Road to four lanes and devoting the extra space to bus priority;
- delivering outer orbital express bus services to link the Airport, International Business Gateway and Edinburgh Park to the city's southern ring of P&R sites and to Midlothian. (see Section 10.2 and Section 12.7);
- upgrading Maybury and Barnton junctions in association with housing developments in the Maybury and Cammo areas, incorporating bus priority; and
- in the longer term, potentially extending the Tram beyond Edinburgh Airport to Newbridge (for which the Council has Parliamentary powers) and possibly further.

4.2.2 South East Edinburgh

Transport proposals to support this increasingly important growth area include:

- cycle and walking network improvements;
- the Borders rail line - a new station at Shawfair will support housing development there;
- improving Sheriffhall roundabout - the Council supports grade-separation incorporating bus priority;
- orbital express bus services from the area to P&R sites on the southern and western sides of the city, to Musselburgh Station and Queen Margaret University;
- improving the A1/A720 junction at Old Craighall;
- junction improvements on Burdiehouse Road, Gilmerton Road and other local improvements associated with new housing allocations; and
- in the longer term, potentially constructing a Tram line to the Bioquarter and possibly beyond. This would require new Parliamentary powers.

4.2.3 Waterfront

Improved transport connections will drive the renewal of Edinburgh's waterfront. Much of the required urban infrastructure is already in place, but improved connections to the City Centre are needed to unlock the area's sustainable regeneration. Key future projects include:

- measures to support growth in walking, cycling and bus use, through priority at junctions and new and improved links;
- improving public realm, including completing the Waterfront Promenade, with an interim inland section through Leith via the North Edinburgh path network;
- infrastructure to meet the requirements of the off – shore renewables industry; and
- in the longer term, potentially extending the Tram to Leith and Newhaven (for which the Council has Parliamentary powers). The Council also has Parliamentary powers to construct links to Granton and from there to Newhaven.

4.3 Traditional town centres

Edinburgh has a number of main shopping streets and many smaller groups of shops, with a mix of local and speciality shopping. These are vital in enabling people to meet many day to day needs within easy reach of home. They also make a significant contribution to the city's economy and to the attractiveness of Edinburgh as a place to live and visit.

Access to these centres is crucial, as is the quality of their street environments. However, limits on space and the dual role of many streets as arterial roads as well as shopping destinations mean that balancing competing demands can be challenging. People using traditional centres typically move around on foot, so it is important to improve conditions for pedestrians whilst recognising that people reach these centres by various means of transport. Furthermore, shops in traditional centres are usually competing with others in centres with relatively easier car access. See policies **Walk5, Park15, and Park17**.

4.4 Residential areas

Edinburgh is a city of multi-functional streets. Nearly every street in the city, including busy main roads and streets in shopping and business districts, has people living on it. A very high proportion of Edinburgh's streets are predominantly residential. They carry no significant cross-city movement, at least by car or bus.

Despite this, for much of the past 50 years, emphasis has been placed on the role of these streets for movement rather than as places. Recently this has changed. The Council wishes to take this further by adopting policies and actions that will gradually transform the city's streets which are predominantly residential into places that are mainly for walking, cycling, meeting, socialising and for children playing, while still allowing car access. The adoption of a 20mph speed limit in predominantly residential areas has a major part to play in this (see policy **Safe4)**. Also important are the changes to Street Design discussed in Section 7.1 (see policy **Streets1)**.

These changes to street design also have a part to play in making predominantly residential streets more 'liveable' and in adapting their design to a lower speed limit.

4.5 Reducing the need to travel, and managing the impact of new developments

Although this strategy is about moving around, it is also about reducing the need for motorised travel, especially car travel. Less car traffic helps make a city a safer and more pleasant place to live, as well as an attractive place to invest.

Planning and Economic Development policies have a big part to play in reducing the need to travel. For example, the location and form of new development strongly influences travel patterns. The availability of work,

shops and services in places which are easy to access on foot, cycle or by public transport helps to reduce car use.

Thrive1 : The Council will seek to ensure integration of land use planning and transport policies.

The Strategic and Local Development Plans (SDP and LDP) include a range of policies covering the transport impacts of development. The LDP Action Plan sets out transport investments which are seen as necessary for the development proposals in the Plan to proceed. These are listed in Appendix 2 to this LTS, along with other transport projects.

Parking policies and standards are particularly important in achieving transport and planning objectives, for example in supporting City Centre retailing and in encouraging use of walking, cycling and public transport.

Every development has a transport impact, and the Council will seek to ensure that developments meet the movement needs that they generate. New developments should facilitate access to and from the site and take into account wider connectivity. Development should be designed to fit the aims of the transport strategy, giving priority to sustainable transport and minimising dependence on the private car.

The Council will therefore require planning agreements to include contributions from developers towards appropriate off-site transport measures. It will also seek Travel Plans (see 8.5 and Travplan3), which may be integrated with the off-site measures requirements.

Thrive2 : Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, focussing on sustainable transport modes. Road provision should normally be limited to that required to accommodate traffic generated by the development and should adhere to the guidelines set down in the Council's Street Design Guidance.

Thrive3 : The Council will seek the implementation of travel planning measures proportionate to the scale and nature of developments. The Council will also seek to improve its monitoring of the implementation and impact of travel planning measures.

5. Protecting our environment

Our Local Transport Strategy must embrace the increasingly pressing need to protect our environment and particularly to enable transport choices which are more environmentally sustainable.

OBJECTIVES

To contribute to Edinburgh's carbon emissions targets through a range of transport related measures.

To reduce pollutant emissions in order that the city meets statutory Scottish air quality standards.

To reduce transport noise.

5.1 Climate change and reducing overall emissions

Scotland has a target of reducing greenhouse gas emissions by 42 per cent by 2020 and 80 per cent by 2050 (compared to 1990 levels). Edinburgh has adopted this target in the Capital Coalition Pledge 50 and Sustainable Edinburgh 2020..

The Council's approach has three main strands. These are reducing the need to travel, encouraging use of alternatives to the car and seeking to reduce emissions from motorised travel.

The Local Development Plan prioritises areas for development where there are already strong public and sustainable transport links in place. For example, developments in West Edinburgh will benefit from the Tram (see Section 4.2.1).

To reduce the number and length of trips, the Council encourages home- or remote-working for its staff. It will be liaising with Edinburgh employers to encourage this through a new travel planning service (see Chapter 8).

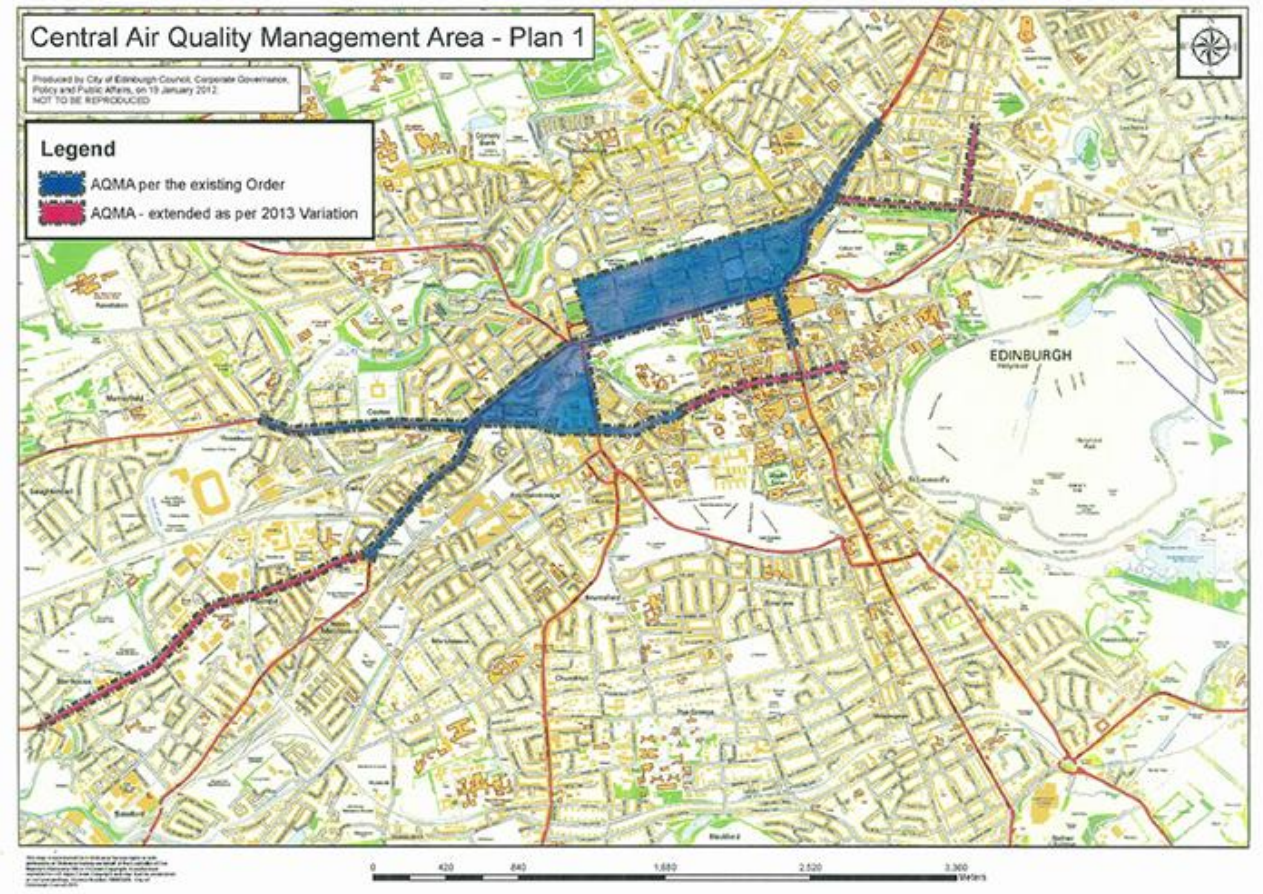
Many elements of this LTS and its supporting Action Plans aim to encourage walking, cycling and public transport use. For example, the Active Travel Action Plan aims to increase significantly walking and particularly cycling in Edinburgh, with targets of 35 percent (walking) and ten per cent (cycling) for all trips by 2020.

Several measures are already in place to reduce emissions from transport in Edinburgh. Bus fleets continue to improve year on year, with operators increasingly investing in hybrid buses. In 2010, the Council introduced 'Park Green', a tiered system of resident permit charges linked to the vehicle's CO_2 emissions. The Council has introduced electric vehicles into its own fleet.

5.2 Air quality

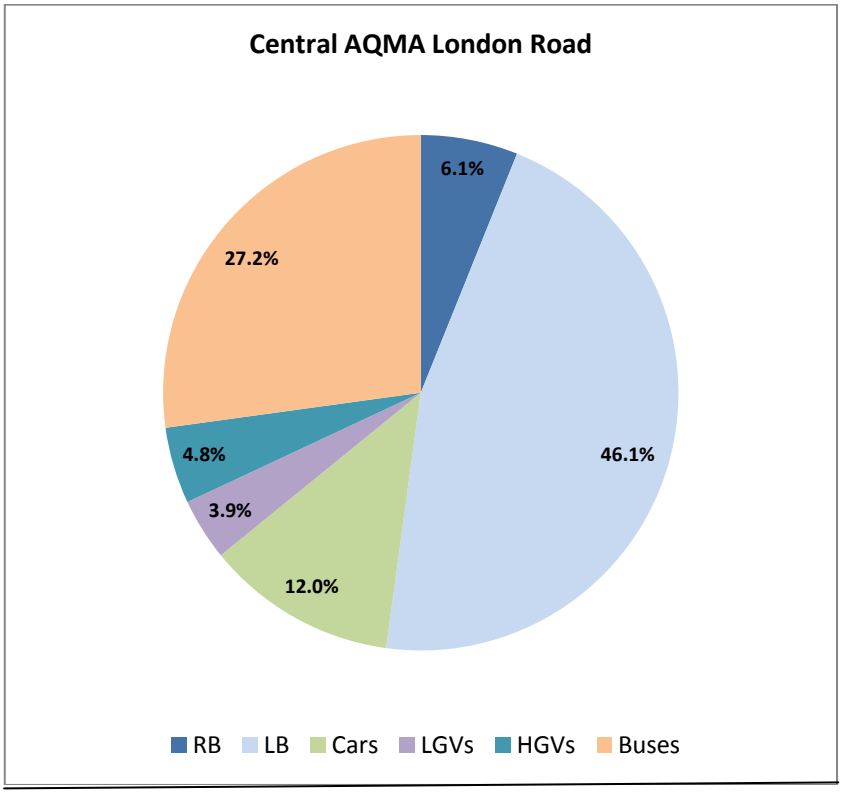
Standards for air quality in Scotland are set out in Scottish Air Quality Regulations. The Standards are closely aligned with EU Limit Values and the ambitions of the UK National Air Quality Strategy. However, the Scottish Government has set more stringent standards for particulate (PM_{10}) pollution than the rest of the United Kingdom. Failure to achieve the European Limit Values for air pollutants could lead to fines being imposed on the Scottish Government.

In Edinburgh, the concentration of Nitrogen Dioxide (NO_2) has led to the declaration of five Air Quality Management Areas: City Centre, St John's Road, Great Junction Street, Inverleith Row and Glasgow Road at Newbridge. Levels of PM_{10} are also of concern.



Space heating contributes some NO_2, but the bulk of this pollutant, in Edinburgh, derives from road traffic emissions.

Example of sources of NO_2, in part of the Central Air Quality Management Area.



In this diagram "*RB*" (regional background) and "LB" (local background) refer to the contribution to roadside pollution levels which are not solely attributable to traffic sources at the monitoring location. Examples of background sources are space & water heating systems, power stations, industrial processes, trunk road networks, trains, and aircraft (see. Defra LAQM TG09).

It was anticipated that newer, cleaner, vehicles meeting higher Euro standards would lead to air quality improvements. These standards were based on bench - test environments, but have not delivered improvements in real driving conditions. It is anticipated that the latest Euro VI emission standard will take account of the earlier deficiencies and lead to reduced emissions of air pollutants.

Diesel-engined vehicles emit more NO_2 than equivalent sized petrol vehicles. The proportion of diesel engine cars in the UK fleet is now greater than expected, as an unintended consequence of road tax incentives to reduce carbon dioxide emissions from cars. This has hindered progress towards reducing air pollution from road traffic.

With these factors in mind, the Council will develop options for emission control measures for Edinburgh during 2014.

Env1 The Council will ensure that its Air Quality Action Plan and Local Transport Strategy are adequate to address issues around air quality. It supports the use of emission reduction measures as a means of working towards the air quality standards set down in legislation.

5.2.1 Electric and hybrid vehicles

Electric vehicles offer the benefits of zero emissions at the point of use, lower noise levels and lower fuel costs than similar internal combustion vehicles. On the other hand, the network of charging points is not yet widespread. For longer journeys battery capacity is an issue and electric vehicles currently have a significantly higher initial purchase cost. In addition to pure electric vehicles, hybrid and fuel cell powered cars and vans can also contribute to reducing emissions and are becoming increasingly common. Although offering emissions benefits, electric and hybrid vehicles still contribute to congestion, parking and road safety problems.

The United Kingdom Government currently (2013) offers incentives for the purchase of some electric cars. The Scottish Government has also supported purchase of electric vehicles in public sector fleets. Government financial support is also available for the installation of electric vehicle charging points. To date this support has been aimed at public sector fleets and depots, however funding is also now being made available to support the establishment of public-access charging points.

Env2 : The Council supports increased use of low emission vehicles through:

- working with partners to provide a network of electric charging points;
- encouraging the purchase of low emission vehicles through its charges for resident parking permits; and
- taking into account vehicle emissions in its fleet purchasing policies.

The Council will use *Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in vehicles* as a guide to advance the adoption of plug-in vehicles in Edinburgh. It will also work with Transport Scotland to progress further opportunities to promote plug-in vehicles within the Council and to local residents and businesses.

A range of technologies for powering larger vehicles, such as buses and goods vehicles are emerging. Where practicable, the Council will work with operators to ensure that Edinburgh benefits from the reduced emissions of pollutants and noise arising from the use of these technologies.

5.2.2 Air quality - actions

- the Council will ensure that the air quality policies and actions in its Local Transport Strategy and statutory Air Quality Action Plan are aligned;
- the Council will support continuation of the ECOSTARS Edinburgh scheme. This voluntary scheme provides recognition and guidance on environmental best practice for operators of goods vehicles, buses and coaches whose fleets regularly serve the Edinburgh area;
- the Council will assess the potential for the introduction of emission control measures, based on emerging guidance from UK and Scottish

Governments, in partnership with bus and heavy goods vehicles operators. Options will be developed during 2014 in consultation with relevant partners and businesses. Any proposals will be subject to public consultation; and

- the Council will prepare an action plan for low emission vehicles that will:

  - cover the acquisition of low emission vehicles for its own fleet,
  - set priorities for the location of electric vehicle charging points and alternative fuelling stations,
  - develop pathways for enhancing the attractiveness of low emission vehicles, including partnership working with external bodies and
  - establish a regular monitoring process to ascertain the effectiveness of measures and the direction of technological trends.

5.3 Traffic noise

Traffic noise can cause annoyance and affect the quality of people's life and health. Quiet streets are more attractive, liveable streets, where people are more likely to want to be.

Noise from major roads such as the City Bypass can have an impact over a wide area. Such purpose-built roads, with no buildings fronting them, have much greater scope than urban streets for noise reduction through the use of noise barriers.

Traffic noise can be reduced by limiting speeds, particularly where physical calming is not used.

The Council's aim to encourage a shift from car use to more sustainable forms of transport has the further effect of reducing noise.

Good maintenance produces roads that are quieter than those needing renewal and repair. Road surfacing materials chosen for low noise performance can also make a big difference to traffic noise.

Env3 : The Council will seek opportunities to mitigate noise pollution from the trunk road and motorway network as part of any future improvement or major renewal projects. Where feasible it will also seek to mitigate road noise impacts on new developments.

5.3.1 Traffic noise - actions

- the Council will continue to work with utility companies to improve the quality of reinstatements, through the re-launched Edinburgh Road Works Ahead Agreement. It will also ensure that every reinstatement is inspected.

6. Road Safety

The Council has adopted a "Vision Zero" policy approach to road safety. This means that our overarching road safety vision is to work towards the provision of a modern road network where all users are safe from the risk of being killed or seriously injured. This approach, which is in keeping with the Scottish Government's Road Safety Framework to 2020, has major implications for road network management.

OBJECTIVE

To work towards a road network where all users are safe from the risk of being killed or seriously injured.

6.1 The Road Safety Plan

An Action Plan for road safety in Edinburgh was developed by the Council and its key partners of NHS Lothian, Lothian and Borders Police (now Police Scotland), and Lothian and Borders Fire and Rescue Service (now Fire Scotland) in 2010. These partners collectively form 'Streets Ahead Road Safety in Edinburgh' and work together to deliver the Road Safety Plan for Edinburgh to 2020 (Plan).

This Plan builds on the Scottish Government's Road Safety Framework, the Transport 2030 Vision, and the Single Outcome Agreement in place at the time. It takes into account the road safety needs of all users and aims to focus resources on activities and in areas which will achieve maximum casualty reduction in the most cost-effective manner.

The Plan comprises short, medium and long term interventions involving education, encouragement, engineering, and enforcement. It also seeks to utilise the technological opportunities provided by 'e-safety'. The Council produces an annual monitoring report to gauge the progress in delivering these interventions and meeting the set targets (as set out in Chapter 2).

Vehicle speed is a key factor in determining the severity of road crashes. Reducing speed limits is one of the major initiatives of the Local Transport Strategy. The proposals put forward, if carried through the statutory consultation process, would result in most of Edinburgh's streets having a 20mph speed limit by the end of the life of this Strategy. Further information is given about the Council's policy approach in Section 6.5.

6.2 Education and encouragement

Road safety education in recent years has been mainly targeted at young people, but also includes information campaigns targeted at adults.

Following the rollout of the Safer Routes to School Programme, Road Safety Intervention Officers have been working with schools to develop school Travel Plans, and to give travel planning and safe travel advice. The Council also remains committed to the national Kerbcraft project. This provides roadside

training to 5-7 year olds (e g choosing safer routes and places to cross the road), with priority being given to children in more socially disadvantaged areas and those with a higher risk of injury.

Safe1 : The Council will maintain its commitment to education for young people with regard to road safety, user behaviour, active travel and travel planning by continuing its engagement with primary and secondary schools across Edinburgh. Where appropriate, it will work with partners such as Sustrans, Road Safety Scotland, and Cycling Scotland and consider opportunities to involve the local community.

6.2.1 Education and encouragement – actions

Road Safety Plan actions relating to education and encouragement include:

- supporting national campaigns that, raise awareness of road safety dangers, promote safety for cyclists, promote responsible driving behaviour and increase awareness of the health benefits of walking and cycling;
- exploring new opportunities to work with schools and local communities to initiate safety awareness and active travel promotional events; and
- ensuring that the Scottish Cycle Training Scheme resources and practical training are promoted in every school, particularly in areas of deprivation, and promoting adult cycle training city-wide. Building on these through further measures aimed at ensuring safer interaction between road users; appreciation of the Highway Code and safer cycling practices.

6.3 Enforcement

Effective enforcement is necessary to achieve targets for improved road safety and the Council works with Police Scotland to help achieve this.

Speed cameras have been sited within Edinburgh, at locations that comply with the Scottish Safety Camera guidelines, in order to:

- reduce the number and severity of injuries to road users;
- increase driver awareness of speeding and red light violation;
- achieve greater levels of driver compliance with posted speed limits and signals; and
- achieve and sustain lower accident levels, especially for vulnerable road users.

The guidelines are based on the number of casualties and collisions, length of site, type of camera and speed survey documentation.

The Council monitors areas in the city to determine if there are locations where a speed camera would have a benefit. Where this is the case, mobile equipment is most likely be used in the future. The Council will ensure that that any surplus from the Safety Camera Partnership will be used only for

further developing road safety measures, including implementing 20mph speed limit areas.

The Council will work with Police Scotland through the Road Safety Forum to seek means of addressing enforcement issues which may arise as 20mph speed limit areas are rolled out.

Safe2 : The Council will continue to maintain the existing speed camera network where monitoring shows it to be effective. It will also continue to monitor locations in the city which may benefit from installing speed cameras or by making use of mobile units.

6.3.1 Enforcement – actions

Road Safety Plan actions relating to enforcement include:

- working with partners to ensure continued enforcement of the laws against mini-moped and unlicensed motorcycles, and drivers travelling at excessive speed; and

- participation in Police Scotland's Casualty Reduction Forum whenever partner intervention is required during an investigation of a fatal collision.

6.4 Engineering and e-safety

Adapting the road environment through engineering has been a major focus of road safety action for many years.

6.4.1 Accident Investigation and Prevention

Research indicates that low cost Accident Investigation and Prevention (AIP) measures are an effective way of achieving sustained casualty reductions. To channel investment most efficiently, accident data is used to identify 'sites for concern' where the number of collisions appears to be high. These are investigated and where cost-effective remedial measures are identified, these are programmed for implementation. In addition to its AIP schemes, the Council subjects all new significant projects and large maintenance projects to a road user safety audit with the aim of minimising accident risks.

Safe3 : The Council will maintain a programme of identifying and implementing Accident Investigation and Prevention (AIP) measures.

6.4.2 School Streets

Trips to school made by car often cause significant localised congestion and parking problems around school gates at the beginning and end of the school day. The environment created feels unsafe for parents and children alike. In some cities, suitable streets in the immediate neighbourhood of schools are closed for short periods of around 20 to 30 minutes at school start and finish times to create a safer, more pleasant environment for children immediately around the school. The aim of such "school street" closures is to create a

much more pleasant and safer environment that encourages travel to school by foot and by bike.

The Council will initially pilot this approach at up to five schools where School Councils request it. The part time closures will not be appropriate for all schools, and there will be a selection process for choosing the pilot schools, but if early projects are successful this approach could be extended more widely. At each site there may be issues concerning enforcement, or access for residents and service vehicles, and these will be addressed in discussion with residents, the School, and Police Scotland.

6.4.3 Engineering and e-safety– actions

Road Safety Plan actions relating to engineering and e-safety include:

- starting to conduct work on street "corridors" (for example looking at the route from Haymarket west through Dalry and Gorgie) to put in place improvements that address the needs of all vulnerable road users, in terms of safety and accessibility;

- assessing the effectiveness of existing pedestrian crossing and signal control methods;

- investigating and improving upon the lag between emergency services and traffic control/network management responses; and

- utilising technology to reduce speeds where potential exists to do so, for example through average speed systems or Intelligent Speed Adaptation.

The following is a new action developed following public consultation on the Issues for Review for this Strategy:

- piloting the installation of 'school streets' at between three and five schools, on request from School Councils and in discussion with the Scottish Government and Police Scotland.

6.5 Speed reduction

Why reduce speeds?

Vehicle speed is the most important single factor in the severity of road collisions, with the risk of fatal injury to pedestrians being more than eight times higher at 30mph than 20mph. The chance of survival halves again between 30mph and 40mph. So urban speed limits need to reduce, if the Council is to move toward Vision Zero.

Speed is not only a safety issue. Lower speeds contribute to place making – streets with slower traffic are more attractive to residents, pedestrians, cyclists and children and can improve the environment for business and social interaction.

Cars travelling at 20mph also generate less noise. The effects on emissions of a change of limit from 30mph to 20mph are uncertain. Recent research, however, does not suggest that there are any significant adverse impacts[2] [3]

Most streets in the city are mainly used for local access. In these streets, there is a case for prioritising the safety and quality of life of residents over the use of the streets for movement. The Council has a long standing programme of introducing 20mph zones in such areas.

A high proportion of pedestrian and cyclist casualties occur on the busiest streets in the inner areas of the city. In many of these streets, average speeds are already fairly low, but a 20mph limit has potential to help rebalance them in favour of pedestrians and cyclists. It would also reduce the severity of injuries when people are hit or collisions occur.

Balancing objectives

Setting speed limits does require a balancing of objectives. In order to permit efficient movement around the city by bus, car and for deliveries, there is an argument for retaining a speed limit of 30mph on a core strategic network, particularly on roads with lower levels of pedestrian and cyclist activity. Furthermore, it is important that there is a good degree of public acceptance of the speed limit on any given road. This will ensure compliance without an undue call on police resources.

6.5.1 20mph speed limits

Recent market research and consultation in Edinburgh has shown strong support for more extensive 20mph limits. The Edinburgh People's Survey in 2012 showed strong support for 20mph limits in residential areas, shopping streets and the City Centre[4]. For example 67 per cent of people supported a 20mph limit for all city centre streets, 5 per cent opposed such a limit, with 29 per cent uncertain.

Options for more extensive 20mph limit areas were included in the Issues for Review consultation in 2013, and had support from the public and stakeholders. The strongest support was for the most extensive application of the lower limit, covering all non strategic streets, as well as main shopping streets and the whole city centre. With this in mind, the Council now proposes to proceed with a citywide roll out of 20mph limits along these lines.

Some concerns have been expressed by bus operators about the impact of 20mph limits on their operations. Owing to the nature of the roads on which 20mph limits are proposed, it is considered unlikely that any effects will be significant. Similarly, there is some concern over enforcement of 20mph limits. The Council will work with bus operators and road safety partners and seek to resolve these issues.

[2] See Appendix 4
[3] See Appendix 4
[4] See Appendix 4

6.5.2 Speed limits of 30mph and above

Some roads, in the outer suburbs of the city but still with houses or businesses fronting them, currently retain a 40mph speed limit. As noted above, the chance of survival of a pedestrian or cyclist following a collision at 40mph is half that at 30mph. Reducing a speed limit to 30mph has safety benefits and contributes to more people-centred neighbourhoods, most obviously by making roads easier to cross. However, some of the streets concerned have an open character, making enforcement of a 30mph limit difficult.

The use of non-physical measures such as visual road narrowing, 'ghost' islands, cycle lanes, and road markings can significantly affect drivers' perception of speed, with appropriate design reducing speeds to actual speed limits. This self-enforcement approach minimises the requirement for external enforcement resources.

6.5.3 Speed Limit Policies

Safe4 :
The Council's approach to the setting of speed limits within the urban area will be:
a. That on roads with a strategic movement function:
- *those that are main shopping streets, are in the city centre, or otherwise have relatively high levels of pedestrian and/or cyclist activity, will generally have a speed limit of 20mph;*
- *those that do not fall into one of the above categories will generally have a speed limit of 30mph (see policy **Safe5** below);*

b. That on other roads a 20mph limit will generally be applied.
The definitions of street types involved in this process will be developed in consultation with key stakeholders, including bus companies and the police.

Safe5 :
The Council will proceed with a programme of reducing speed limits on the urban road network that are currently 40mph to 30mph, combined with road markings and physical measures (e.g. pedestrian islands, cycle lanes) aimed at encouraging motorists to drive more slowly (see policy **Safe7** below).

Safe6:
On roads with no urban frontage, speed limits of 40mph or higher will generally be applied.

Safe7 : The Council will take forward self-enforcing road design aimed at reducing speeds as part of speed limit reduction schemes and where speeding problem areas are identified. All new and redeveloped residential areas will be designed for and subject to 20mph speed limits, in line with Edinburgh's Street Design Guidance.

6.5.4 Speed reduction – actions

- subject to the completion of necessary statutory procedures, the Council will take forward a programme of introducing 20mph speed limits to all predominantly residential streets, to shopping areas, including the City Centre, and to main roads with high pedestrian activity (e g in tenement areas) by April 2017. This will be accompanied by a citywide education and awareness campaign, in collaboration with road safety partners; and

The Council will proceed with a programme of reducing speed limits on the single-carriageway urban road network to 30mph combined with road markings and physical measures (e g pedestrian islands) aimed at encouraging motorists to drive more slowly.

7. Managing and maintaining our infrastructure

The management of streets and bridges in Edinburgh - how the Council designs and keeps the street network functioning for the benefit of Edinburgh's citizens and visitors – is extremely important. Likewise the maintenance of the city's roads, pavements, cycleways and bridges is critical.

OBJECTIVES

To manage the city's streets to support their economic, social and place-making roles, as well as their role as movement corridors.

To facilitate safe and efficient travel across the city for all road users, prioritising active travel and public transport modes while protecting vulnerable road users.

To ensure that the street, footway and cycle networks are of a standard suitable for safe and comfortable movement by people of all abilities.

To ensure the integrity of bridges, particularly on public transport or other strategic links.

7.1 Street design and management, and new roads

"Designing Streets" sets out the Scottish Government's policy for street design. The document is based on the premise that design should be based on an intelligent response to location, rather than the rigid application of standards, regardless of context.

The Council accepts the principles and policies set out in *Designing Streets*.

The Council is producing detailed Street Design Guidance which will align with *Designing Streets,* and will influence all aspects of street design, taking into account visual, safety, heritage, accessibility, and environmental factors. In relation to designing for cyclists the Council's Street Design Guidance will however go further than *Designing Streets,* in that it will recognise a wider spectrum of situations in which separation of cyclists from motorised traffic is desirable. The underlying philosophy of the Guidance is that streets should be social spaces and a public expression of the way a community lives and interacts. Street design delivers streets which are:

- attractive, distinctive and interesting
- welcoming and inclusive
- consistent with Edinburgh becoming more sustainable and ecologically sound
- legible
- safe

- responsive to the needs of local communities
- cost effective

The starting point is that a street's place function should be considered first, with movement needs considered in the context of place and street users.

The role of streets as places rather than just for movement is increasingly recognised in wider Government policy. For example, the Scottish Government Play Strategy reinforces the street as a place to play, stating: "Children playing outdoors is something we want to see happening much more in all outdoor places including green space, parks and streets that are valued by the community."

The Street Design Guidance will be applied in designing modifications to the street environment and creating new streets.

Streets 1: The Council requires its Street Design Guidance to be applied in all design, intervention and maintenance actions on the street network and in new development. All street functions and users should be taken into account.

7.2 Traffic management, intelligent transport systems, and new roads

7.2.1 Traffic management

The Council has over 600 traffic signal installations, junctions and crossings. These, together with other Intelligent Transport Systems (ITS) infrastructure such as variable message and real-time passenger information signs, aim to manage the transport network in Edinburgh safely and efficiently.

Traffic signals and light controlled crossings give the Council the ability to manage traffic and to balance provision for different road users. Many of the Council's traffic signals are managed through a computerised Urban Traffic Control (UTC) system that enables co-ordination of nearby sets of signals.

Streets2 : The Council will use its Urban Traffic Control system and other ITS systems to prioritise public transport and facilities for pedestrians and cyclists, whilst ensuring efficient flow of traffic through the city.

7.2.2 Traffic and travel information

The Council's Journey Time Monitoring System (JTMS) provides vehicle journey times on major traffic routes. It automatically alerts issues to staff in the Council's Traffic Control Centre as they arise. This information will be made available to road users and travellers over a variety of platforms – mobile, web and Variable Message Signs (VMS) around the city. The JTMS system also provides real-time information on parking, roadworks, incidents and events via the Council website.

The Traffic Control Centre also provides the @Edintravel social media service on Twitter and Facebook, alerting road users to roadworks and incidents.

Bustracker provides real-time information for bus passengers – see Chapter 10 (Section 10.8) for more detail.

7.2.3 Road capacity increases

Road capacity increases, including new roads, are sometimes proposed in existing developed areas or as part of new development. In considering the case for such a scheme, the Council will apply a two-part test as set out in **Streets3**.

Streets3 : Before approving any road capacity increase, the Council will seek to ensure that all viable measures for shifting vehicle trips to walking, cycling, public transport and car sharing, or for managing demand have:

- been fully adopted; and
- been found not to meet modal share or demand reduction needs.

7.2.4 Traffic signals and intelligent transport systems - actions

New technology enables UTC systems to more effectively manage and prioritise traffic. In future, this might include responding to issues such as air pollution or collisions. The Council will take forward the following actions:

- continuing to invest in Urban Traffic Control technologies to assist it in effective management of the road network;
- continuing to resource the @Edintravel service as a priority; and
- preparing a protocol for managing pedestrian and cyclist priority / delay at traffic signals and crossings with regard to priority /delay to general traffic and public transport.

7.3 Maintenance and utilities

The Council is responsible for some 1,500km of streets, 2,796km of footway, 125km of off-street shared foot- and cycleway and almost 400 bridges. The Council is committed to maintaining roads and footways in reasonable condition, and has a legal duty to do so. Maintenance includes all aspects of the network's physical condition and involves lighting, signs, line markings, drainage, winter weather treatment, verges, bridges and other structures. The Council makes temporary traffic arrangements for events and administers permits to occupy the road or footway for works, or for tables and chairs outside businesses.

In recent years, Edinburgh has allocated relatively high levels of capital funding for structural maintenance and reconstruction. Scottish survey statistics show the city's roads are generally improving, with the percentage of the road network that requires maintenance dipping from 39.7 per cent in 2006/08 to 34 per cent in 2011/13. However, the overall condition of the network remains a serious concern.

It is important that the Council's maintenance and renewals activities support its wider transport strategy. With this in mind revisions were made to the prioritisation system for renewals in 2010. The system will be updated further using information relating to the significance of roads and paths for travel by foot, cycle and public transport.

Streets4: Prioritisation of renewals and maintenance will ensure that additional weighting is given to roads and footways/paths that are of the greatest importance for movement by public transport, foot and cycle and to designated cycle routes.

The Council is developing a Road Maintenance and Renewals Action Plan. This will include a review of the methodology for prioritising renewals and repairs. It will seek to improve co-ordination and monitoring of roadworks. The Plan will ensure that design, building and maintenance work by the Council is aligned. It will build on the 'Roads Asset Management Plan' (RAMP), which establishes required service levels and the resources needed to maintain or improve network condition.

Bridges present special challenges as they are often critical points on the network and maintenance can be particularly disruptive. Weight restrictions, for example, can cause considerable disruption on main arterial routes, bus or freight routes and for emergency services. Where this happens, strengthening the structure is prioritised.

Streets5 : Strengthening bridges on primary or strategically important routes will be prioritised. On other routes, the Council will strengthen or manage weak bridges whilst minimising disruption to traffic and giving priority to maintaining public transport routes.

Where road and rail lines cross, there are particular risks that must be addressed.

Streets6 : The Council will work with Network Rail to assess potential risks where the road and rail networks meet or overlap and address the most vulnerable sites.

7.3.1 Utilities

Growth in housing and commercial developments, as well as advances in communications technology, has resulted in the need for upgraded, reliable utility infrastructure. The availability of secure networks of electricity, gas, telecommunications, water and drainage, is a pre-condition of attracting investors and developments to the city. Much of Edinburgh's underground infrastructure is old and is in need of renewal.

However, work to utilities causes significant disruption. A large proportion of roadworks in the city are carried out by utility companies. Co-ordination of these works with each other and with the Council's own roadworks, is important to keep the city's road system operating as smoothly and effectively as possible.

For these reasons, the Council established the Edinburgh Road Works Ahead Agreement (ERWAA) with key partners in 2008, to be relaunched in 2014. The objectives of the ERWAA are to:

- minimise the impact of road works to the public;
- improve the quality of reinstatements;
- measure and report on the service performance;
- ensure safety and better information signage at road works;
- provide better co-ordination of works throughout the city; and
- create a mechanism for continuing improvements by creating a Council / utility company review team meeting, to be held on a monthly basis.

The Council is committed to achieving a significant improvement in the overall standard of road reinstatements. To help it achieve this, the Council has gone well beyond its statutory obligations and committed to inspecting every road re-instatement following utility works for a two year period from April 2013 to April 2015.

Streets7 : The Council will inspect 100 per cent of all road re-instatements following utility road works on the city's adopted road network for an initial period up to April 2015. At the end of this period the approach will be reviewed with a view to ensuring that gains in performance are maintained.

7.3.2 Maintenance and utilities – actions

- the Council will develop a Road Maintenance and Renewals Action Plan by the end of 2014; and
- the Council will continue to work with utility companies at a local level to improve performance, co-ordination and stakeholder communication through a revised Edinburgh Roadworks Ahead Agreement, to be relaunched in 2014.

8. Travel planning, travel choices and marketing

Travel planning and marketing aim to inform people about travel choices available and to make it easier for them to change their travel habits, with an emphasis on viable alternatives to car use. Providing individuals and organisations with information and assistance can be very effective in encouraging a shift to public and active travel.

Several of the major employers in Edinburgh recognise the importance of travel planning and offer this service to their staff. There is considerable potential, however, to make this a more widespread activity.

Behaviour change campaigns, providing personalised journey planning information, introducing needs-based parking allocations, car-share schemes and walk-to-work weeks are all examples of measures that can be introduced as part of travel planning and marketing.

Accessible travel planning information is particularly important for tourists and visitors, who may lack local knowledge and be dependent on public transport. A change in travel habits amongst local residents can yield large cumulative benefits over time.

Personalised travel planning for individuals can be time intensive. However, it is effective in encouraging people to move from car travel to other modes and is relatively good value for money compared to major capital projects.

OBJECTIVES

To improve awareness and understanding about alternatives to car use.

To ensure that residents, visitors and employees are able to make well-informed transport choices.

8.1 Residents

Residents are a key focus for travel planning and marketing as most of their travel will be in and around Edinburgh. Residents move around the city for a host of different reasons and so have varied information and travel planning.

Information and marketing can be targeted according to locality, activity, social group or life stage. Examples of targeted information that could potentially be provided include:

- information packs for home movers;
- workplace travel planning (see Section 8.3, below);
- school travel planning (Section 8.2, below); and
- measures to encourage car sharing, or liftshare.

8.1.1 Travel planning for residents – action

- the Council will work to develop travel information and marketing targeted specifically at residents.

8.2 Schools

In recent years, the Council has been working with schools in the Edinburgh area to ensure that each has a Travel Plan encouraging safe and sustainable travel to school. The Council will build on this foundation by continuing to work with schools to promote road safety and active travel

"Sustainable Travel Recognition and Accreditation for Schools" (STARS) is a new project encouraging sustainable travel in both Primary and Secondary schools that will run between 2013 and 2016. With funding from Intelligent Energy Europe, the Council will work with schools to update their Travel Plans and implement measures to increase the uptake of sustainable modes of transport to school.

The 'Children and Young People' area within Road Safety Partnership's Streets Ahead website gives information on individual initiatives which are used to promote safe and sustainable travel to school by staff and pupils.

8.2.1 Travel planning for schools – action

- continue to employ Road Safety Intervention Officers to work with schools on Travel Plans and encourage schools to teach road safety and cycling.

8.3 Businesses and the Council

Commuting and business travel account for almost a quarter of all travel and, being concentrated at peak times, contribute disproportionately to weekday congestion and air pollution.

Some large employers already provide a travel planning service for their staff, as part of their corporate social responsibility. Many smaller businesses, however, do not have the resource to provide this service.

There will be opportunities to make significant improvements within the Council as it seeks to reduce its own corporate property portfolio and introduce new workstyles, including working from home. This means many staff members will be changing their travel habits and so will be more receptive to travel planning assistance.

As one of Edinburgh's biggest employers, the City of Edinburgh Council should set an example of best practice in this area.

TravPlan 1: The Council supports the development of flexible working lifestyles including homeworking and teleworking.

TravPlan 2: The Council will seek to lead by example in the area of travel planning. In refreshing its Travel Plans, it will set mode share targets for travel to work by Council employees in line with the outcomes and targets of this LTS.

8.3.1 Businesses and the Council - actions

- the Council will employ or redeploy existing staff to provide a Travel Planning officer. In the first instance, he or she will work with Council colleagues to review and improve the Council's own Travel Plans;
- the Travel Planning staff will then work with local businesses and developers to assist in promoting sustainable means of transport for staff and commuters; and
- the Council will ensure that all its worksites have a Travel Plan in place, and that existing Travel Plans are updated and enhanced.

8.4 Visitors

8.4.1 Day visitors

Day visitors tend to wish to travel to and around the City Centre area, often moving around the City Centre on foot. The compact nature of the City Centre means that walking is often the most convenient way to visit its attractions. Visitors may make use of the Park and Rides around the edge of the city, or travel to Edinburgh by coach or train.

Day visitors can be reached through national and area-wide marketing and information, especially through the internet. Information can be targeted by activity or time of day (concert-goers will have different travel needs to shoppers, for example, as they will be more reliant on evening services, but less likely to be carrying goods).

8.4.2 Overnight visitors

The needs of overnight visitors and those of day visitors overlap, but people who stay will be more likely to have travelled from further afield and will tend to use different information sources. Although many may arrive by train or bus, they will be more likely to be travelling from the airport, from hotels and from the suburbs.

Overnight visitors can be reached through links with Marketing Edinburgh, tourist organisations, conference organisers, and hotels and guest houses with information provided online or through leaflets.

The Parking chapter covers plans to improve on-street and on-line parking information, which will assist visitors who need to bring a car to Edinburgh.

8.4.3 Events

Some day and weekend visitors are attending specific events. The Events Planning and Organisation Group is a multi-partner, cross-disciplinary working group that is convened for every major event taking place in Edinburgh. Through this group, the Council will work with Marketing Edinburgh and events organisers to ensure that travel planning information is included in the public information provided for each event, with particular encouragement of public and active travel.

8.4.4 Visitors – action

- The Council will work with local tourist bodies, Marketing Edinburgh, events organisers, conference organisers, and key visitor destinations in the city to improve information on access by all modes of travel.

8.5 New developments

Through the Planning process, the Council is in a position to ensure that measures are built into new development with the aim of minimising the number of car trips generated. In addition to standards for provision of car and cycle parking and design to support easy access for people arriving other than by car, travel planning - including travel awareness, infrastructure and service improvement measures - can be an important component of managing the transport impacts of development. The Scottish Government's Transport Assessment Guidance highlights the Travel Plan as an integral part of the Transport Assessment process for new developments.

The Council will seek appropriate funding contributions from developers towards off-site measures required to address the transport impact of developments and to support Travel Plans. These may include contributions towards travel awareness, infrastructure and services.

Travplan3 : The Council will seek the implementation of travel planning measures aimed at reducing the demand for car travel to and from new office, retail and, where appropriate, wholly or predominantly residential developments.

8.6 New developments - actions

- develop travel planning guidance for developers;
- develop a strategy for marketing travel planning tools and services; and
- implement the measures in the ATAP relating to marketing, including development of a branded travel awareness programme (see also Section 9.3).

9. Active Travel

Travelling on foot or by bike is available to almost everyone, is healthy, poses little risk to others, has minimal environmental impact and makes very efficient use of space. For these reasons, walking and cycling have an excellent fit with keeping Edinburgh as a pleasant place to live and visit, and Active Travel sits at the heart of this LTS.

The Council has an Active Travel Action Plan (ATAP) which sets out a range of actions aimed at encouraging both walking and cycling.

The Council committed to allocating five per cent of the overall transport budget to delivering cycling initiatives set down in the ATAP for financial year 2012/2013. This was increased to six per cent in 2013/2014, and seven percent in 2014/2015.

In 2009, the Council became the first UK signatory of the Velo-City Charter of Brussels. By signing the charter, cities commit themselves to invest in bicycle policy as an integrated part of urban mobility. The Council is working to achieve 15 per cent of journeys to work being made by bike, as a milestone towards 15 per cent of all journeys being made by bike.

OBJECTIVES

To increase the number of walking trips by making walking a more attractive, safe and convenient means of travel for short trips.

To ensure that cycling is an attractive, safe, secure option for all short and medium distance journeys.

To widen awareness of electric bikes as a transport option.

9.1 Walking

The City Centre and other major shopping, commercial and tourist areas tend to be the areas with the highest concentration of all-day pedestrian activity. These areas will be given priority in developing pedestrian measures, whether partial pedestrianisation, footway widening or simply measures to increase the attractiveness of the pedestrian environment and encourage shoppers and visitors to enjoy the city.

The Council's emerging Street Design Guidance sets down guidelines to make streets attractive, comfortable, and fully accessible for all users.

Walk1: The Council will seek opportunities to improve pedestrian facilities and will consider pedestrian priority or partial pedestrianisation in appropriate streets where there are high levels of pedestrian activity.

Footway maintenance is crucial for pedestrians. A well maintained, clean surface makes things easier for everyone, and especially for people with

mobility impairments or those pushing prams. It reduces the risk of trips and slips.

Walk2 : There will be a presumption in favour of road maintenance, new traffic management schemes, new or revised controlled parking zones and new developments always incorporating measures for pedestrians and cyclists.

Long lengths of guardrail, particularly on main shopping streets, force significant diversions on pedestrians, are unsightly and adversely affect the character and wider urban functions of such streets. Short lengths often serve little useful purpose. Removal of existing guardrail will also be assessed using this protocol.

Walk3 : Guardrail will only be introduced or replaced after assessment using the Council's guardrail protocol. The protocol will also be used in assessing sites for removal of existing guardrail. Rather than install guardrail, solutions based on reducing danger through high quality and careful design will be sought, making use of the protocol.

Trying to cross roads at signalised junctions without pedestrian phases is frustrating, and can be dangerous, especially on busy roads which have signals without pedestrian phases on all arms. Virtually all junctions across the city have a pedestrian phase, though many have a pedestrian crossing phase on only some of the junction arms. The Council will introduce full pedestrian facilities to these junctions as funding permits to improve pedestrian safety and convenience.

Walk4 : The addition of pedestrian crossing on arms of junctions where they are lacking will continue to be given priority when existing sites are refurbished, except where little pedestrian demand is likely.

Walk5 : There will be a presumption in favour of the use of raised entries to all unsignalled side roads from main shopping streets. These will be incorporated into maintenance projects involving relevant sections of footway or carriageway, or included in specific local improvement schemes.

It is important that new development is designed to meet the needs of pedestrian users of that development. Appropriate design, together with funding contributions from developers, has the potential to make a significant contribution to improving conditions for pedestrians.

Walk6 : New developments of a size for which a transport assessment is required, must ensure:

- permeability of the site for pedestrians;
- direct pedestrian/cycle routes to, through and within the site;
- several pedestrian/cycle accesses; normally more than the number of vehicle access points;
- compliance with the Council's emerging Street Design Guidance;
- pedestrian walkways and crossings through and in car parks;

- that the location and orientation of key buildings and the location of their entrances maximise convenient access to local public transport services; and
- that the needs of pedestrians are included within the Travel Plan.

Contributions will be sought from developers towards:

- the cost of new pedestrian/cycle links (e.g. bridges) across nearby features (e.g. rivers, railways) that would otherwise reduce the accessibility of the site on foot;
- pedestrian and cycling facilities at junctions and on footways / shared use paths likely to be used by pedestrians and cyclists accessing the site (even if not immediately adjacent to it)

Inconsiderate parking on footways or at junctions and pedestrian crossing points can be both dangerous and obstructive to pedestrians and other road users. The Council supports the adoption of the Responsible Parking (Scotland) Bill to legislate against this.

Walk7 : The Council will seek to tackle problems of inconsiderate parking on footways, around the mouth of junctions or at other points where pedestrians or other road users may be unreasonably obstructed. This could be done through street design measures, or extended parking restrictions

9.1.1 Walking - actions

Active Travel Action Plan actions relating to walking can be summarised as:

- identifying priority pedestrian routes and areas and improving these, through measures such as dropped kerbs, enhanced signage, prioritised maintenance and increased frequency of condition inspections;
- improving integration with public transport by improving access to Tram stops and priority bus stops, as well as pedestrian access to Waverley and Haymarket Stations;
- improving pedestrian facilities at junctions, and at controlled and uncontrolled crossings, by developing systems to review, identify and prioritise junctions that are in need of dropped kerbs, crossing facilities, or build-outs;
- adding or enhancing pedestrian phases at traffic signalled junctions;
- developing an urban traffic control action plan to increase priority to pedestrians at traffic signals; and piloting a formal ‘X’ crossing at one or more junctions;
- reviewing, enhancing and upgrading pedestrian signing and wayfinding; and
- giving increased emphasis to the marketing and promoting of walking (often together with cycling) through, for example, implementing an

active travel communications strategy, improving the Council's website and publicising walking routes and paths that are particularly suited for elderly or disabled people.

9.2 Cycling

The attractiveness of cycling is dependent on the degree to which the road network is dominated by moving or parked motor vehicles. So other initiatives aside from those set out in the ATAP are also very relevant to encouraging cycling. Key initiatives are:

- 20mph speed limits (Section 6.5);
- street management on major roads; and
- the City Centre Vision (Section 4.1).

Provision of a cycle network has a crucial role, especially in helping less confident cyclists. However, as cycling is a 'door-to-door' form of transport, it requires the design of the whole road network - including main roads - to take account of cyclists' needs. This philosophy will be embedded in the Council's new Street Design Guidance.

Traffic management schemes are usually introduced to mitigate the adverse effects of motor traffic in some way (e.g. reducing 'rat-running' through residential streets, reducing speeds in residential areas). Some are introduced to help traffic flow more freely. There is often no reason to impose the same restrictions on cyclists as on other road users, so there will be a presumption of exempting cyclists from all traffic management measures imposed on other vehicles.

PCycle1 : All new traffic management and/or road schemes will be designed in accordance with the Council's emerging Street Design Guidance (prior to its adoption, with the Cycle Friendly Design Guide).

PCycle2 : There will be a presumption in favour of new traffic management schemes incorporating measures for cyclists, particularly:

- exemptions from road closures;
- advanced stop lines (ASLs) with approach cycle lanes at traffic signal controlled junctions, or cycle lanes where ASLs are not required;
- all new pedestrian crossings to be considered as potential toucans; and
- cycle lanes, or where appropriate physically segregated cycle infrastructure, in all schemes involving main roads (except where this may not be necessary if the speed limit is 20mph).

PCycle3 : There will be a presumption that all streets will be two way. However, if new one-way streets have to be implemented to manage motor traffic, there will be a presumption that cyclists will be exempted from the one-way restriction.

The Council takes an approach of preferred signalised junctions to conventional roundabouts, particularly multi-lane roundabouts.

This is because conventional roundabouts have a poor safety record for cyclists and they are not convenient for pedestrians seeking to cross the road. Signalised junctions are also better for public transport priority.

PCycle4 : There will be a presumption against constructing any new roundabouts with more than one entry, exit or circulating lane within the built-up area.

PCycle5 : When traffic management or other schemes involve significant works to roundabout junctions, there will be a presumption in favour of replacing the roundabouts (other than 'mini' roundabouts) with traffic signals.

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. There is also a significant potential market for carrying cycles by bus to rural areas suitable for recreational cycling. The Council is supporting a pilot scheme to allow bike carriage on the Edinburgh Tram.

PCycle6 : The Council supports the carriage of bicycles on rail services, with sufficient numbers per train to allow family groups to travel together. Subject to successful piloting, the Council will support carriage of cycles at appropriate times on the Edinburgh Tram. It also supports bike carriage on medium to long distance bus/coach services and supports the carrying of folding bicycles on all modes of public transport.

The introduction and potential future extension of Tram offers potential benefits for integrated cycle/Tram travel. However the Tram affects on road provision for cyclists and, especially if the route from Haymarket to Granton is progressed, will impact on off road cycle routes.

PCycle7 : Cycle/pedestrian routes will be retained on former railway routes including those used by the Tram. Safe provision for cyclists will be made on streets used by Tram; and secure cycle parking facilities will be provided near Tram stops.

In order to create a joined-up cycle network, protected from motor traffic, it is occasionally necessary to make use of sections of footway. The Family Friendly cycle network, when first proposed in 2010, included around five kilometres of such shared use of the footway, out of a 320 kilometre network. The use of such facilities is not first preference, as they can reduce the degree of comfort and security felt by pedestrians. However, in some situations they represent the best way forward, balancing safety and convenience for cyclists and pedestrians, as well as cost and impact on other road users.

PCycle8 : The Council's approach to situations where a shared footway is an option will be as follows:

a) shared footways will only be considered where they are necessary to provide cyclists with a reasonably safe route separated from busy traffic and they form a component in a longer cycle route;

Taking into account cost implications, impacts on other road users, and potential benefits:

b) where space is available provision of a cycle track physically divided (segregated) from both motor traffic and pedestrians will be considered (a segregated cycleway);

c) If a segregated cycleway cannot be provided then the usual preference will be for cyclists to be separated from pedestrians on a shared footway by a white line, difference in materials, or similar. However, this will not always be the preferred solution, for example, when pedestrian use is low and width is limited it may be better not to segregate; and

d) all new and existing shared footways will be equipped with 'courtesy' signs encouraging considerate user behaviour.

In several other cities in Britain and Europe, such as London, Dublin, Lyons and Barcelona, the provision of a cycle share scheme has led to significant increases in the number of cycle journeys made. The Council considers that such a scheme in Edinburgh would best be led by the private sector, but would be supportive of any proposals that are in keeping with the Council's outcomes and objectives.

PCycle9 : In the event of a private investor bringing forward proposals in line with the Council's central objectives, the Council would support a pedal / electric bike share scheme in the city.

Many householders in flats, tenements and terraced housing, find domestic bike storage difficult, and there is research evidence suggesting that this reduces cycle use. The Council is trialling different types on secure on-street bike parking at five locations in Edinburgh. This pilot will run until 2015, and then results will be evaluated. The Council will consider the outcomes of the pilot with a view to formulating a policy with regard to assisting householders with domestic bike storage where this is feasible.

9.2.1 Cycling - actions

Active Travel Action Plan actions relating to cycling can be summarised as:

- developing a "family network", predominantly on quiet roads and off-street, aimed at ensuring that less confident cyclists, including family groups and older, unsupervised children, feel safe and secure;
- taking actions to deliver a "Cycle friendly city" such as:
  - reviewing and strengthening parking and loading restrictions in existing cycle lanes
  - revising design guidance
  - improving cycle parking
- improving the standard of maintenance of the on and off-road cycle network; and
- cycle training for both children and adults

9.3 Joint initiatives

The Active Travel Action Plan recognises that a number of actions and initiatives act to encourage both walking and cycling. Joint actions can be summarised as:

- marketing and promotion, both web and paper based (see also 8.6);
- encouraging walking and cycling to school through the Safer Routes to School programme, School Travel Plans, and I-Bike (the latter delivered in partnership with Sustrans Scotland);
- revising the Council's design guidance (see also Chapter 7); and
- extending 20mph speed limits (see Section 6.5).

9.4 Electric bicycles

Electricity assisted pedal cycles have significant potential to widen the appeal of cycling. They have most of the advantages of bicycles; e.g. very high energy efficiency, ease of parking, efficient use of road space. They also open up cycle use to a wider sector of the population and allow longer and hillier trips to be easily made by bike, significant factors in a city of the size and topography of Edinburgh. However there is a low level of public awareness of electric bikes and their potential.

The advantages of electric cycles and their similarity to pedal cycles generally warrant equal treatment.

ECycle 1: There will be a presumption that electric cycles will be afforded identical treatment to pedal cycles.

Electric cycles are not covered by the ATAP. The Council will pursue the following actions relating to this mode of transport.

9.4.1 Electric cycles - action

- The Council will promote and encourage the use of electrically assisted cycles as part of the Active Travel Marketing and Communication Strategy.

10. Public transport

Public transport plays an essential role in the life of Edinburgh. It enables access to employment, health care, education and leisure opportunities. Its efficient use of road space and fuel helps to reduce congestion and carbon dioxide emissions. Community and Accessible transport supplements core the bus (and Tram) system, catering for people with special mobility needs.

To work most effectively, the public transport system must be fully integrated within and with the other parts of 'door-to-door' journeys that also involve walking, cycling or using a car. Furthermore it must be accessible to all, affordable and easy to understand.

Surface public transport, particularly rail, plays a key role in Edinburgh's connectivity to its city-region and to the rest of Scotland and the UK. Chapter 14 covers this subject.

In August 2013 the Council approved a Public and Accessible Transport Action Plan (PATAP). The PATAP actions are summarised in this chapter.

OBJECTIVES

To facilitate a bus and Tram network in Edinburgh that is reliable and convenient for journeys throughout the city at all times of day throughout the week.

To provide transport options that are accessible to all regardless of disability, income, age or ethnic group.

To ensure that taxis and Private Hire Cars provide a safe, convenient and accessible service to the public, particularly where other forms of public transport are unavailable or inconvenient.

To consolidate recent improvements to Edinburgh's rail services and secure further enhancements.

10.1 Buses and Tram

Edinburgh's Tram will provide a valuable addition to the city's public transport network. It will be integrated with Lothian Buses, being owned and operated by a new parent company, Transport for Edinburgh, charged with fulfilling the Council's objective of integration between Tram and bus.

Trams and buses make very efficient use of urban road space compared with cars and do not require parking space. So it makes sense to give Trams and buses priority. The higher the proportion of motorised trips that are made by Tram and bus, the less traffic and therefore congestion there will be.

PubTrans1: The Council will presume in favour of giving buses and Trams priority over other motorised traffic.

10.2 Bus and Tram services

Edinburgh's urban form, the concentration of jobs and services in the City Centre, a high quality bus service and relatively low fares, all result in public transport being an attractive choice for many journeys in and around the city.

Bus services in Edinburgh are generally perceived very positively by the public[5] and compare very well with those in other cities. This applies particularly to services within the built-up area going to and from the City Centre, during the working day. The Tram will add a valuable new high-capacity, high quality service on the crucial West Edinburgh/Airport corridor.

The Council is committed to working in partnership with all bus operators and the Tram operator in pursuance of a high quality integrated network for Edinburgh. The Council expects this partnership to involve sharing of costs as well as benefits and may seek contributions from operators towards the costs of investments that benefit them. Alternatively it may seek improvements in service frequency and quality following Council investment in bus priority or other relevant measures. To date such arrangements have been undertaken on a purely voluntary basis, although powers do exist for more formal 'Statutory Bus Quality Partnerships'.

PubTrans2 : In partnership with operators, the Council will seek:

- continuation of current arrangements for bus timetable revisions, with most made twice yearly;
- where appropriate, financial and/or service quality improvements from operators benefiting from measures implemented by the Council;
- high quality customer care training, including disability and cyclist awareness training, for all bus and Tram drivers, to improve the quality of service to passengers, increase confidence among vulnerable passengers and reduce collisions;
- a fully accessible and environmentally-friendly bus fleet ahead of legislative requirements; and
- marketing of services targeted at persuading regular car commuters to use public transport (and where relevant active travel);

Supported services help to maintain and improve the extent and connectivity of the overall public transport network by providing socially valuable services. They can be an invaluable link to the network for non car-owners, people on low incomes, and people in outlying areas, such as rural west Edinburgh. The Issues for Review consultation on this strategy identified public support for increasing funding for supported services in order to maintain or improve the current level of bus service.

PubTrans3 : The Council will investigate a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision is not viable, or low frequency, allied to a package of changes e.g. pump-priming new services.

[5] See Appendix 4

A significant gap in the city's public transport network is a fast outer orbital service using the city bypass to provide access to edge of town destinations including the Gyle/Edinburgh Park area, the Airport and the Royal Infirmary/ Bioquarter. The lack of this service makes it hard for many people to access employment in these locations and also contributes to traffic and therefore congestion on the city bypass. SEStran has examined the feasibility of such a service and supporting infrastructure and produced initial proposals.

PubTrans4 : The Council supports the provision of orbital bus services on the city bypass corridor and will favour such improvements and associated bus priority over any general increase in capacity on the bypass. (See also **Cars3**, **Connect1** and **2**)

See also Section 12.7 on Park and Ride.

10.2.1 Actions – Bus and Tram services

Relevant actions are set out in detail in the PATAP (see Bus Operations and Tram sections). PATAP actions for bus and Tram services can by summarised as:

- reducing costs and increasing revenue at Edinburgh Bus Station;
- maintaining supported services and seeking opportunities for new/improved services;
- reviewing and if necessary revising the method for allocating and prioritising spend on supported services; and
- piloting cycle carriage off-peak on the Tram – following six months of operation and subject to there being available capacity.

In response to the LTS Issues for Review consultation, the following additional actions are proposed:

- explore the potential to provide feeder bus services to the Tram, especially from settlements in the west of the Council area; and
- seek to introduce a fund to help initiate new services or enhance existing services.

10.3 Bus and Tram infrastructure and interchange

Buses run on the road network and rely on infrastructure including bus lanes, bus priority at traffic lights and real time information displays is also in place. Similarly the Tram system will also rely on stops, on-road priority and information to provide an effective service.

Stops and waiting areas are a key part of the door-to-door journey. The quality of the environment at stops is very important to passengers as is good information about the service they are waiting for.

PubTrans5 : The Council will seek to ensure a good waiting environment at bus stops, including shelter and seating wherever necessary and possible. Relevant and up to date information will be provided.

The Active Travel Action Plan covers travel to public transport stops.

Bus lay-bys at stops take buses out of the traffic flow. They are sometimes essential where buses require to wait for timetable reasons, but regaining access to the flow causes delays.

PubTrans6 : There will be presumption against installing bus lay-bys, except where needed for bus operational reasons.

The bus lane network is crucial to the smooth operation and journey reliability of public transport. The lanes are designed to prioritise buses but minimise delays to other traffic. An extensive network is in place but there are locations in which non-compliance with bus lanes undermines them. Bus lane camera enforcement, first introduced in 2012, has proved to be successful in reducing the number of infringements at the selected locations.

Modern technology makes it possible to selectively give buses priority at traffic lights, for example when they are running late. See Policy **Streets3** and the actions in Section 10.3.1 below.

PubTrans7 The Council will continue to maintain the bus lane network, review it regularly and extend it or enhance it where opportunities arise. It will deploy bus lane cameras to ensure the network can function as intended.

Ease of interchange is crucial to transport integration and locally will become even more important with the introduction of the Tram.

Scottish Planning Policy emphasises that walking distance must be a key consideration in the design process for new public transport and interchange facilities. The Council considers that there is scope for improvement in relation to existing interchanges, including those on street. This may require a shift in priorities to allow bus stops to be located closer to junctions.

PubTrans8 : The Council will seek to achieve:

- stops positioned to facilitate convenient changing between different services;
- clear, high quality information;
- high quality infrastructure including weather protection; and,
- particularly for less frequent services, timetable co-ordination.

A high quality train/Tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway Station at Gogar, Edinburgh Park Station and St Andrew Square Bus Station will all have easy interchange.

10.3.1 Bus and Tram infrastructure and interchange - actions

Actions relating to bus and Tram infrastructure are set out in detail in the PATAP. They can be summarised as:

- ensuring easy interchange from bus to Tram, including convenient location of stops and easy pedestrian and cycle access;
- upgrading existing bus priority - including through:
  - Reviewing parking controls

- Reviewing traffic signal phasing and priority, in particular rolling out 'selective vehicle detection' – giving priority to late running buses
- Upgrading key junctions
- Extending bus lane camera enforcement if necessary;

- introducing a pilot 'priority connect corridor'. This would involve delivering a package of enhancements on an existing main bus corridor;

- reviewing interchange principles, identifying key interchange sites and implement improvements at these sites;

- reviewing bus-bus interchanges, with a view to better meeting passenger needs and enhancing bus operational efficiency; and

- an increased focus on maintaining bus infrastructure. This will include a review of the approach to road maintenance at bus stops and in bus lanes.

10.4 Safeguarding Tram extensions

Once the Tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future. In the meantime, it will continue to safeguard appropriate extensions to the system, including to Leith, Newhaven, Granton, the Bioquarter and Newbridge.

10.5 Community and accessible transport

The Council's approach to public transport seeks to maximise accessibility to conventional services, including buses, taxis and the Tram, as these provide the greatest choice of travel opportunities. However, since not everyone can access these, for mobility or other reasons, the Council actively engages with partners in the public, private and voluntary sectors, seeking to ensure that viable and affordable alternatives are available.

A comprehensive review of Community and Accessible Transport is currently (summer 2013) underway. This covers travel support provided to people who are unable to use standard public transport. The Review will involve extensive consultation with service users and third sector providers, with recommendations due to be brought to the Council's Transport and Environment Committee in 2014. The Council's approach to Community and Accessible Transport over the period covered by this LTS will be based on these recommendations.

PubTrans9 : The Council will take a strategic approach to providing a comprehensive and cost-effective community and accessible transport service, working co-operatively across the Council and with partners in the public, private and voluntary sectors.

10.6 Taxis and Private Hire Cars

Edinburgh's 1,300 taxis are an important element of the public transport system, particularly for people who do not have access to a private car, and for people with disabilities. The Council requires all taxis to meet standards of accessibility for disabled people, including those in wheelchairs. Drivers must undergo training in dealing with disabled passengers.

There are some differences between taxis and Private Hire Cars (PHCs). PHCs must be booked in advance and have no requirement to be wheelchair accessible. Taxis can be hailed in the street or at a rank, or be prebooked, and must be wheelchair accessible.

If taxis are to make their full contribution to the public transport system, it is essential that there is a ready supply available at key termini such as Waverley Station and Edinburgh Airport and that taxi ranks are available where potential customers can expect to find them.

Taxis benefit from access to bus lanes and other areas restricted to general traffic, such as Princes Street. This has not been extended to PHCs for a number of reasons, including concern that introducing additional categories of permitted vehicles is likely to threaten the generally high level of motorist compliance with bus lane regulations and that the presence of additional vehicles would reduce the effectiveness of bus lanes.

PubTrans10: The Council will continue to allow taxis to use bus lanes; but does not propose to extend this to Private Hire Cars.

10.6.1 Taxis and Private Hire Cars - actions

Actions related to Taxis and Private Hire Cars are discussed in the PATAP, Section 5. These can be summarised as:

- to review of taxi rank locations through the Neighbourhood Partnerships; and
- to consider and if necessary take forward options for achieving increasingly environmentally-friendly vehicles.

10.7 Rail

The Council has no statutory role in rail services, but it actively promotes improvements. Its main practical role is to facilitate access to rail stations and interchange between rail and other forms of transport.

Rail is of growing importance as a mode of travel, both regionally and nationally. In 2011-12, Edinburgh's stations saw over 28 million passengers, including more than 22.5 million using Waverley Station. Around 10% of city centre shoppers are estimated to arrive by rail, which is an important alternative to the car for longer distance commuting. It is also the main alternative to air travel for journeys to London and southern England. Between 2004 and 2010, rail travel between Edinburgh and England/Wales grew by almost 40 per cent from 2.2m to 3.1m per year. Rail's role in Edinburgh's connectivity is discussed further in Chapter 14.

Passenger rail services in, to and from Edinburgh have improved significantly over the past two decades with changes including more frequent Scotrail services, including to new destinations such as Dunbar. A number of major projects are currently underway:

- major refurbishment of Waverley Station;
- redevelopment of Haymarket Station;
- reopening of the Borders railway to Tweedbank;
- electrification of the Glasgow-Edinburgh via Falkirk High route; and
- the planned new Edinburgh Gateway Station at Gogar, connecting with Edinburgh Airport via the Tram.

Waverley and Haymarket Stations and the rail line between them play a pivotal role. Recent upgrades will help the stations cope with growth in the next few years but further significant work is likely to be necessary to support future growth, for example enhanced regional rail services and the extension of HS2 to Scotland. The Council strongly supports the location of any terminal station for high speed services at Waverley or Haymarket, to reinforce the role of the City Centre and to facilitate connection into regional rail services.

PubTrans11 : The Council supports further enhancement of Waverley and Haymarket Stations and the rail route between them to facilitate further expansion of rail services into Edinburgh.

Long-distance services to other parts of the UK are very important to Edinburgh. The Council will continue to press for improvements by engaging with operators, Transport Scotland and the DfT as appropriate.

Rail services are readily convertible to electric operation, with significant environmental benefits which will grow as electricity generation is de-carbonised. Many rail lines are electrified and electrification is currently being extended.

PubTrans12 : The Council supports progressive electrification of the rail network with prioritisation based on financial return, the potential for service improvements and the potential for reduction in carbon dioxide emissions.

Rail freight has distinct advantages, particularly in removing heavy lorries from the road network and in its high energy-efficiency. There is more on this in Chapter 13, see policy **Freight5.**

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. The Council will lobby the UK and Scottish Governments to ensure that greater provision is made for the carriage of bicycles on the new East Coast Mail Line franchise services, and also the Scotrail inter-city, regional and suburban rail services. See Section 9.2 and policy **PCycle6**.

See also policies **Connect5** and **Connect6.**

10.7.1 Rail - actions

Actions relating to rail services and stations are set out in the PATAP Section 6 and can be summarised as:

- review and upgrade access to Haymarket and Waverley Stations for pedestrians, cyclists and bus users;
- seek to improve rail/bus interchange at Waverley Station;
- lobby government for significant improvement to long-distance rail travel times, including promoting and supporting the introduction of High Speed Rail, aiming to reduce Edinburgh-London time to 2½-3 hrs; and
- work in partnership with the rail industry, SEStran, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes.

10.8 Information and ticketing

Good information is essential to effective public transport. This is particularly true in a city like Edinburgh which attracts many visitors.

Over the past few years, the Council has developed the Bustracker real time passenger information (RTPI) system, in partnership with Lothian Buses and the private sector. RTPI is now available on street at approximately 300 bus stops in Edinburgh, online and via smartphone apps. This award-winning system has provided significant benefits to Edinburgh's public transport users in terms of convenience, and journey time predictability. RTPI will be extended to include Tram when it becomes operational.

There is strong public demand for more extensive integrated ticketing. At present, the OneTicket and PlusBus schemes offer a measure of integrated ticketing on a local and regional level, though take up is low. Lothian Buses' Ridacard and Day Tickets will be valid on both bus and Tram, offering a degree of integration.

PubTrans13 : The Council supports the introduction of affordable fully integrated ticketing across public transport modes and operators.

The ability to buy tickets from machines on street has the potential to reduce delays. Tram tickets will be on sale this way and will be usable on Lothian Buses.

PubTrans14 : The Council supports and will facilitate increased opportunities for off-vehicle ticket purchase.

The individual pricing of local bus tickets can make travel by groups, notably families, relatively costly compared, for example, with the cost of car travel and parking.

PubTrans15 : The Council supports existing ticketing initiatives to reduce the cost of travel to family groups, and will seek introduction of further such initiatives.

10.8.1 Information and ticketing – actions

Actions relating to information and ticketing are set out in the PATAP, and can be summarised as:

- revising the Council's Bus Information Strategy, and updating it to include Tram;
- working with local operators to create an all-operator public transport map in both paper and online versions;
- working with operators to promote 'next stop' electronic signs on buses, and on-bus internal route diagrams, showing interchanges;
- working with SEStran to extend real time information provision in the areas around Edinburgh and to more bus operators; and
- working with operators and other partners on integrated ticketing initiatives.

11. Car and motorcycle travel

The car is a highly flexible means of transport. It is generally unconstrained by timetables and routes. Families or other small groups can travel together and it is easy to transport heavy shopping and luggage.

These characteristics have led to the ever increasing role of the car which has brought a wider freedom and mobility to millions of people. With increasing prosperity, these benefits are spread more widely as more and more people are able to own and use cars. But the exercise of this freedom tends to diminish its value, as motoring becomes increasingly unpleasant and inefficient due to growing parking difficulties and congestion.

OBJECTIVES

To enable cars to be used effectively and efficiently for journeys where there is no reasonable alternative.

To support the use of, and promote safety for, powered two wheelers (PTWs).

11.1 Managing traffic and congestion

The Council recognises that cars are the most effective way to undertake many journeys. It seeks to implement a transport strategy that enables cars to be used efficiently for those tasks for which they are well suited and at uncongested times and locations. However, there is simply not enough space in the city to accommodate all possible demands for movement by car at all times. It is therefore necessary to manage this demand. Demand management is crucial to maintaining the city's economy, and to gaining the benefits of car travel when it is the most appropriate option. This is central to the strategy, and involves:

- ensuring that development is located and designed to minimise the need to travel by car;
- attractive alternatives being available for the widest possible range of journeys;
- incentives for more efficient use of the car; and
- measures to restrain car use where there is congestion or serious impacts on other road users.

It is important for the effective functioning of the city that journeys, for which there is no reasonable alternative to private vehicles, can take place effectively. This means that vital journeys, whether for personal or business reasons, can take place.

Good integration of land and transport policy is essential to reduce the growth of congestion. Locating developments where they are, or can be, well served by alternative transport modes minimises the need for car use. See Chapter 4.

The first step is to ensure that the road space and capacity that is available is used as efficiently as possible. Modern methods to manage traffic by linking traffic signals and information systems that respond to changing events on the street can ensure that traffic of all types runs as smoothly as possible. See Section 7.2 for more discussion of this issue.

Along with planning policy and traffic management, containing and tackling congestion requires the implementation of a package of measures focussed on substantially improving alternatives to car use and on encouraging more efficient use of cars (for example through car clubs). Within the city, this is the only way of ensuring that the road network can provide a reasonable level of service to those users who do not have an alternative.

Cars1 : The Council will encourage efficient use of cars, through measures such as parking management, management of the road network and promotion of car clubs.

11.2 Car sharing and High Occupancy Vehicles

Car sharing involves motorists planning to travel together between similar origins and destinations. For car sharers, this reduces the cost of motoring, whilst still retaining the benefits of private car use. The reduced numbers of single occupancy car trips assists with the reduction in the number of cars and the emissions they generate. In Edinburgh's context, car sharing has a particular role in catering for travel from outwith the city to locations in the suburbs or on the edge of town, journeys for which there is often no real alternative to car use. With this in mind the Council supports in principle giving priority to car sharers and other 'high occupancy vehicles' (HOVs) on the city bypass, the motorway network and the A90, though not to the detriment of any potential bus priority. (See also **PubTrans4**, **Connect1** and **Connect2**) However, within the city, constraints on roadspace and the availability of better alternatives to the car mean that priority is not justified.

People in the Edinburgh area benefit from the car sharing contract arranged by the South East of Scotland Regional Transport Partnership (SEStran).

Cars2 : The Council will support the work of SEStran in facilitating car sharing

11.3 City Car Clubs

Until quite recently, non-car owners had limited access to the benefits of car ownership and no opportunity to choose a car free environment. In recent years, however, City Car Club, car sharing and small-scale Car Free Housing initiatives have started to change this.

The UK's first car club started in Edinburgh in 1999, offering car use without the need for ownership. A single car club vehicle can typically replace five to six privately owned cars, thus helping to reduce parking pressure. Though cheaper overall than ownership, payment at the point of use means people can clearly relate the cost of a car journey to the same trip by other means.

Cars3 : The Council will promote the expansion of car clubs, in particular by affording car club parking high priority and ensuring that lack of on-street parking does not cap the supply of car club vehicles.

Cars4 : The Council will work with promoters/developers to facilitate car-free housing in appropriate locations.

11.4 Motorcycles and mopeds

The Council recognises that motorcycles, mopeds and other powered two-wheelers (PTWs) provide efficient individual mobility. Compared with the car, they require less road space, whether moving or parked, and can keep moving when other vehicles are queued. They do, however, have a significantly worse safety record than cars.

The Road Safety Plan for Edinburgh was drawn up by the Council in 2010 with input from NHS Lothian, Lothian and Borders Fire and Rescue Service and the then Lothian and Borders Police (now Police Scotland). Interventions to improve motorcyclist safety were identified, with input from the British Motorcycle Federation and the Motorcycle Action Group.

Parking facilities help facilitate PTW use. The Council will ensure an adequate supply of PTW parking is available on- street and at Park and Ride sites, and continue to include PTW parking in parking standards for new developments. The potential for increasing the provision of secure motorcycle parking will be given consideration as part of the Council's Parking Action Plan review in 2014/15.

Cars5 : The Council will require PTW parking provision in new developments and ensure adequate PTW parking is available on-street at key locations, and at Park and Ride sites.

The Council is concerned about PTW safety, and will take into account the needs of PTWs in new traffic management schemes. It will also continue to encourage effective training for novice and returning riders and support rider improvement programmes.

If used inconsiderately, PTWs can cause significant nuisance to residents, other road users, and users of the city's open spaces. The Council will work with Police Scotland to tackle such problems.

Electric bicycles are considered within the Active Travel chapter.

11.4.1 Motorcycles and Mopeds - actions

- the Council will review its approach to on-street motorcycle parking as part of the forthcoming Parking Action Plan review.

12. Car parking

Cars need to be parked at the end of every trip, and parking is critical in ensuring that drivers can access the goods and services they need. It is therefore important in sustaining the economic health of the city. Conversely, parking control is essential to keep Edinburgh moving safely and efficiently and to manage the overall amount of traffic in the city.

The Council's parking strategy was adopted, in 2006, following extensive consultation and endorsed in the 2007 LTS. The strategy seeks to manage parking to support wider Council economic, environmental and social policies, recognising the competing demands for space in a way that balances the objectives set out below. The strategy presented here remains largely unchanged, though the Council intends to review its Parking Action Plan during 2014.

The Council retains its commitment to re-invest all on-street parking income into transport projects and services, including road maintenance, supported bus services, and road safety schemes.

Parking pressures in Edinburgh are greatest in and around the City Centre so the Council's parking strategy has a focus on this area. To help deal with the pressures, a large area of inner Edinburgh has a Controlled Parking Zone. This enables street space to be managed to balance the needs of residents, businesses, pedestrians, cyclists and public transport users, while generally discouraging commuter parking. Sections 12.2 and 12.3 set out the Council's overall approach to parking in the City Centre - other sections give more detail on the various aspects of parking in the city. The Local Transport Strategy consultation asked people about the Council's approach to City Centre parking management. All aspects of the approach were, on balance, supported with most receiving strong support.

This chapter concentrates on car and van parking. Other aspects of parking and servicing (e.g. cycle and motorcycle parking) are dealt with in relevant sections of the LTS.

OBJECTIVES

Car Parking is a complex policy area with a number of objectives. These need to be balanced in arriving at strategic approaches or solutions for a particular location.

To maintain and improve the economic vitality of the City Centre and traditional district and local shopping centres.

To ensure that parking provision does not encourage commuter car travel, especially to the City Centre and relates to the ease of access by public transport, cycling and walking.

To minimise the negative impacts of parking on streetscape and on public and private space in new developments.

To improve road safety and reduce congestion and pollution.

To facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists.

To protect and, where possible, enhance residents' ability to park and load close to their homes.

To protect and, where possible, enhance the parking and loading needs of businesses, tradespeople, carers and visitors.

To facilitate the operation and expansion of Car Clubs.

12.1 Marketing and Public Relations

The image and economic vitality of the city depends amongst other factors on perceptions of parking, its availability in the city and information on parking opportunities.

Park1 : The Council will increase the awareness and improve the image of existing on and off street parking facilities, including through provision of high quality information and signing.

Park2 : The Council will seek to improve the image and perceived user-friendliness of the Council's on-street parking operation.

Park3 : The Council will ensure that enforcement of all parking rules is fair, consistent and transparent by means of an enforcement protocol.

12.2 Off-Street Parking

Public off-street parking (which in Edinburgh is mostly in private ownership and control) can play an important role in supporting the City Centre and Edinburgh's traditional town centres. This works in two ways:

- off-street parking helps support retailing through improving perceived accessibility by car; and
- by allowing reduction and removal of on-street parking it can bring benefits to streetscape, pedestrians, cyclists, public transport, but also to general traffic flow and deliveries.

Off-street and underground parking has the potential to improve conditions in residential as well as in shopping and business districts.

Park and Ride has an important role in parallel with city centre off-street parking. It provides for long stay and commuter parking which does not necessarily need to be in the central area (see Section 12.7). Off-street parking in the city centre will continue to focus on short to medium-stay requirements – additional city centre commuter parking would have the effect of worsening peak period congestion.

Park4 : The Council will resist proposals for new car parking that are likely to encourage commuting by car.

Park5 : The Council will actively support transfers of both public and residents' on-street parking to off-street, with a focus on:

- the core of the City Centre from Queen Street to Chambers Street and Haymarket to Holyrood; and
- residents' parking in areas of high parking pressure.

Park6 : In pursuance of policy **Park5** the Council will support increases in the supply of short to medium-stay public off street parking within or close to the city centre retail core where:

- such increases are explicitly linked to reductions in on street parking provision providing significant benefits to streetscape and/or improved conditions for walking and/or cycling and/or public transport and.
- there is reasonable evidence of a shortfall in parking supply given linked proposals to reduce on-street parking provision and.
- the forecast impact of any resulting increases on delays on the road network is acceptable; and
- such increases are consistent with other policies in this LTS and wider Council Policy.

Park7 : The Council will work with partner organisations and private car park operators, including use of contractual and planning powers, to:

- encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short to medium stay activities;
- discourage all day parking;
- ensure adequate turnover to ensure availability of spaces throughout the day; and
- facilitate off-street parking by residents.

12.2.1 Off-street parking - actions

Pending the forthcoming review of parking actions the Council will continue with the actions set out in its 2007 LTS, including seeking to work with others to seek to replace City Centre on-street parking with off street/underground provision.

12.3 On-street parking

12.3.1 Overall approach to on-street parking

On-street parking can provide the most convenient option for the motorist, closest to the end of the journey. Public on-street parking has a significant role in the City Centre and in supporting the city's traditional town centres and main shopping streets. However, there are many competing demands on space and it is impossible to meet all on-street parking demand in much of Edinburgh. Furthermore, the removal of on-street parking can play an important role in improving the street environment.

A key objective of the Local Transport Strategy is to encourage and promote walking, cycling and public transport use. Parking policies have an important role to play in meeting these objectives by keeping bus and cycle lanes free of parked and loading vehicles, helping pedestrians to cross the roads, especially at junctions, and by reducing opportunities for all-day parking and therefore car commuting, particularly to the City Centre. They also have a key function in reducing congestion for all road users.

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

Park8 : The Council manage kerbspace in pursuance of its policy objectives. In particular, the Council will seek to provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.

Park9 : The Council will consider less on-street parking as part of projects to enhance the City Centre environment and improve conditions for pedestrians, cyclists and public transport.

Park10 : Where on-street public parking can be replaced by off-street facilities, the Council will reallocate road space to pedestrians, cyclists and public transport and improve the streetscape.

Park11 : The Council will control parking where it causes safety problems or unreasonably reduces the mobility of other road users (including public transport passengers).

Park12 : The Council will use parking and loading controls (e g single and double yellow lines) to enable safe and effective movement by all means of transport. Subject to the review discussed in Section 12.3.3, there will be a presumption in favour of these restrictions applying 7 days a week.

Park13 : There will be a presumption in favour of protecting all bus and cycle lanes, and pedestrian and/or cycle crossing points by appropriate parking and loading restrictions.

Park14 : The Council will only relax parking and loading restrictions if such relaxation will not have a significant negative impact on pedestrians, cyclists or the flow or safety of buses and other traffic.

Park15 : Loading and unloading will be managed to:
- maintain effective provision for businesses
- where necessary, move parking from the main road to allow more effective priority to be given to pedestrians, cyclists and public transport.

Park16 : The Council will make a general presumption in favour of the installation of bus stop clearways at all bus stops. Where there is significant on-street parking demand there will be a presumption in favour of bus stop boarders (protected by

clearways), to permit easy access to buses with the loss of the minimum number of parking spaces.

Park17 : The Council will seek to protect provision of short-stay parking for shoppers in traditional district and local centres (e.g. Morningside, Portobello, Gorgie).

Park18 : The Council will manage public on-street parking, including setting pricing levels and permitted lengths of stay, in order to:

- facilitate shopping and other short to medium stay activities;
- discourage all-day parking (especially by commuters) and provide adequate turnover to ensure availability of spaces throughout the day;
- balance supply, demand and turnover;
- recognise the competitive local retail environment; and
- where necessary, allow more effective priority to be given to pedestrians, cyclists and public transport, for example by moving parking from main roads to side roads.

12.3.2 Controlled Parking Zone

Controlled parking now covers a large area of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses while generally discouraging on-street commuter parking and thereby protecting residents' interests and supporting walking, cycling and public transport use.

In recent years, the Council has extended the Controlled Parking Zone. At the edges of the zone, the type of controls has been adapted to the different circumstances further from the city centre. "Priority Parking" areas, with a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day have been introduced. The lesser level of control means enforcement costs are lower. Permit prices are also significantly less than the cost of a standard residents' permit.

The recent Issues for Review consultation covered the subject of further extensions to Controlled and specifically Priority Parking. Based on the results of the consultation the focus will be on taking forward extensions of the areas covered by controls at the request of residents. However the Council may come forward with proposals where a parking issue is anticipated, for example around Tram stops.

Park19 : The Council will ensure that the hours of parking control best reflect the (sometimes conflicting) needs of different users and the objectives of this strategy.

Park20 : The Council will manage the price and availability of residents' parking permits in order to minimise the over subscription of permits in relation to available space, ensure the fairest possible allocation of permits and favour environmentally-friendly vehicles.

Park21 : The Council will ensure that tradespeople and local businesses can achieve sufficient access to parking in the CPZ to enable them to carry out their business without incurring parking penalties.

Park22 : The Council will ensure that visitors, people with mobility problems and carers have reasonable access to parking in the CPZ.

Park23 : The Council will keep under review the need for new CPZs/Priority Parking Areas and/or further extensions to the existing CPZ. In doing so its approach will be:

- to consider requests for new or extended CPZs or Priority Parking Areas in the light of evidence on current and future parking pressures in the relevant areas, the degree of local support, the wider parking strategy, and implementation costs.
- to retain the option of acting strategically - for example when new pressures are obviously foreseeable but not necessarily evident to the public (e.g. around suburban Tram stops).

12.3.3 Sunday and evening parking controls

Most parking controls in Edinburgh date back to before Sunday trading became widespread. Today, City Centre retailing operates on Sundays, much as it does on other days of the week.

The relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays. Crossing the road can be more difficult and cycling conditions are significantly worse.

The economic impact of free Sunday parking is uncertain. Retailers generally perceive it as positive but some parking space is occupied by commuters, and the lack of controls reduces turnover of parking spaces.

In order to deal with the current situation, the Council is considering introducing some Sunday parking controls. Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- impact on the City Centre economy - to what extent would changes benefit or disbenefit the economy;
- impact on other Sunday activities, notably worship.

Currently, Sunday bus services are at a lower level than on other days. If parking controls were introduced, it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements. A further possibility would be to use a proportion of any net income from Sunday parking to support more bus services.

Some additional City Centre Sunday restrictions are necessary to allow the Tram to operate.

With the above in mind, our proposed approach is to prepare detailed proposals for the extension of Sunday parking controls in discussion with the Transport Forum and other key groups. The starting point for these discussions is proposed to be:

- the introduction of waiting and loading restrictions on main roads on Sundays, all day but starting later than on other days;
- considering options for increasing turnover of public parking and for reducing car commuting to the city centre on Sunday;
- considering to what extent residents parking controls will need to operate.

The extent, nature and timing of controls will be the subject of further consultation.

12.3.4 On-street parking actions, including Controlled Parking Zone and Sunday Controls

Most of the actions implemented under the LTS 2007 - 2012 related to on-street parking. As noted above, the Council's Parking Action Plan will be reviewed during 2014. Pending this review, actions relating to on-street parking (and not discussed in other sections of this chapter) that it is planned to take forward will include:

- extending eligibility for visitors permits to parking zones 1 to 8, including the additional allocation for people with special care needs;
- extension of parking and loading controls on Sundays. (see Section 12.3.3);
- considering extending the hours of operation of the Controlled Parking Zone;
- considering whether there is scope to reduce signage and lining;
- parking provision for disabled and mobility impaired people;
- free parking in public, residents and shared use spaces for city car club cars (users are already paying an hourly charge well in excess of parking fees); and
- reviewing the mechanism for requesting extensions in controlled/priority parking and the means by which the Council assesses and prioritises extensions.

12.4 Development Management

Parking standards for new developments have an important influence on how people travel. They have to balance:

- containing traffic generation - parking availability has a large effect on people's travel choices;
- seeking to minimise overspill parking on surrounding streets;
- supporting the economic viability of locations that favour walking, cycling and public transport, for example the City Centre and main shopping streets; and
- seeking to minimise the amount of space occupied by parking.

To this end, parking standards set upper and lower limits on parking provision for most types of development. The parking standards are based on a zone system, with different levels of parking sought in each zone. The zone system reflects accessibility by public transport, on foot and other relevant criteria.

Park24 : Through the planning process, the Council will ensure that the parking provision in new developments is in accordance with the objectives of this strategy.

Park25 : The Council will ensure that the adverse impacts of car parking in new developments are minimised.

Park26 : Through the development control process, the Council will encourage the development of car-free housing, or housing with an emphasis on low car ownership and high membership of city car clubs.

Park27 : The Council will ensure that, when strategic changes are made to land-use in the city, parking is planned at an early stage.

12.5 Mobility Impaired Drivers

Parking can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

The Council will continue to issue blue badges to people with serious mobility impairments to allow them to park close to their final destination. Provision of disabled parking opportunities will be included in Street Design Guidance referred to in Section 7.1.

The Council's parking service provision accommodates the Disabled Persons' Parking Places (Scotland) Act.

Park28: The Council will ensure that parking policies take into account the needs of people with mobility impairments and other disabilities.

12.6 Fraud

Parking controls introduce the potential for misuse and fraud, creating unfairness for other users and potentially undermining the objectives of the scheme.

Park29 : The Council will continue to take action to minimise parking-related fraud.

12.7 Park and Ride

Park and Ride (P+R) provides an option for people to access the city without driving into the urban area, and so plays an important role in relieving traffic and parking pressures. Six large purpose-built P+R sites around Edinburgh complement the extensive but generally smaller-scale parking provision that exists at most rail stations in the SEStran area.

Three P+R sites are in Edinburgh; Hermiston, Ingliston, and Newcraighall (Park and Rail). Three more, Sheriffhall, Ferrytoll and Straiton, are located in neighbouring Council areas. Occupancy at Ingliston, Hermiston and Ferrytoll is high, while Straiton and Newcraighall have proved less popular. Ingliston will be served by the Edinburgh Tram.

Detailed design and planning permission is in place for a possible extension of Hermiston by 600 spaces, with negotiations to secure the land due to be completed by 2014. Any future extension will depend on funding being identified, and also to a certain extent on the impact of the Tram service on travel behaviours in the west of the city.

Midlothian Council has also safeguarded land for a potential site at Lothianburn.

The location and pricing structures for P+R need to be carefully considered to avoid journeys once made entirely by public transport to be made in part by car, with interchange at the P+R site. This can increase traffic levels and undermine existing bus services in the areas from which these journeys originate. Cycling can provide an alternative way of reaching the P+R sites.

The ring of P+R sites that now exists offers potential to help reduce congestion on the city bypass. An orbital bus service making use of the bypass and receiving priority, perhaps by making use of the hard shoulder, could move people efficiently from sites like Sheriffhall and Straiton to destinations like Edinburgh Park and Edinburgh Airport. Similarly, drivers from the west and Fife could leave their cars at Ingliston or Hermiston and take a bus to the Royal Infirmary. SEStran has developed initial proposals for such an orbital bus rapid transit service and the Council supports further development of this concept in preference to measures to increase the capacity of the city bypass for general traffic. See also Sections 4.2, 10.2 and policy **PubTrans4**.

The opening of the new Forth Crossing may increase traffic pressure on the A90 corridor. The Council will keep this under review and will consider whether there is a need for additional Park and Ride capacity to help deal with it.

Park30 : The Council will continue to support and promote bus- and rail-based P+R, with a focus on sites that currently have lower utilisation. The Council will work with operators, seeking to ensure that the most attractive ticket packages are available to users.

Park31: The Council will support the development and/or extension of station car parks at locations both within and outwith Edinburgh.

Park32: Subject to consideration of the impact on longer distance bus and rail services, the Council will support new and enlarged P+R sites serving Edinburgh.

Park33: The Council will promote access to P+R sites by bus, cycle and on foot, and will support the provision of high quality public transport services to link P+R sites to major destinations outside the City Centre.

12.7.1 Park and Ride - actions

The Council will:

- promote use of P+R;
- subject to assessment of demand following Tram opening, progress work on a P+R extension at Hermiston; and
- expand provision of real time bus information to the Newcraighall Park and Rail site.

13. Freight

The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Within the city, the key issues relate to deliveries of goods, particularly to retailers and business premises requiring locations for loading and unloading. Congestion can also reduce the efficiency and reliability of servicing traffic within the city.

Current retailing trends, especially use of the internet, are leading to increasing volumes of deliveries to private homes. Freight movement, related to construction and manufacturing within the city, is more limited in scale and problems tend to be more localised, close to specific sites.

Major distribution and trans-shipment centres servicing deliveries in the city are mainly located close to the city bypass, or outside the city on the national motorway network.

OBJECTIVES

To increase the efficiency of freight movement and deliveries to and within the city.

To work with the freight sector in trying to minimise the environmental impact of deliveries.

13.1 Freight movement

There is generally no alternative to local deliveries by road, and Edinburgh's economy can only benefit through facilitation of efficient delivery operations.

A number of factors affect efficiency. These include congestion, which causes delay and unreliability, inadequate loading/unloading facilities and access limitations. Efficiency is also affected by the way in which the logistics sector itself is managed, for example the extent of empty running.

Many of the measures included in the strategy to tackle congestion and encourage alternatives to the car will benefit all remaining traffic, including goods vehicles.

There are rail freight flows across the city, but within it major rail freight movements are confined to the movement of waste to landfill. Use of rail freight access to the Port of Leith has recently declined.

There are important requirements for good freight connectivity to national and international destinations. These are considered in Chapter 14 on external connectivity.

It is important that new development provides adequately for servicing of premises. At the planning stage, however, precise servicing requirements may not be known, as they will depend on the logistics requirements of an eventual occupant.

Freight1 : The Council will identify and address the needs of freight transport users when implementing broader transport policies within Edinburgh, including ensuring through the planning process that new developments include adequate provision for access and loading / unloading.

Freight2 : The Council will support measures to achieve the movement and delivery of goods within and through the city efficiently and safely, with the minimum possible impact on the environment.

The use of diesel engines means that goods vehicles make a significant contribution to the air quality problem of nitrogen dioxide (NO_2) concentrations. Goods vehicles can be physically and visually intrusive, particularly when they are delivering to shops or are in a confined street environment. Noise can also be a problem, especially with night-time deliveries.

The Council engages with operators through the "ECOSTARS" project, funded by Intelligent Energy Europe. Given that road freight operations contribute to emissions that affect air quality, operators will be involved in any future proposals for emission control measures, as set out in the section on air quality.

Freight3 : The Council will work with road freight operators in the development of any proposals for emission control measures.

The increase in car-based shopping in recent years means that the car is often, in effect, the final link in delivering freight to the household. This generates large amounts of traffic, and, by encouraging car-based retail locations, makes life without a car difficult. It also hinders the efficient movement of goods by road. The Council welcomes the increase in home delivery services, which act to reduce car dependency and the need for car travel.

Freight4 : The Council will consider how it can facilitate home delivery as part of any significant review of parking and loading controls

The Council strongly supports the maximum possible use of rail and sea freight. It has a direct role in relation to the management of waste, but otherwise, its role primarily involves use of its Planning powers, ensuring that options for rail or sea access are not closed off, for example by development on a disused rail alignment . The Council can encourage proposals for distribution centres or other freight generators to be developed on a multi-modal basis and, where appropriate, can require goods access by rail through the Planning process.

Freight5 : The Council will support the use of rail and sea freight, in particular through the Planning process. It will:

- safeguard rail access to key industrial sites;
- safeguard key distribution locations including the former Portobello freightliner terminal;
- seek to ensure that any major new freight generating developments, including developments within Leith Docks, are accessible to the rail network; and
- seek to ensure that any continuing bulk movement of waste and recycling products from Edinburgh continues to use rail.

The Council will endeavour to set a good example in the sustainable transport of goods, where this can be achieved within an overall best value framework.

Freight6 : The Council will seek to ensure that its procurement procedures for freight transport ensure that services purchased have the least environmental and safety impacts.

Freight consolidation is a concept whereby goods are taken off conventional (especially large) lorries away from the destination (generally shops) and final delivery is made by a dedicated fleet of environmentally-friendly vehicles. It offers potential benefits in relation to a number of the adverse impacts of lorries. There are significant set-up and operational costs and no European examples of a scheme operating at a city scale in a place comparable to Edinburgh. So at present the concept does not appear feasible for application here.

13.2 Unloading and parking.

The SEStran Freight Study identified road freight operator, driver and receiver concerns about on-street loading and unloading. The problems identified were congestion, parking enforcement, loading bays being used by members of the general public and confusion over time restrictions.

However, a study for the Council found that there was little interest from operators in an automated system for the pre-booking of loading and unloading bays, which was aimed at assisting with problems of access for road freight operators.

Freight7: The Council will seek to provide adequate and easily understandable opportunities for loading and unloading, balanced with the needs of other road users and road maintenance.

Other policies regarding parking and loading are dealt with in Chapter 12. The Parking Action Plan considered the needs of business and goods vehicles, and this will be revisited when the Action Plan is reviewed in 2014.

Studies carried out by the SEStran Freight Quality Partnership have shown that the best locations for meeting the demand for overnight lorry parking are in the Falkirk and Fife. Currently lorry parking is provided on a commercial basis within Edinburgh. If evidence of demand for a site in Edinburgh should emerge, it is anticipated that this will be met commercially. Requests for the Council to become directly involved in this activity will only be considered if evidence suggests that commercial provision is insufficient and this is causing problems for residents or environmental problems.

Freight8 : The Council will support the private sector provision of lorry parking on a commercial basis. Requests for the Council to become directly involved in the provision of lorry parking will only be considered if evidence suggests that commercial provision proves inadequate on environmental grounds.

13.3 Freight - actions

- the Council will continue to work with SEStran, and operators through the ECOSTARS project, the Transport Forum and other channels to seek means of reducing the impact of freight transport in the Edinburgh city region; and
- the Council will consult with operators on the issues of both freight movement and of parking when reviewing the Parking Action Plan.

14. Edinburgh's Connectivity

Edinburgh is the most important driver of the Scottish economy, a major global tourist destination and an important centre for financial services. As such it needs good connectivity to its Regional catchment, to the rest of Scotland and the UK, and internationally.

While the Council has no direct control over the motorway and trunk road network, or of rail, coach, air and sea services, it seeks to influence its connections, working towards the same broad objectives as for local travel. This means it has a twin focus on supporting the city's economy, while aiming to minimise adverse impacts of city traffic to protect the local environment and support climate change targets.

Public transport, especially rail services, plays a critical role in Edinburgh's connectivity. Initiatives and infrastructure within the city are often very relevant to longer distance connectivity. Chapter 10 covers public transport, Chapter 12 Park and Ride. This chapter focuses on passenger movement; Chapter 13 covers freight issues.

OBJECTIVES

To facilitate the regional, national and international connectivity needed to support the economy of the Edinburgh city-region.

To mitigate the impact of long-distance travel on the local and global environment and transport network.

14.1 Regional and Scottish connectivity, and the Queensferry Crossing

The SEStran Regional Transport Strategy (RTS) 2008 – 2023, currently under review, provides the framework of regional transport priorities.

The RTS includes important measures such as better orbital public transport services around Edinburgh that not only support economic objectives but also provide important social benefits, for example in access to health care.

Scotland's National Transport Strategy, approved in 2006, remains in force.

14.1.1 Road upgrades

Edinburgh's constrained road network, the impact of road traffic on quality of life and the need to meet climate change and air quality targets mean that it makes sense to favour strongly public transport for access into the city. The Council will support improvements to connectivity that do not increase traffic and congestion pressures in and around Edinburgh itself. For travel outwith and around the edge of Edinburgh, it makes sense to encourage higher occupancy of cars as well as use of public transport. Significant increases in general road capacity within or near the edge of the city, without a major component of public transport priority, are likely to fuel congestion in the built-up area of outer Edinburgh, where the scope for capacity increases is extremely limited.

Connect1 : The Council supports enhancement of individual junctions on the strategic road network, incorporating bus priority, as set out in Chapter 4 (see also policies **Pubtrans4** and **Connect2** relating to bus and High Occupancy Vehicle priority on the city bypass).

Connect2 : The Council will only support major road upgrades to or around Edinburgh, including on the city bypass, where the principle outcome is to prioritise public transport (and, where appropriate, high occupancy vehicles). Improvements should protect vulnerable road users.

Policy **PubTrans4** sets out the Council's policy on bus services around the city bypass.

14.1.2 Queensferry crossing

The most significant regional transport infrastructure project is the new Forth Bridge, the "Queensferry Crossing", due to open in 2016. After construction of the Queensferry Crossing, the existing Forth Road Bridge will be maintained as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists. In the future it could also be adapted to carry a Tram.

Transport Scotland prepared in 2010 and has now refreshed a Public Transport Strategy for the combined new and existing crossings. This work was carried out in partnership with SEStran and relevant local authorities, including the City of Edinburgh Council. The strategy seeks to ensure public transport integration and encourage modal shift from cars to public transport. To this end it includes a number of projects, including "Park &Choose" facilities at Halbeath and Rosyth, improvements to Newbridge interchange to prioritise buses and bus priority on the A8/A89.

Over the past two years some elements of the Strategy have been completed, including the Park and Choose site at Halbeath and bus lanes on the M9 and M90. The Council will continue to work with partners to implement remaining projects.

Connect3: The Council supports use of the existing Forth Road Bridge (after completion of the Queensferry Crossing) as a dedicated sustainable transport route, carrying public transport, pedestrians and cyclists, and possible future adaptation to carry Trams. It would not support further widening of the permitted categories of vehicle.

14.1.3 Queensferry Crossing – action

- The Council will work with Transport Scotland to deliver the Refreshed Public Transport Strategy for the Queensferry Crossing.

14.1.4 Rail and coach services

Within Scotland, there is significant scope for further development of rail services. The potential benefits to the Scottish economy of reduced journey times need to be understood and the Council will support practical options for improvement.

Electrification has potential to speed up services and, with suitable changes in electricity generation, to deliver a near zero-carbon rail system.

The Edinburgh-Glasgow corridor is particularly important. Rail services on this route are well used, but there is room for improvement. The Council supports further upgrading of services between the two cities, including the Scottish Government's current proposal for a high-speed link suitable for incorporation into a future extension to HS2. The Council also supports reinstatement of the full Edinburgh-Glasgow Improvement Project with the faster journey times, more frequent trains and better connections that the project promised.

Rail services to Aberdeen, Stirling, Perth and Inverness, are generally punctual. However there is considerable scope for reducing journey times – average end to end journey speeds are typically only around 50mph or slower.

Connect4 : The Council will continue to support enhanced rail connections to other Scottish cities, particularly increased capacity of the Edinburgh – Glasgow route as set out in the Edinburgh Glasgow Improvement Project. It supports action to reduce journey times and increase electrification.

Waverley and Haymarket Stations and the rail line between them play a pivotal role - see Section 10.7 and policy **PubTrans11.**

Coach services offer another affordable and environmentally-friendly form of longer distance travel and there is a good network of connections across Scotland. Furthermore, a significant proportion of Edinburgh's visitors arrive by chartered Coach. Coaches make similarly efficient use of roadspace to buses and, in recognition of this, are permitted access to the city's bus lanes.

14.2 UK and international links

14.2.1 Rail and Coach

Connectivity to London and to major business centres abroad is important for Edinburgh. Currently, air takes a significant share of Edinburgh-London travel, with over 40 flights a day to London on average.

Rail travel to London and the rest of England is the most sustainable mode of transport to these destinations from Edinburgh. It could potentially capture a much greater share of the market. However, capacity on both main rail routes to England limits the scope for growth. Also, shorter journey times are necessary to compete effectively with air for travel to many English cities. European experience suggests that rail becomes highly competitive when journey times are three hours or less. At present, of the larger English cities, only Newcastle and Leeds are currently within this travel time from Edinburgh.

As for Regional and Scottish connections, the capacity of Waverley and Haymarket rail stations and the route between them are critical – see policy **PubTrans11.**

Some journey time improvements are achievable on the existing East and West Coast main lines, but in the longer term substantial time savings and necessary increases in capacity can be delivered only with new infrastructure.

The Council has actively promoted the case for high-speed rail between Scotland and the south of England, with a target of a journey time well under three hours between Edinburgh and London. The Council will continue to seek early implementation of high speed services and infrastructure serving Edinburgh and Scotland.

Connect5 : The Council supports measures to achieve significant reductions in rail journey times from Edinburgh to London and other destinations in England and Wales through:

- upgrades to existing routes and services; and
- construction of High Speed 2, including new infrastructure north from Manchester and/or Leeds to Edinburgh.

Connect6 : For long-distance travel, the Council will prioritise initiatives which support the use of rail, coach (and where applicable, sea) travel over air travel.

14.2.2 Air

In recent years, the overall growth of air traffic at Edinburgh has slowed significantly. International traffic is still growing relatively strongly, while domestic traffic has declined with rail significantly increasing its market share.
In order to mitigate the impacts of access to the airport and keep the road network operating efficiently the Council wants to minimise the number of associated car trips and maximise use of public transport services. It will work with Edinburgh Airport to help achieve this.

The Edinburgh Tram line should increase the proportion of public transport users significantly. Edinburgh Airport aims to achieve a public transport mode share of up to 35 per cent of total departing passengers by 2017 (to be reviewed once the Tram has started operating), up from the present mode share of about 31 per cent.

Some types of car access, in particular ‘kiss and ride’ or taxi access, generate more vehicle trips per air passenger journey than people who simply park at or near the Airport – a passenger making a single return trip to the Airport by car is more efficient than two return trips by a taxi driver to drop off and collect that passenger. A certain level of parking supply is therefore needed to manage traffic to the airport.

Current projects being discussed with Edinburgh Airport include:

- development of a gateway from the terminal building to the Tram stop which will deliver greater connectivity and an enhanced customer experience; and
- development of an enhanced parking facility at Ingliston with a Tram connection to the airport.

Road access improvements to the airport are discussed in Chapter 4.

Connect7: The Council will work with the owners and operators of Edinburgh Airport and other partners to continue to increase significantly the use of sustainable travel modes for access to Edinburgh airport. Its guiding principle will be to seek a balanced package of interventions that minimises the number of motor vehicle movements per air passenger and per trip to work.

15. Making it happen

15.1 Delivering our actions

This document is a means to an end rather than an end in itself. Delivering its aspirations requires investment and effort by the Council and others. Our summary Plan and Programme is set out in Appendix 2. This provides a list of the actions and projects we will be channelling investment into over the next five years and beyond. The Plan and Programme has been co-ordinated with the emerging Local Development Plan and the LDP's proposed Action Programme.

15.2 Collaborating with our partners

One of the successes in delivering the objectives of the last LTS was the amount that we achieved through working closely with our partners. Organisations such as Sustrans, Paths for All, Police Scotland, NHS Lothian, Essential Edinburgh and the European CHAMP partnership (Cycling Heroes Advancing sustainable Mobility Practice) were instrumental in helping us to achieve many valuable schemes and projects. Looking ahead to the next five years, we intend to build on these strong partnerships and explore new ones to help us deliver our outcomes.

15.3 Maximising resources

The economic climate remains very challenging. Over the next three to five years, the Council must find further savings to assist in eliminating local and national budget deficits. This comes at a time when the demand for Council services is projected to rise.

The Council will continue to explore all potential sources of funding. In recent years, for example, we have benefited from match-funding for several projects from the Scottish Government, the EU and organisations such as Sustrans. Edinburgh has been one of the first local authorities in the UK to explore tax incremental financing (TIF), where funding for development is raised against the projected income from future business rates, and there may be opportunities to use TIF funding for transport infrastructure in Edinburgh's growth areas.

Appendix 1: Our indicators

The following indicators will be used to measure our progress between 2014 and 2019. Most were first set out in the Transport 2030 Vision document. A few have been adapted or amended based on issues encountered over the first three years.

Outcome 1: Be green – reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.

1.1 Greenhouse gas emissions for road transport in Edinburgh
1.2 Overall level of motor traffic within the City
1.3 CO_2 emissions from Council transport

Outcome 2: Be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.

2.1 Proportion of journeys to school by walking and cycling
2.2 Pedestrian activity in the City Centre
2.3 Levels of customer satisfaction with quality of streets, buildings and public spaces

Outcome 3: Be accessible and connected locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need.

3.1 Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment
3.2 Accessibility of hospitals by public transport (population within 30 minutes public transport travel time), 8am – 9am weekdays
3.3 Satisfaction with access by public transport

Outcome 4: Be smart and efficient, providing reliable journey times for people, goods and services

4.1 Journey time variability by public transport
4.2 Peak time person trips to the City Centre
4.3 Average estimate journey time over selected routes on foot

Outcome 5: Be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of.

5.1 How we travel for work and education journeys
5.2 Views on convenience of public transport
5.3 Possibility of using public transport for work or education journeys

Outcome 6: Be, and be perceived to be, safe, secure and comfortable so that people feel able to move around by whichever mode they choose, whenever they wish.

6.1 Number of killed or seriously injured casualties
6.2 Pedestrian and cycle casualty rates
6.3 Feeling safe when travelling by bus in the evenings
6.4 Feeling safe when travelling by train in the evenings

Outcome 7: Be inclusive and integrated. Everyone should be able to get around the city regardless of income or disability.

7.1 Integrated ticket sales
7.2 Accessible public transport infrastructure
7.3 Accessibility for those with no car access
7.4 Demand not met for door to door transport

Outcome 8: Be delivered through responsive, customer-focussed and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those at risk of marginalisation.

8.1 Time taken to implement a Traffic Regulation Order
8.2 Level of satisfaction with Transport Service
8.3 Satisfaction with bus services

Outcome 9: Be effectively maintained to enhance and maximise our assets; with well co-ordinated works and high quality materials

9.1 Percentage of road network that should be considered for maintenance treatment
9.2 Percentage of all street light repairs completed with seven days

Appendix 2: Plan and Programme

		Delivery Period		Delivery Partners		Order of cost to CEC - up to 2019	Order of cost to CEC - post 2019	Development driven project	LDP ref	Notes
	Status	By 2019	> 2019	Lead	Other					
Active Travel Action Plan package.		✓	✓	CEC	NHS Lothian, Sustrans, Spokes The Uni of Edi, Living Streets, Essential Edinburgh.	5	Not known	–	T8	Subject to successor plans being approved.
Public and Accessible Transport Action Plan package.		✓	✓	CEC	Public Transport Operators.	5	Not known	–	–	Subject to successor plans being approved.
Road Safety Plan package.		✓	✓	CEC	NHS Lothian, Police Scotland and Scottish Fire and Rescue Service.	4	Not known	–	–	Subject to successor plans being approved.
Public Realm.		✓	✓	CEC	Project dependent.	5	Not known	–	–	Public Realm Strategy. Planned priorities include the Leith Programme, Waverley Bridge, Charlotte Square, Rose Street, Chambers Street, Thistle Street / Lanes Castlehill, Royal Mile Action Plan, St Andrew Square and Victoria Street.
Rail enhancements in E Scotland.		✓	✓	Transport Scotland	Rail industry	1	1	–	–	Part of the Scottish Government's Strategic Transport Projects Review.
Edinburgh Glasgow Rail improvements.		✓	–	Transport Scotland	Network Rail	1	Project complete.	–	–	Estimated cost for Edinburgh to Glasgow electrification element of £400 million, anticipated completion date of this work is 2016.

Edinburgh Gateway Station.	-	✓	–	Transport Scotland	–	1	1	–	–	Estimated cost of this tram / train interchange is £37 million. Project is part of the Edinburgh Glasgow Rail improvements.
Almond Chord.		–	✓	Transport Scotland	Rail Industry	1	1	–	T2	Previously known as 'Dalmeny Chord'.
Borders Rail.	-	2015	–	Transport Scotland	Rail Industry	1	1	–	–	Council has contributed £2.1 million towards this scheme as well as officer and member time. Completion scheduled for summer 2015.
Waverley Station.	-	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Waverley Station.
Haymarket.	-	✓	✓	Network Rail	CEC	4	1	–	–	Council involved in changes to transport infrastructure in vicinity of Haymarket Station.
High Speed Rail Edinburgh to Glasgow.		✓	✓	Transport Scotland	Rail Industry	1	1	–	–	Transport Scotland has commissioned initial studies into provided high speed rail between Edinburgh and Glasgow. The studies used a completion date of 2024.
High Speed Rail - to England.		✓	✓	UK / Transport Scotland	Rail Industry	1	1	–	–	No detailed plans for extending high speed rail to Scotland. Current plans anticipate extending high speed rail links from the West Midlands to Leeds and Manchester by 2033.
Park & Ride.		✓	✓	CEC	Bus Operators	3	Not known	–	–	Funding in place for land purchase for Hermiston extension.
Tram network extensions.		–	✓	CEC	Topco	–	Not known	–	–	Assumed costs to CEC relate to development work.
Newcraighall to Queen Margaret Uni PT Links.		Not known	Not known	CEC / Dalrymple Trust.	–	1	–	✓	T7	Timescale dependent on development.
Orbital Express Bus.		Not known	Not known	SEStran	–	1	Not known	–	T5	Reports prepared for SEStran in 2009 - 2010. No current proposals to proceed with project.
Forth Crossing Public Transport Strategy.	-	✓	✓	Transport Scotland	CEC, Fife, West Lothian, bus operators, ScotRail, SEStran, CPT Scotland.	1	1	–	–	Assume all major funding by central government

Traffic Management Systems.	-	✓	✓	CEC	–	4	4	–	–	Continued investment in Urban Traffic Control systems, VMS and real time air quality monitoring systems.
Newbridge, upgrade of junction.		Not known	Not known	Transport Scotland	CEC/WLC S75 contributions	Not known	Not known	✓	T12	Some monies collected from developments but considerably less than needed. No design. Assume majority funding by central government.
Eastfield Road upgrade and other W Edinburgh Projects. *(1)*		✓	✓	West Edinburgh Development Partnership	CEC S75 contributions	£15M Project Cost. CEC and other partner contributions not assessed.	Not known	✓	T9	Eastfield Road dualling not required to support development, but desired by development partners plus airport to enhance area. Dumbbells roundabout improvement identified a key project but no funding available.
North Edinburgh Active Travel and Public Transport package.		✓	✓	Forth Ports/CEC Transport	CEC S75 contributions	Not known	Not known	✓	–	Some NETAP money collected and link to North Edinburgh Cycle path from Trinity Road completed.
Ocean Drive extension.		✓		CEC	Developer	5	–	✓	T15	Project funded by a Tax Incremental Financing package.
Road from west of Fort Kinnaird to The Wisp.		Not known	Not known	Developer	–	1	Not known	✓	T16	New road from The Wisp and Newcraighall Road to improve traffic conditions on approaches to Fort Kinnaird. No timescale for delivery.
Craigs Road.		Not known	Not known	Developer	–	1	Not known	✓	T18	Improvements to Craigs Road and increased junction capacity with Maybury Road. No timescale, dependent on delivery of development.

Barnton Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T19	Increased junction capacity based on traffic signals controlled by MOVA (Microprocessor Optimised Vehicle Actuation). Indicative cost of £300,000. No timescale, dependent on delivery of development.
Gilmerton Crossroads.		Not known	Not known	Developer	CEC	1	Not known	✓	T20	Reconfiguration of junction, with access and parking strategy for Drum Street to alleviate congestion caused by cars parking near the junction. No timescale, dependent on delivery of development.
Burdiehouse Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T21	Reconfiguration of junction to ease congestion for north - south traffic. No timescale, dependent on delivery of development.
Maybury Junction.		Not known	Not known	Developer	CEC	1	Not known	✓	T17	Increase in junction capacity. Required for nearby development. No timescale for delivery.
Edinburgh Waterfront Promenade.		✓	✓	CEC	–	4	5	–	–	Delivery plan in Edinburgh Waterfront Promenade Design Code. Funding sources to be identified.
Edinburgh Park /The Gyle - Road Adoption.		Not known	Not known	Developer	CEC	1	Not known	✓	–	Adoption of roads within Edinburgh Park and The Gyle to allow for business led mixed use. No timescale for delivery.
A720 Sheriffhall.		Not known	Not known	Transport Scotland	–	1	1	–	T14	Cost and implementation dates unknown.
A720 Old Craighall.		Not known	Not known	Transport Scotland	–	1	1	–	–	Cost and implementation dates unknown.

Notes:

Status Colour Coding.

Colour status:	
	Programme or project fully funded and has all necessary legal and other consents
	Clear proposals in place and funding identified to enable significant implementation progress
	Clear proposals in place but insufficient funding to implement
	Outline proposals only
	Privately funded

Order of cost	
Low - likely to be staff time only	1
up to £100K	2
£100K to £1M	3
£1M to £10M	4
£10M to £100M	5
£100M +	6

(1) Other West Edinburgh projects include:

A8 ‘dumbbell’ junction upgrade
A8 bus priority measures
Gogar roundabout upgrade
Gogar to Eastfield road

Appendix 3: Key policy documents and Action Plans

There are a number of related policy documents which have an impact on or are impacted upon by the LTS. These are listed below, together with the transport-related Action Plans.

POLICY DOCUMENTS

Scottish

- National Transport Strategy
- National Planning Framework
- Scottish Planning Policy and Planning Advice Notes
- Strategic Transport Projects Review
- *Designing Streets*

Regional

- SEStran Regional Transport Strategy
- The Strategic Development Plan for Edinburgh and South East Scotland

Local

- The Edinburgh Partnership Single Outcome Agreement
- The Edinburgh Transport 2030 Vision
- The City Local Plan, Rural West Edinburgh Local Plan and the emerging Edinburgh Local Development Plan
- Delivering Capital Growth
- A Strategy for Jobs
- The Air Quality Action Plan
- Local Community Plans

TRANSPORT ACTION PLANS

- Streets Ahead Road Safety Plan
- Active Travel Action Plan
- Public and Accessible Transport Action Plan
- Roads Maintenance and Renewals Action Plan (under development)
- Parking Action Plan (due 2014)

Appendix 4: References

Chapter 2

1. The Audit Scotland Road Condition Indicator is defined as 'The percentage of the road network that should be considered for maintenance treatment.' 'Considered for maintenance treatment' means that there is likely to be some defect in the condition of the road, but councils will need to carry out further detailed investigation and plan their programme having considered other factors including the impact on spending provision, user delays and safety concerns.

Chapter 5

2. Sustainable Edinburgh 2020 Vision

Chapter 6

3. An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London. Transport and Environmental Analysis Group. Centre for Transport Studies. Imperial College London
20mphStudyFinalReport10April2013

4. Setting Local Speed Limits: Department for Transport circular 01/2013
https://www.gov.uk/government/publications/setting-local-speed-limits

5. Edinburgh People's survey results 2012, overall report page 65.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report

Chapter 10

6. Edinburgh People's survey results 2012, overall report page 66.
http://www.edinburgh.gov.uk/download/downloads/id/9940/eps_2012_overall_report