

## Response ID ANON-KU2U-GFV2-V

Submitted to **Choices for City Plan 2030**

Submitted on **2020-03-02 15:09:55**

### Your information and data

#### 1 What is your name?

**Name:**

Peter Hawkins

#### 2 What is your email address?

**Email:**

[REDACTED]

#### 3. If you do not have an email address What is your address?

**Full address including postcode:**

#### 4 I am responding as

Amenity Organisation

#### 5 IF you are responding on behalf of an organisation or an other individual, what is their name?

**Agent on behalf of:**

Spokes, the Lothians Cycle Campaign

#### 6 I agree to my response being published to this consultation.

Yes

### Environmental Report

#### 18 Do you have any comments on the environmental impacts set out in the Environmental Report arising from the Choices?

Yes

**Please use the space below for comments.:**

We agree with the overall CP2030 goals, especially to "address the increasing impact of climate change on our city and ensure growth is sustainable... we have a target to be carbon neutral by 2030; ..[and] to radically change how we move around our city."

City Plan 2030 has, as a major goal, "a city where you don't need to own a car to move around", expanded as "creating places for people not cars; supporting the reduction in car use in Edinburgh; delivering new walking and cycling routes". We strongly support these aims.

Both documents (Mobility Plan and City Plan) are suitably ambitious and represent a step-change from what has gone before. At the same time, we should be under no illusions that these goals will be easy to achieve; they will require substantial changes of attitude and behaviour from both individuals and businesses.

Many planners recognise the need for more compact development and sites with decent public transport and cycling facilities. However, the recognition has often not been reflected in decisions on planning applications, or in enforcement. The implementation of sustainable policies is absolutely critical, regardless of the pressures from commercial land owners.

To avoid a climate catastrophe, we need a city with fewer carbon emissions, less conspicuous consumption, less waste, less use of plastics, and fewer vehicles on the roads. Older buildings should be re-purposed rather than replaced; brownfield land should be sufficient for our needs if used wisely - and if our needs are reduced.

The parameters should be set by the Planning Dept, not by developers; any growth must be restricted to brownfield land; the city needs to become more concentrated, more compact, less diffuse, mixed-use areas becoming the norm, the need to travel reduced.