CITY MOBILITY PLAN 2021-2030

Approved February 2021
Updated February 2024

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

CONTENTS

FOREWORD 4

1 

INTRODUCTION AND CONTEXT 6

Purpose and status 7
Vision and objectives 8
Listening to you 9
Challenges and commitments 9
Placemaking 14
COVID-19 - impacts and recovery 15
Our city's progress 16

2 

PEOPLE 18

Making sustainable choices 19
Equal access to the city 20
Mode share 24
Reducing Car Kilometres 25
People are the plan 25

3 

MOVEMENT 26

Sustainable and integrated travel 27
Safe and efficient movement 38
Clean air and energy 43
Managing demand 45

4 

PLACE 48

Our city 49
A transformed city centre 49
20-Minute neighbourhoods 50
Streets for people 52

5 

SPATIAL VISION AND THE PATH TO 2030 54

Looking Back – Some Key Achievements since 2021 55
2025 – Delivering Now, Planning for the Future 56
2030 - A city transformed 58
Spatial vision 58

6 

IMPLEMENTATION 60

Implementation plan approach 61
Governance and engagement 61
Project and risk management 61
Investment and funding 61

7 

MEASURING SUCCESS 62

APPENDIX 1 66

Policy measures index 67

APPENDIX 2 76

City leadership in a changing world 76

APPENDIX 3 80

Edinburgh Strategic Sustainable Transport Study Phase 2 – Summary 81

FOREWORD

Edinburgh is a congested city, and this impacts on our economy and wellbeing. We must deal with this, and also ensure we have a transport system that is ready for the tens of thousands of homes which will be built in and around Edinburgh in the coming decade,

Transport is the single biggest contributor to greenhouse gas emissions in Scotland, and the second largest contributor in Edinburgh with energy use in buildings at the top. If we are to be a net zero city by 2030, we need to prioritise the most impactful actions and deliver them at pace in partnership with residents and businesses.

I'm proud of the work we're already doing under the direction of this Plan, but we have much still to do. Key to getting this right is continuing to listen to what matters most to Edinburgh's citizens, businesses, and visitors, so we have spent time engaging on the big priorities and difficult decisions needed to continue making progress.

We have cross-party support for reducing non-essential car usage and for us all to travel more sustainably. To make this ambition more tangible, we've set a target to reduce car kilometres by 30% by 2030. This target, which is higher than the national target of 20%, reflects Edinburgh's compact-city context.

Edinburgh already has one of the best public transport systems in the UK, and my aim is to make it bigger, better and more accessible. What is good for public transport is good for Edinburgh. Investing in mass-rapid transit in the shape of tram network expansion and bus priority will support this growth, and act as a catalyst for regional regeneration.

Making it easier and more pleasant to travel actively for local trips is an essential component of delivering this Plan and the Council's 20 Minute Neighbourhood Strategy. We have adopted the Edinburgh Accessible Streets Initiative (EASI) which focuses on making pavements and street crossing points useable for everyone no matter what your age or ability.

Over the last few years the number of people killed or seriously injured in road collisions in Edinburgh has been on a downward trend, but more needs to be done to make the city's streets safer for all road users. We aim to significantly reduce the number of collisions resulting in personal injury, with a particular focus on vulnerable groups by continuing to have Vision Zero at the core. Our aim is to reduce road deaths to zero by 2030 and cut serious injuries by at least 50%. We should not see road deaths as inevitable, or a price worth paying for modern living.

I want our city to be healthy and welcoming, where wellbeing is enhanced by the way we travel and experience this beautiful city. We know that transport-related air pollution has a significantly determinantal effect on people's health. We will therefore continue to work with partners including SEPA and NHS Lothian to implement measures that aim to reduce air pollution over and above national air quality objectives.

Edinburgh is a city of differing needs, ages and abilities. We have committed to ensuring our streets are accessible as possible and this will be supported by Edinburgh's independent Accessibility Commission. Maintaining affordable public transport fares and delivering a range of simplified, flexible ticketing options are also key to maximising inclusivity.

We also understand that every car journey starts and ends with a parking space and accept that managing that provision is key to cutting unnecessary vehicle use. At the same time, I am determined to work with businesses to use effective parking management as a tool to support the economy of the city centre, town and local centres, while also protecting residents' ability to park close to their homes, especially those with mobility impairments.

This plan is ambitious. The context is transport, but its aims are people focussed - improving wellbeing, boosting the economy and improving accessibility. It will have failed if does not deliver these aims. This is why we have consulted heavily on this plan, and why working with stakeholders including residents and businesses will be at the core of its implementation.

Councillor Scott Arthur
Transport & Environment Convener

1 INTRODUCTION AND CONTEXT

As we move through the third decade of the 21st century, one of the greatest threats to humankind is that of climate change. Across the world countries are taking steps to reduce carbon emissions. The Scottish Government has declared a climate emergency and **Edinburgh is committed to being a net zero City by 2030**. In 2023 the Council also declared a Nature Emergency, recognising the leading role we need to play in supporting nature recovery and restoration.

Transport is the single biggest contributor to greenhouse gas emissions in Scotland* and one of the largest contributors in Edinburgh. It is central to the damage we are doing to our planet. This Plan puts the climate emergency at the centre of its actions.

If Edinburgh is to play its part and lead on the challenges ahead, if it is to be a truly sustainable city, where mobility meets the needs of people and our environment, we need ambition, courage and a shared sense of responsibility. The Council will play its part, but success cannot be achieved without a shared commitment from everyone. **Source: Chart B1*

This chapter focuses on:

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

PURPOSE AND STATUS

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

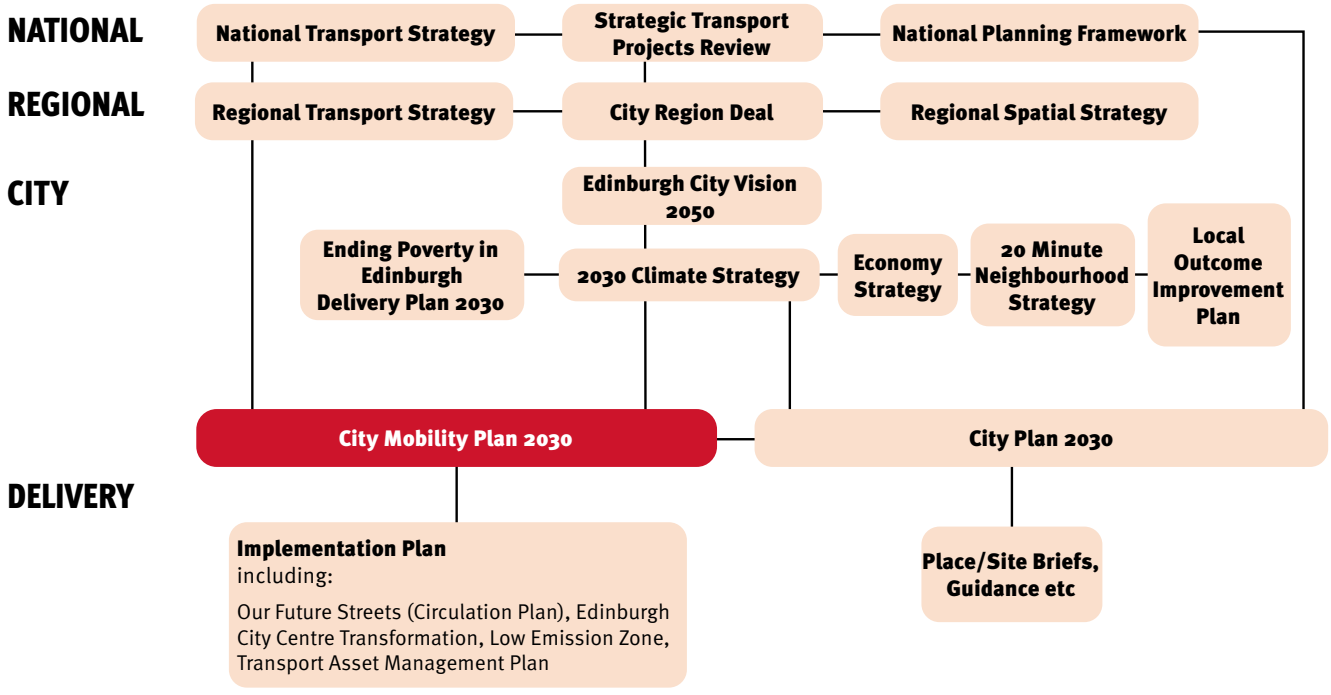
It contains a series of objectives and policy measures under the themes of People, Movement and Place which will, collectively, achieve the Vision for this Plan.

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

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

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

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



Vision

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

VISION AND OBJECTIVES

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

OBJECTIVES

People

To improve health, wellbeing, equality and inclusion:

Encourage behaviour change to support the use of sustainable travel modes.

Ensure that transport options in the city are inclusive and affordable.

Movement

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

Increase the proportion of trips people make by active and sustainable travel modes.

Improve sustainable travel choices for all travelling into, out of and across the city.

Reduce harmful emissions from road transport.

Improve the safety for all travelling within our city.

Maximise the efficiency of our streets to better move people and goods.

Place

To protect and enhance our environment:

Reduce the need to travel and distances travelled.

Reduce vehicular dominance and improve the quality of our streets.

LISTENING TO YOU

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

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

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

CHALLENGES AND COMMITMENTS

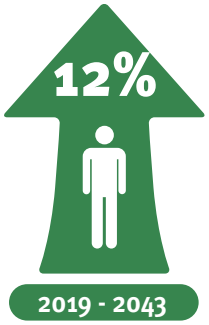
Across the world cities like Edinburgh are changing rapidly. They are taking on the challenges of carbon emissions and unprecedented technological advances by focusing on climate change, poverty, exclusion, inequality and improving safety, health and wellbeing. We have taken inspiration from cities all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

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

The key challenges and commitments for this Plan are:

- **Climate Emergency -** Transport, the way we move people, goods and services around places, is the second biggest generator of carbon emissions in Edinburgh. In 2021, 29% of carbon emissions are accounted for by transport. Data shows that there has been a 12% 'rebound' in carbon emissions in Edinburgh from 2020 to 2021, following a 15% drop in 2020 due to the COVID-19 pandemic. 2021 data shows that emissions increased predominantly from the transport sector as COVID-19 pandemic restrictions were lifted from between 2020-2021. According to the Department for Transport, around 80% of vehicle mileage in Edinburgh comes from cars and taxis, and the latest figures show that mileage for cars (including taxis) is at 93% of pre-pandemic levels, and for all motor vehicles, at 96%.

Edinburgh population projected increase

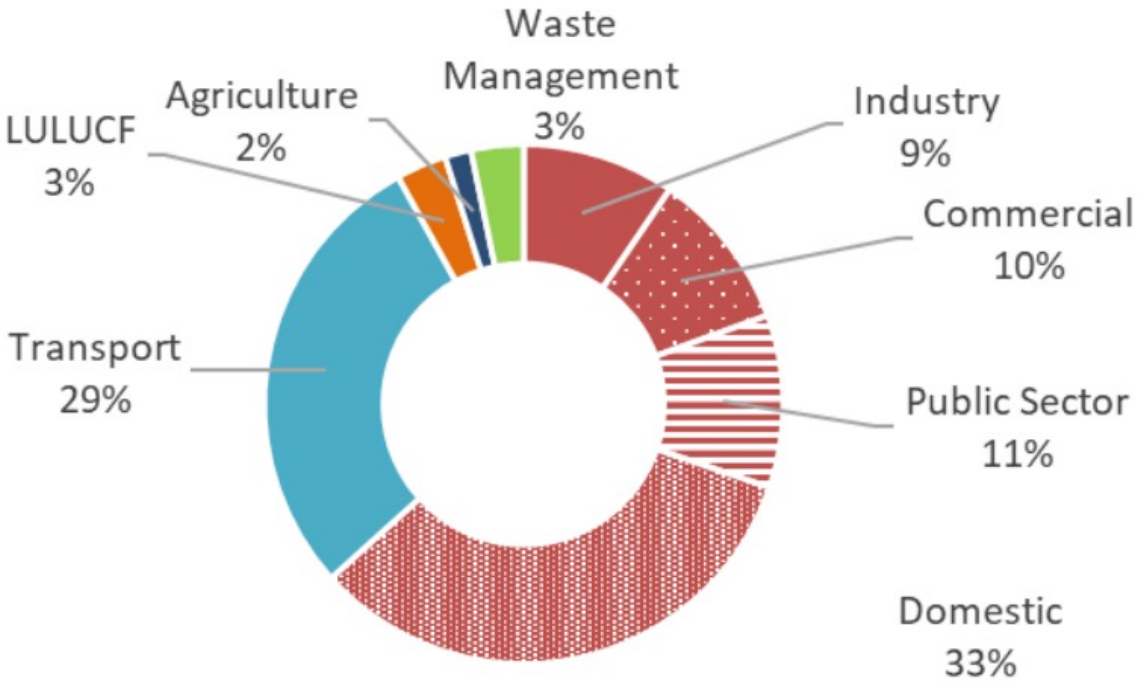


Source: National Records for Scotland, Population Projections

- **Poverty -** We are committed to eradicating poverty. After housing, transport costs are the single biggest household expenditure in the UK[3]. We will encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.

- **Sustainable Economic Growth -** Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000.[4] Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. Future growth will be developed in such a way as to maximise the use of existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.

- **Safety -** Road users, such as pedestrians and cyclists are more at risk of suffering from serious injury if involved in a collision with a motor vehicle. We will prioritise resources to improve the safety of our more vulnerable road users.



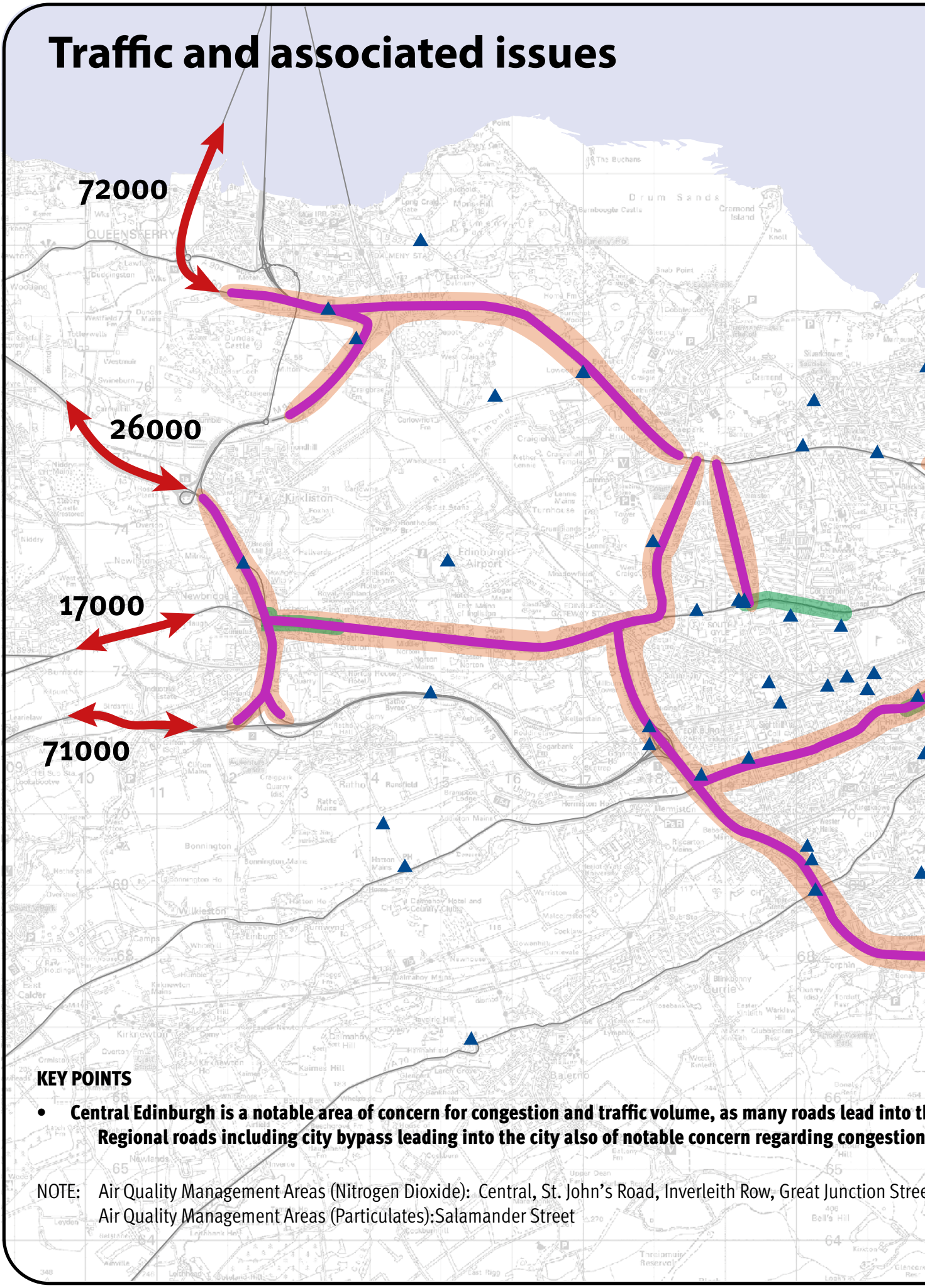
Source: Council's Citywide Emissions Reporting (February 2024), showing breakdown of emissions in Edinburgh in 2021 (LULUCF stands for Land Use, Land Use Change and Forestry).

- **Inclusion -** Our city welcomes everyone. We are a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services. We want to create a city where you don't need to own a car to move around. We will therefore ensure that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use. However, we recognise that for some people and in some circumstances private cars might be needed.
- **Health and Wellbeing -** The transport sector accounts for over one-third of the total emissions of nitrogen oxides and one sixth of fine particles.[5] Both cause air pollution which harms human health. If we choose active travel modes, such as walking, wheeling (traveling by wheelchair) and cycling, we won't cause pollution and we will improve our own physical and mental well-being. We will tackle air pollution and support people to take more active, sustainable trips.
- **Congestion -** Parts of the city's transport network are highly congested and, according to data from Tom Tom, Edinburgh was the fifth most congested city in the UK in 2023. In 2023 drivers spent an additional £94 on fuel and an additional 74 hours driving due to congestion, with 17% of the total carbon emitted during driving being due to congestion. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be. We will tackle this by managing demand on our roads and enhancing the efficiency of our public transport system. *Source Tom Tom

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

The map on page 8 sets out some of the key traffic and associated issues for Edinburgh spatially.

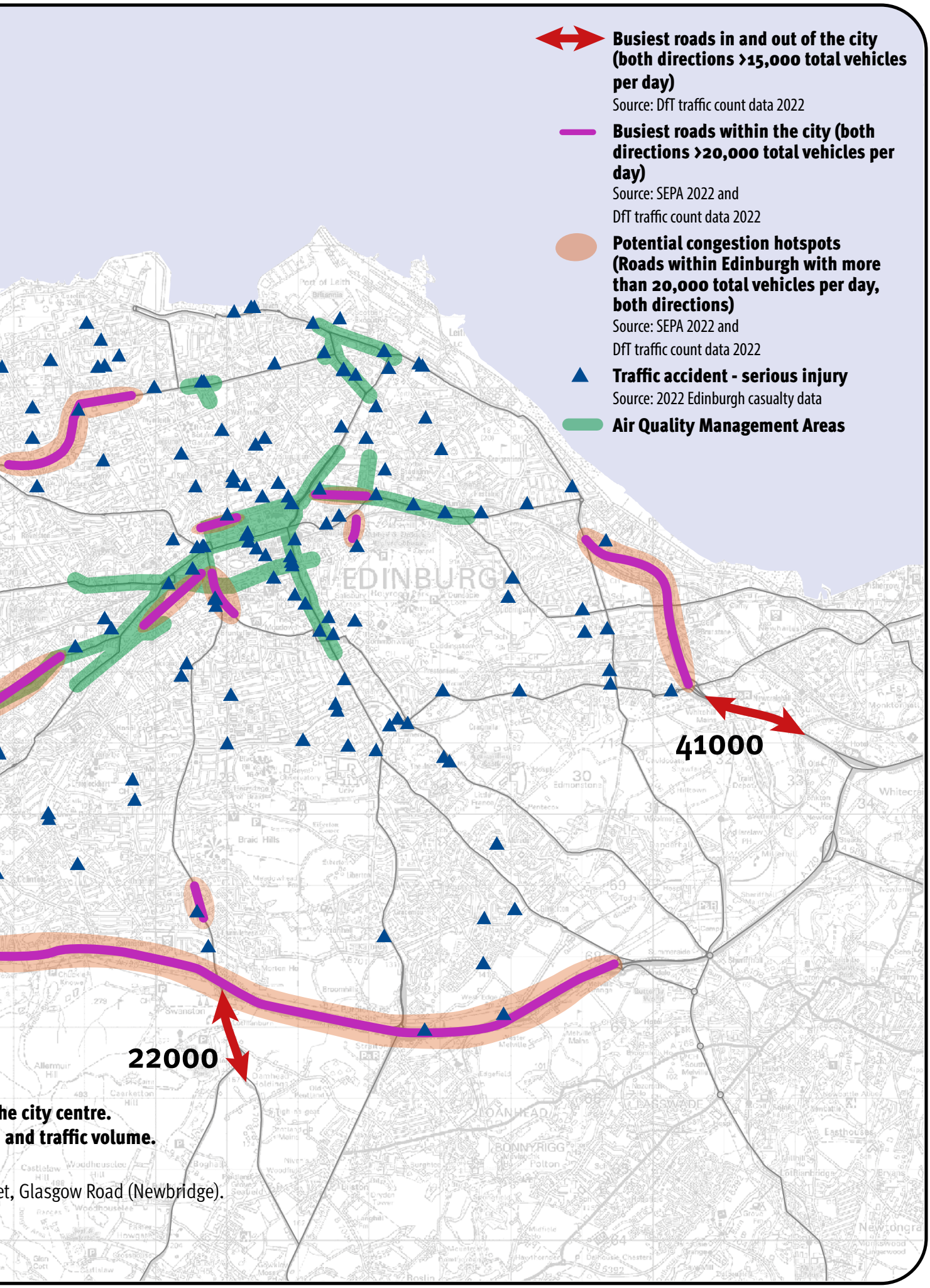
Traffic and associated issues



KEY POINTS

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

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



he city centre.
and traffic volume.

et, Glasgow Road (Newbridge).

PLACEMAKING

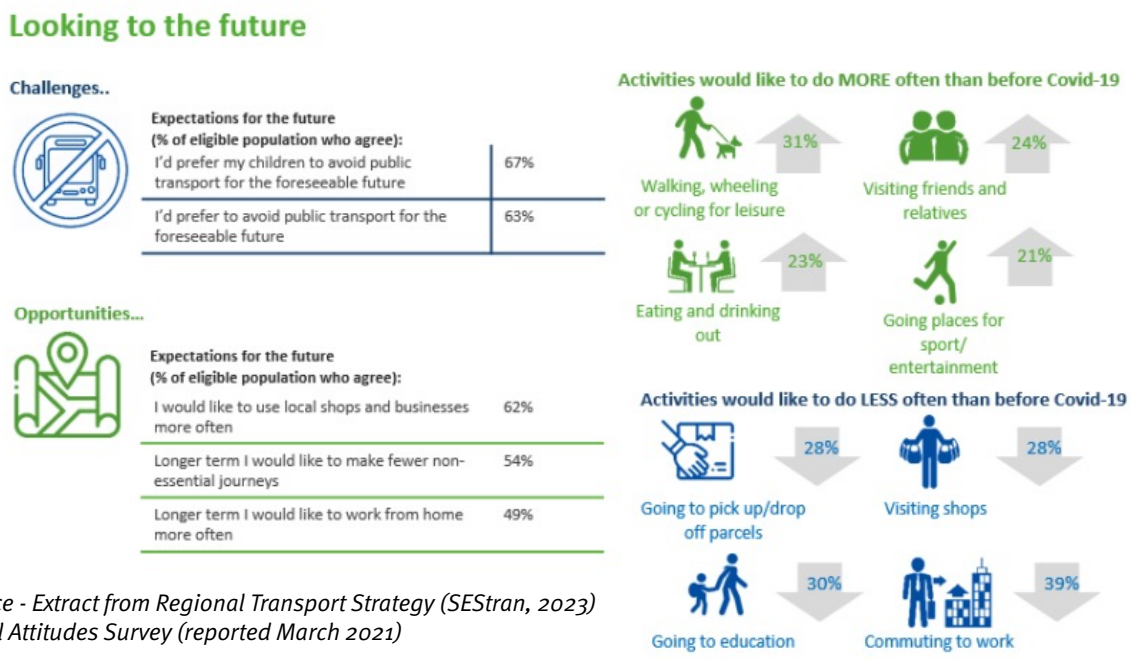
The kind of city we want to live in - the streets and spaces in which we shop, work and socialise are also formed by the way people travel around. The more that people choose walking, wheeling and cycling the better the environment and the safer the streets. This Plan, alongside our adopted Local Development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

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

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

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

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



Source - Extract from Regional Transport Strategy (SEStran, 2023) Travel Attitudes Survey (reported March 2021)

COVID-19 - IMPACTS AND RECOVERY

COVID-19 has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving. At the time of this Plan's first publication in February 2021 there remained a high level of uncertainty particularly around medium and longer term impacts.

Travel restrictions imposed during 2021/22 resulted in increases to walking, wheeling and cycling. However, public transport suffered a significant downturn in patronage. Between 2019-2021 the number of passenger journeys made on Lothian Buses decreased by 52% from 124 million journeys to 60 million journeys. Transport Scotland's national COVID-19 Public Attitudes Survey undertaken in 2022 found that a third of respondents were still avoiding public transport and travelling by car more than before the pandemic after travel restrictions were lifted (source transport.gov.scot).

Bus and tram patronage is recovering but continues to be lower than pre-pandemic levels. Overall passenger rail has returned to around 80% of pre-pandemic levels.

Traffic data on various major arterial roads in Edinburgh shows that between 2019 and 2021 there was a 24% reduction in the number of vehicles on the city's roads. However, by end of 2022 the number of vehicles had increased to 89% of pre pandemic levels.

One of the most notable factors following the initial lifting of restrictions had been the flattening of demand throughout the day. A large contributing factor was the shift to home and/or hybrid (home and office), and in many organisations this has been sustained. However, Edinburgh remains dominant as a regional employment centre taking around 45% of all commuting trips, with 81% of trips to outwith the city centre and 37% to the city centre undertaken by private car. Traditional travel peak periods can now be seen returning with resultant congestion challenges (SEStran Regional Transport Strategy source Sestran, and Tom Tom data).

Projected future population growth means Edinburgh requires the construction of just over 44,000 new homes by 2032. This will continue to place significant additional pressure on transport infrastructure.

Online retailing, which was already increasing before the pandemic, remains high with home deliveries adding to the vehicles on the city's roads. Edinburgh's city and town centres continue to adapt by supporting the 'visitor experience', including food and drink, entertainment, and local independent retail provision. The city centre remains a huge draw for tourists.

We need to continue to embed the beneficial outcomes of lower traffic levels seen during the height of the pandemic - cleaner air, travelling more actively, local trip-making, and creation of more space for sustainable travel and placemaking, including greening and biodiversity.

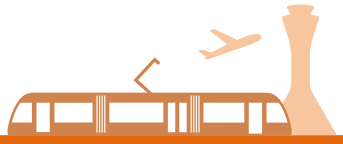
OUR CITY'S PROGRESS

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

2010s

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

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



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

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

2000s

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

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

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

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

2023
ram extension to Newhaven operational, integration of Edinburgh Trams and Lothian Buses approved (ALEO reform), Leith Connections and Corstorphine Connections launched, 'Feminist City' approach to support women's safety declared, City Centre West East Link (CCWEL) largely complete, new Controlled Parking Zones introduced in Leith and Gorgie, since 2021 81 publicly available electric vehicle chargers delivered serving 141 electric vehicle charging places.

2022
City centre Low Emission Zone (LEZ) implemented (enforced from June 2024); Lothian Buses achieve full compliance with LEZ, City Operations Centre goes 'live'

2021
City Mobility Plan and 20-Minute Neighbourhood Strategy approved

launched

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

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

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

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

complete

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

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

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

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

2 PEOPLE

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

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

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

This chapter focuses on:

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

MAKING SUSTAINABLE CHOICES

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

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

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

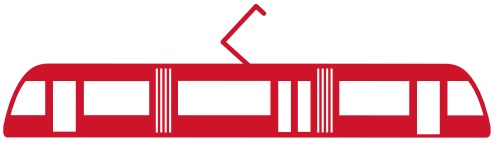
Policy Measure
PEOPLE 1: Supporting Behaviour Change

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

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

Policy Measure
PEOPLE 2: Travel Plans

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



EQUAL ACCESS TO THE CITY

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

Safety

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

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

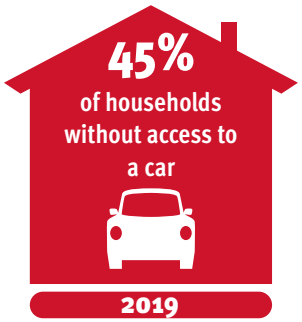
The perception of risk that pedestrians and cyclists face is a major obstacle to encouraging more people to walk, wheel and cycle between the places they live, work and visit. We need to think about how we use our road space and how we travel to keep people safer.

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

Isolated communities

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

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



Source: Progressive Survey 2019

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

The map on page 22 shows public transport accessibility levels. It highlights areas with a high level of public transport services and areas where there are lots of people (housing and jobs) but with a low level of public transport services.

Poverty

We recognise that socioeconomic barriers exist and influence the degree to which certain people can move around. After housing, transport costs are the single biggest household expenditure in the UK with an average weekly spend of £61.60 or 14% of the household average total weekly expenditure*.[3]

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

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

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

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

Women

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

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

Young people

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

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

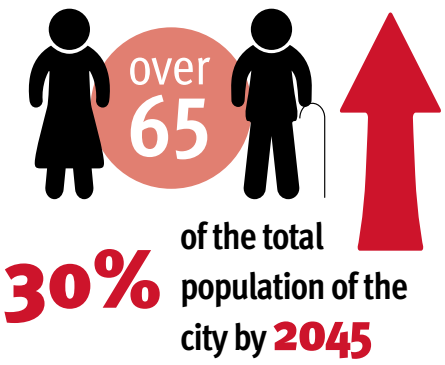
Policy Measure PEOPLE 3: Flexible and Affordable Fares

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

People with mobility difficulties and our ageing population

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

It is recognised that there are a wide range of personal challenges that impact on mobility, including neurodiversity, which need to be considered and targeted solutions are required. In 2024 the Council facilitated the establishment of an independent Accessibility Commission with the core aim of ensuring public streets and spaces in the city are as accessible as possible. The Commission will examine and engage on the challenges and opportunities in making our streets as accessible as possible, focussing on design, engagement and communication.



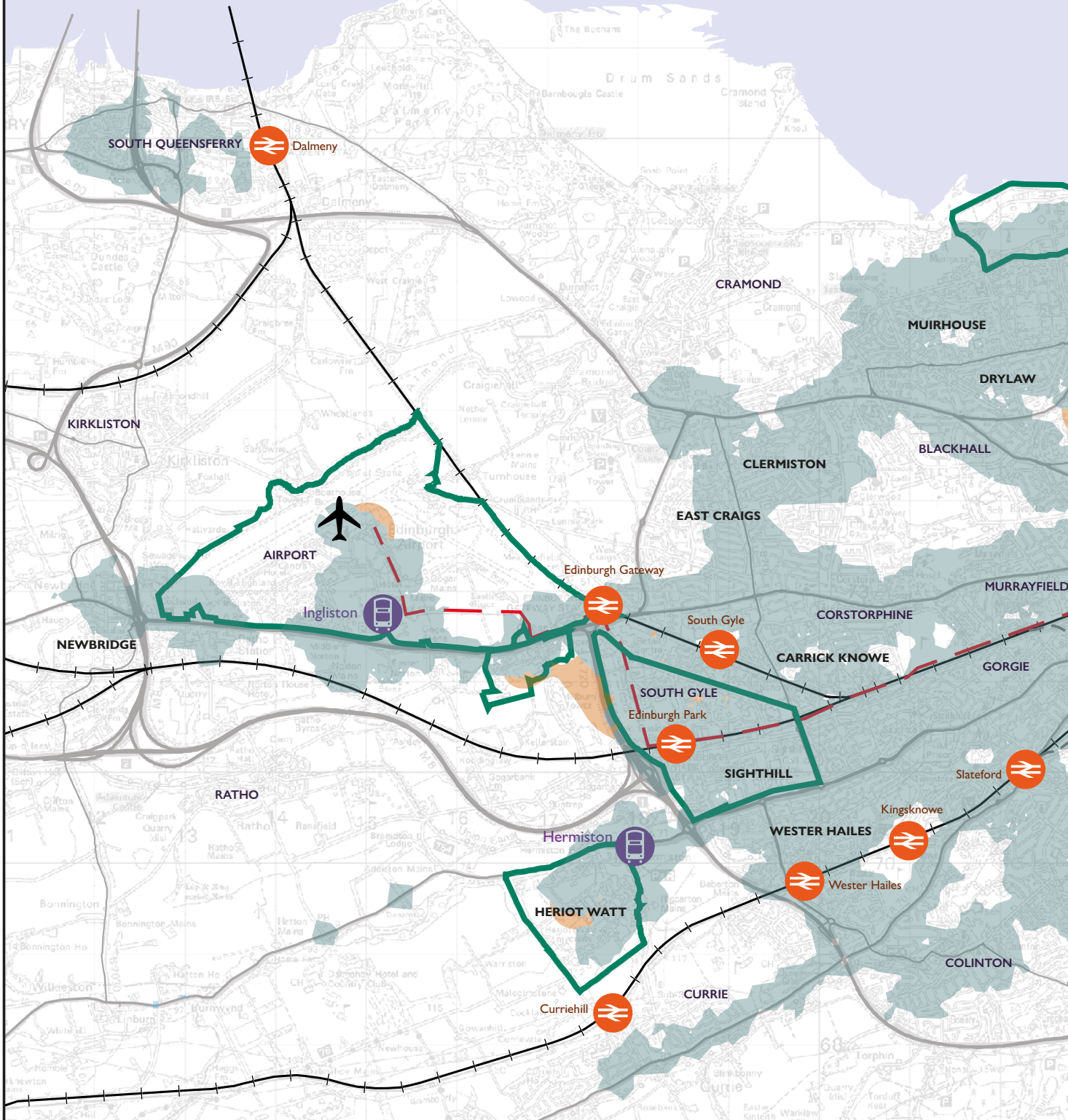
Scotland's population, for example, is ageing. The number of people aged 65 and over is projected to grow by nearly a third by mid-2045*. The number of people aged 65 and over is estimated to grow by 30% from 2022 to 2045 (1.06 million people to 1.37 million people).[17]

**Source: National Records for Scotland, Population Statistics*

While historically people have tended to travel less as they get older, they are now fitter, healthier and more active in travelling. Increasingly specialist public services like health are accessible online or in hubs but older users may need to travel to access more specialised, centralised medical care. Relatives and carers may need to travel to care for people in their homes as the growth of home care over residential care continues. Elderly people may also have greater difficulty accessing information and navigating the public transport network.

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

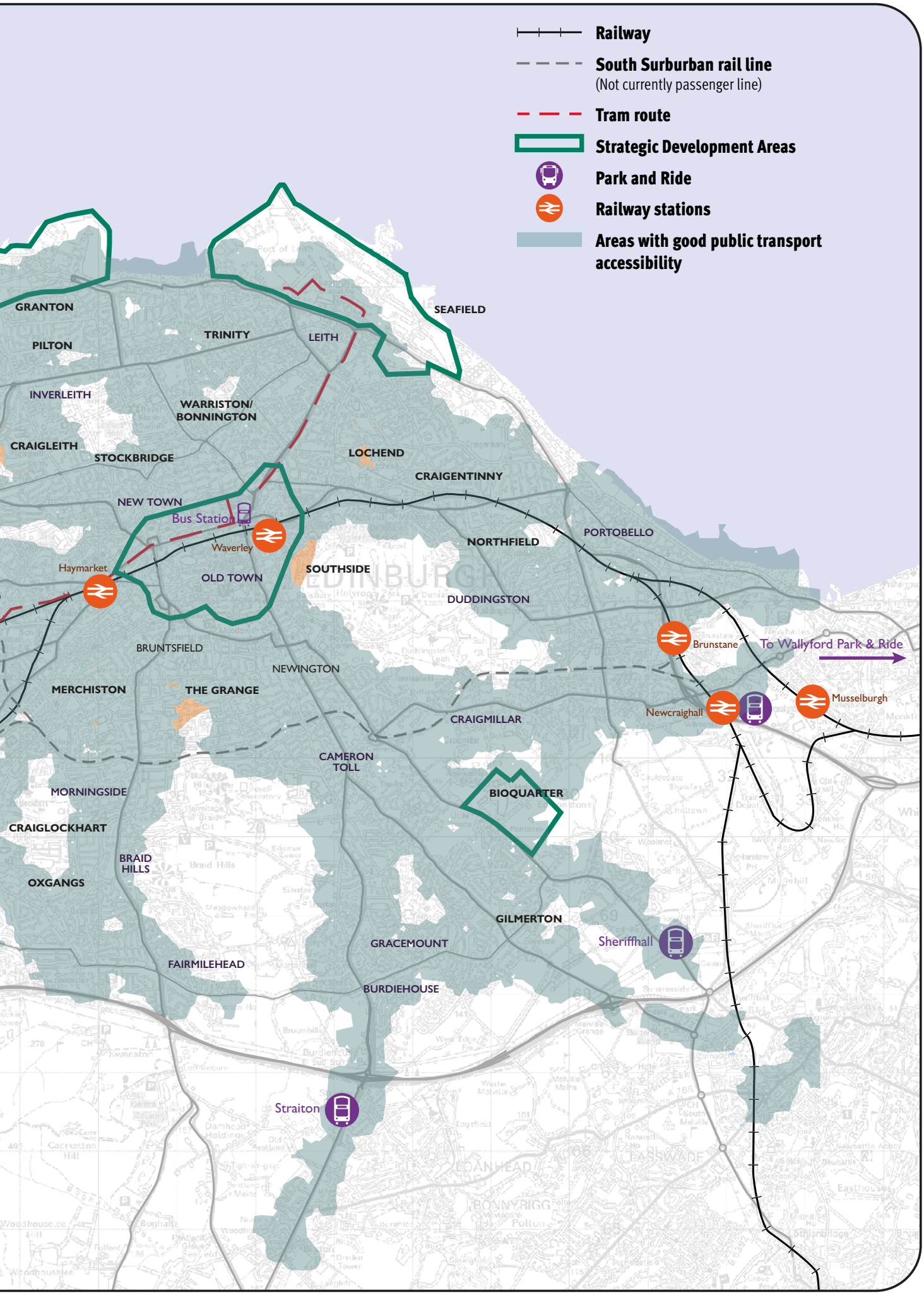
Public transport across the city



KEY POINTS

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

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


Railway
South Surburban rail line
(Not currently passenger line)
Tram route
Strategic Development Areas
Park and Ride
Railway stations
Areas with good public transport accessibility
GRANTON
PILTON
TRINITY
LEITH
SEAFIELD
INVERLEITH
WARRISTON/
BONNINGTON
CRAIGLEITH
STOCKBRIDGE
LOCHEND
CRAIGENTINNY
NEW TOWN
Bus Station
Waverley
Haymarket
OLD TOWN
SOUTHSIDE
NORTHFIELD
PORTOBELLO
DUDDINGSTON
Brunstane
To Wallyford Park & Ride
BRUNTSFIELD
NEWINGTON
MERCHISTON
THE GRANGE
Newcraighall
Musselburgh
CRAIGMILLAR
CAMERON
TOLL
BIOQUARTER
MORNINGSIDE
CRAIGLOCKHART
BRAID
HILLS
OXGANGS
GILMERTON
Sheriffhall
GRACEMOUNT
FAIRMILEHEAD
BURDIEHOUSE
Straiton

PUBLIC HEALTH AND WELLBEING

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

Benefits of active travel

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

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

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

Air Quality

Transport accounts for one third of the air pollution caused by nitrogen oxides and one sixth caused by fine particles. Most of these emissions are caused by road transport. Air pollution is in part attributable to cutting short over 2,700 lives a year in Scotland and costs the Scottish economy £1.1bn per year in days lost at work and costs to the NHS.

Air pollution is causing more people to develop lung conditions like asthma and lung cancer and worsening existing ones, with 51% of people in Scotland reporting that air pollution triggers their lung condition. Air pollution can also lead to heart attacks, strokes, and high blood pressure. Long-term exposure can increase the risk of heart disease and impair mental health conditions such as dementia, depression, and anxiety. Chapter 3 sets out policy measures to reduce transport related air pollution. [5]

MODE SHARE

The Council undertook an extensive citywide consultation in spring/summer 2023 to further understand the city's biggest priorities and difficult decisions needed to deliver this Plan's objectives. Market research was undertaken as part of this exercise to gain views from a representative sample of residents across the city.

35% of adults do not achieve minimum levels of physical activity*

**At least 150 minutes of moderately intense physical activity or 75 minutes of vigorous activity is recommended per week or an equivalent combination of both.*

Source: The Scottish Health Survey 2022

As part of this consultation respondents were asked to set out what modes of transport they had used during the last month, and how often. These results, along with other sources of mode share data including the Scottish Household Survey, Edinburgh Walking and Cycling Index, and census information, help provide a more comprehensive picture of how people travel in the city. The market research results are set out below:

REDUCING CAR KILOMETRES

The Council has set a citywide target to reduce the car kilometres driven on Edinburgh's roads by 30% by 2030. This target is higher than the Scottish Government's target of 20% reduction, reflective of Edinburgh's already well-connected and compact nature. Delivering the measures in this plan are critical to meeting this target.*

PEOPLE ARE THE PLAN

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

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

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

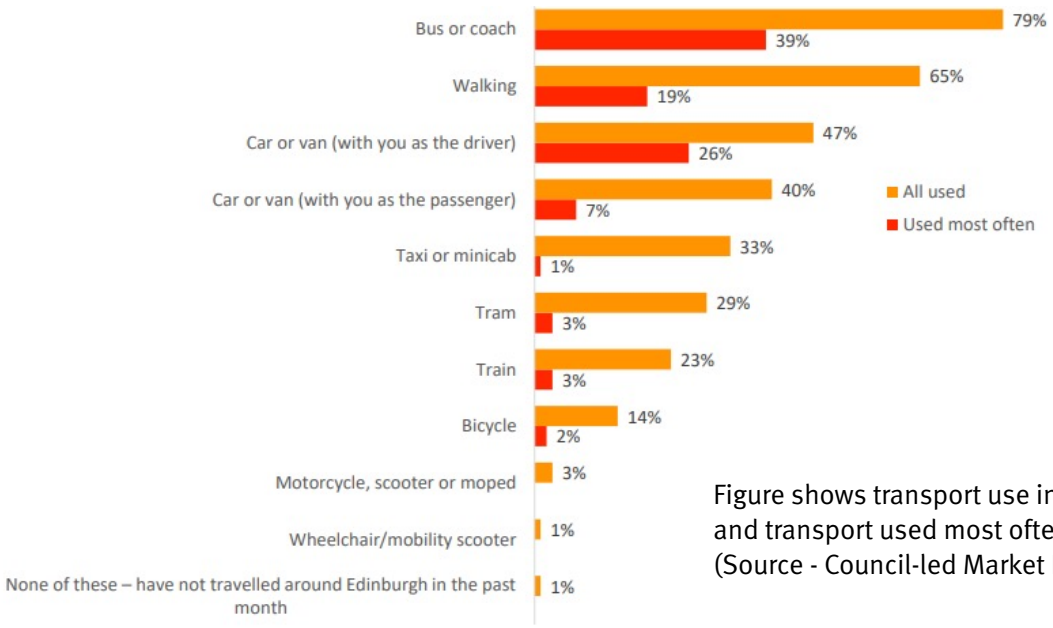


Figure shows transport use in the last month and transport used most often in the last month (Source - Council-led Market Research, 2023)

3 MOVEMENT

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

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

This chapter focuses on:

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

SUSTAINABLE AND INTEGRATED TRAVEL

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

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

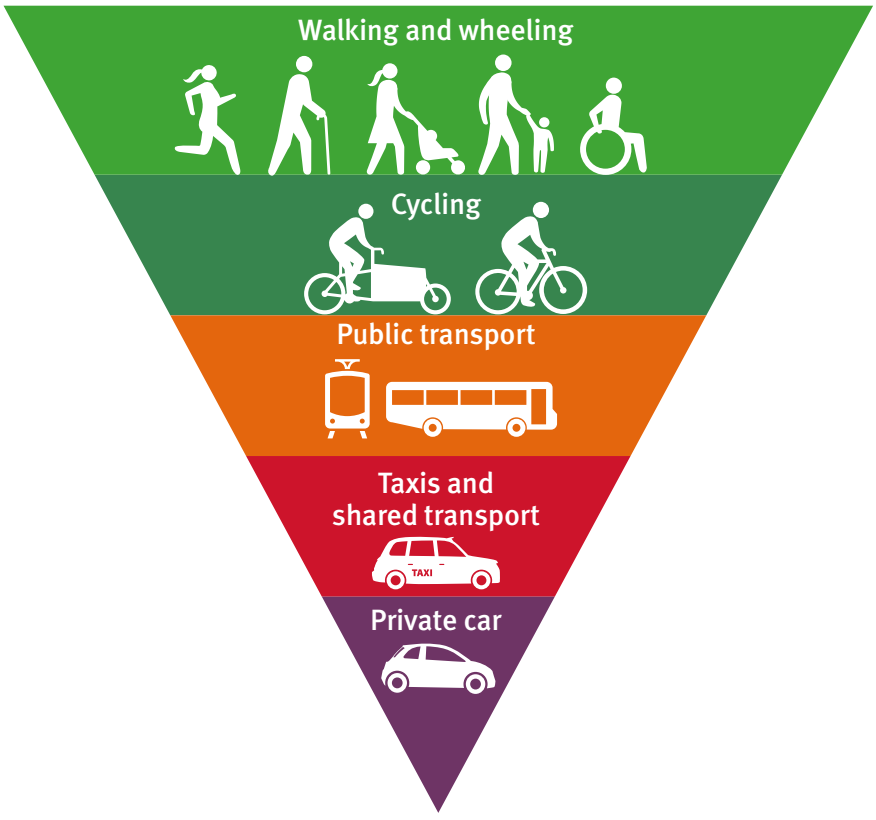
Edinburgh's approach to land use planning remains focussed on supporting the development or repurposing of brownfield (previously developed) land in higher densities rather than lower density development on greenfield sites. Meeting the city's growth needs in this way means we can maximise the use of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

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

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

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

The sustainable transport hierarchy



Public transport

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

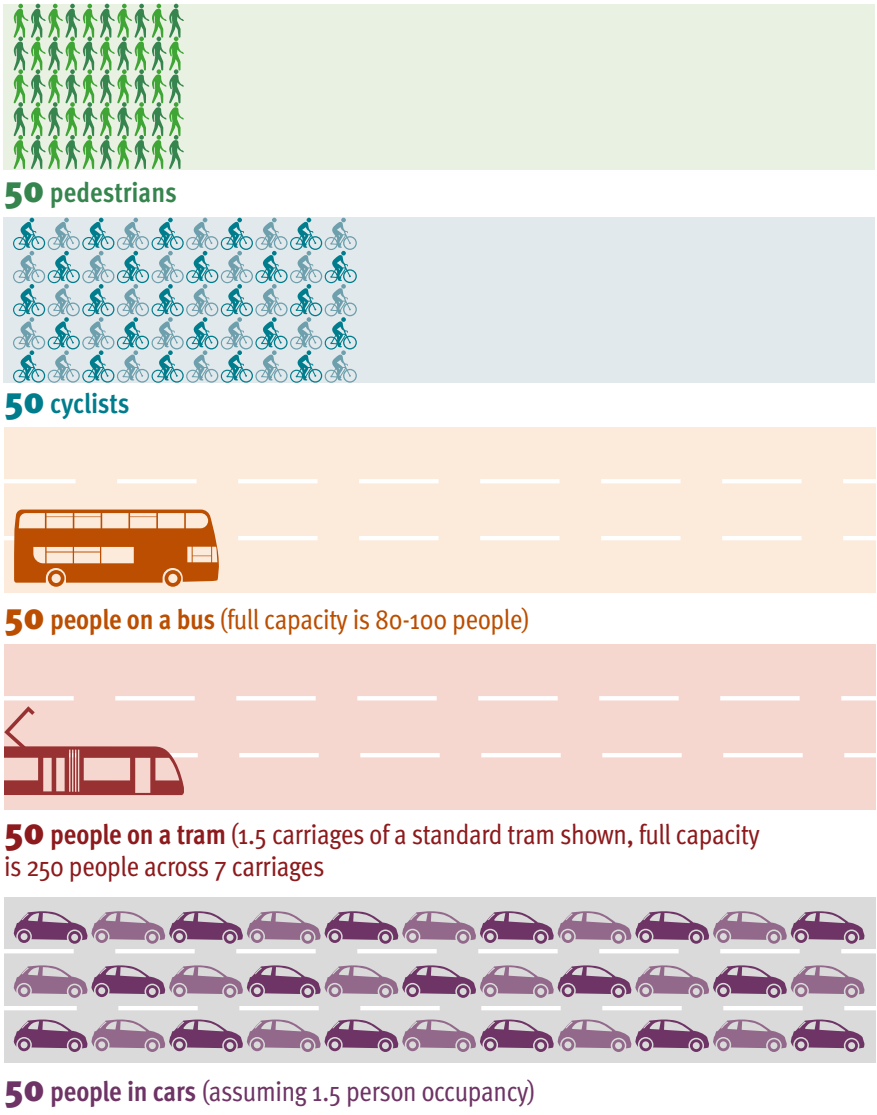
If we are to encourage people to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be fast, affordable, reliable and convenient.

Mass Rapid Transit

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

Our existing tram line is an example of a mass rapid transit system which materially enhances public transport connectivity between the east of the city, the city centre and to the west connecting to the airport. It has a capacity of 250 people per tram, equivalent to three double decker buses. The tram's extension to Newhaven became operational in 2023.

Comparison of road space for different travel modes



50 pedestrians

50 cyclists

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

50 people on a tram (1.5 carriages of a standard tram shown, full capacity is 250 people across 7 carriages

50 people in cars (assuming 1.5 person occupancy)

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

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

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

Policy Measure MOVEMENT 1 Mass Rapid Transit

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

Bus Network Review

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

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

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

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

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

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

Policy Measure MOVEMENT 2 – Bus Network Review

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

Interchanges

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

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

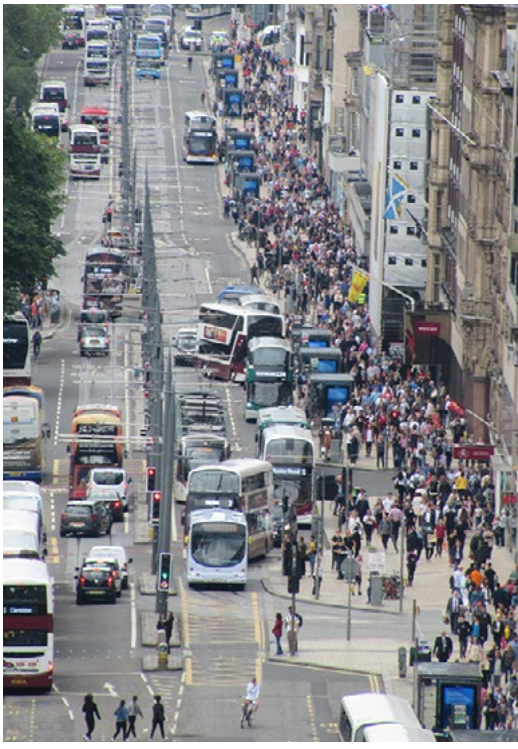
Policy Measure MOVEMENT 3 City Interchanges

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

Bus Priority Measures

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

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



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

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

Policy Measure MOVEMENT 4 Bus Priority Measures

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

Ticketing

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

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

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

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

Policy Measure MOVEMENT 5 – Integrated, Smart and Flexible Ticketing

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

Bus and Tram Infrastructure

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

Policy Measure MOVEMENT 6 – Fleet Enhancement

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

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

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

Policy Measure MOVEMENT 7 Bus and Tram Shelters

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

Governance Reform of Council-Owned Public Transport Companies

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

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

Tram patronage continues to recover from COVID-19 with the completion of the line to Newhaven now serving communities in Leith and Newhaven, providing better access to employment, the Airport, the rail network and supporting the regeneration of Leith and the wider waterfront.

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

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

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

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

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

The Wider Region

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

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

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

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

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

Policy Measure MOVEMENT 9 Regional Interchanges

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

Rail

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

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

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

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

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

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

Policy Measure MOVEMENT 10 – Supporting Improvements to Rail

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

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

Policy Measure MOVEMENT 11 – Rail Integration

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

Trunk Roads and Motorways

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

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

Policy Measure MOVEMENT 12 – Strategic and Trunk Road Network

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

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

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

Policy Measure MOVEMENT 13 – Forth Road Bridge

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

Active travel

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

Edinburgh's Walking and Cycling Index 2021 states that every year, walking and cycling in Edinburgh prevents 1,252 serious long-term health conditions, creates £186.2 million in economic benefit for individuals and the region, and saves 38,000 tonnes of greenhouse gas emissions.

Encouraging greater uptake in active travel is not just about strengthening connectivity and functionality in the network. It is also about improving the quality of routes and spaces so walking, wheeling and cycling is a pleasure to do. Source – Edinburgh Walking and Cycling Index 2021

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

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

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

Walking and Wheeling

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

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

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

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

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

A citywide travel survey undertaken in 2019 identified that the most useful actions that would encourage more people to walk are improved conditions of pavements and paths, more direct paths, and better street lighting.[21] A citywide consultation in 2023 revealed the biggest priorities were ensuring safe smooth pavements free from trip hazards and widening narrow footways in the busiest locations.

The Council's Active Travel Action Plan 2016 (ATAP) sets out a package of measures to support walking and wheeling.

Progress has already been made on de-cluttering streets, enhancing accessibility and giving pedestrians priority. The Council's actions to further enhance and expand the city's walking and wheeling networks are set out in this Plan's associated Implementation Plan.

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

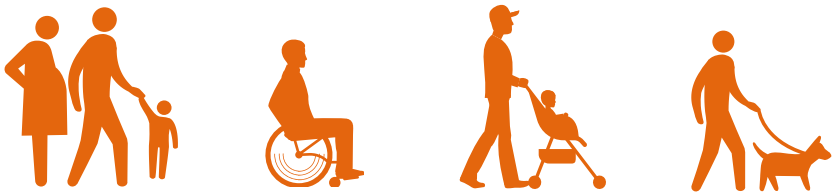
Policy Measure MOVEMENT 14 - Walking and Wheeling

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

Cycling

Given the right conditions, cycling is very well placed to provide an effective alternative to the car in a city the size of Edinburgh. Cycling, like driving and walking/wheeling, doesn't rely on timetables, meaning it can be a very effective way of joining up suburban areas with disparate travel patterns. The growing availability of reliable electric bikes means that Edinburgh's hills are less of a fundamental barrier.

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



We are already supporting more people to cycle by delivering on-street cycleways as part of the Edinburgh Cycle Network. The Edinburgh Cycle Network uses traffic-free paths, quiet roads or cycle paths separated from traffic. A citywide consultation in 2023 revealed overall support for expanding the cycle network to ensure every household is within 250 to 400 metres of a high-quality cycle route.

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

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

Policy Measure
MOVEMENT 15 - Cycling

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

Shared mobility

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

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

Edinburgh has a variety of shared transport options and is committed to supporting the reintroduction of a public cycle hire scheme subject to agreement and funding. Shared transport options include taxis ('black cabs'), which are considered part of the wider public transport system, private hire cars and Car Club.

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

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

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

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

Policy Measure MOVEMENT 16 - Shared Mobility

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

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

Policy Measure MOVEMENT 17 - Taxis and Car Share Partnerships

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

Mobility as a Service

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

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

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

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

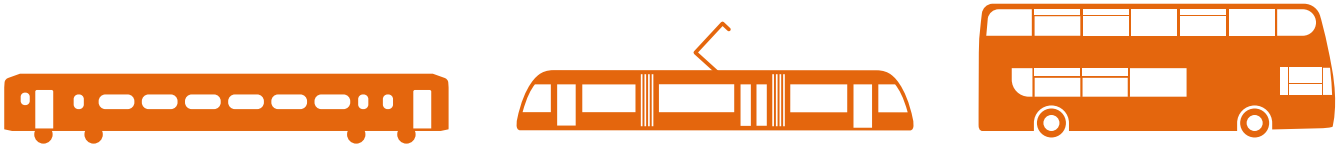
MaaS can be particularly effective in supporting people in areas with limited conventional transport options. Ways to develop and implement MaaS are constantly evolving and technological innovations are emerging rapidly so will be kept under review.

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

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

Policy Measure MOVEMENT 18 - Mobility on Demand

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



Mobility Hubs

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

Key elements of mobility hubs can include:

- Co-location of public transport, active travel and shared transport (at least one or more public transport mode; and one or more shared transport mode such as car club, bike and mobility scooter hire);
- Provision of travel information, which is clear and visible;
- Safe and secure bike storage and parking;
- Electric vehicle charging;
- High-quality public realm and a sense of place, including good lighting, visibility, accessibility and safety;

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

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

Mobility hubs, alongside shared mobility and MaaS, can play a substantial role in reducing private car use as well as reducing or removing the need for car parking in new developments. They should be developed at a scale appropriate to meet local needs with flexibility for future expansion where needed. They are ideally suited to large mixed-use developments. City Plan 2030 lists a range of potential mixed use development sites across the city that would be ideal locations for mobility hubs.

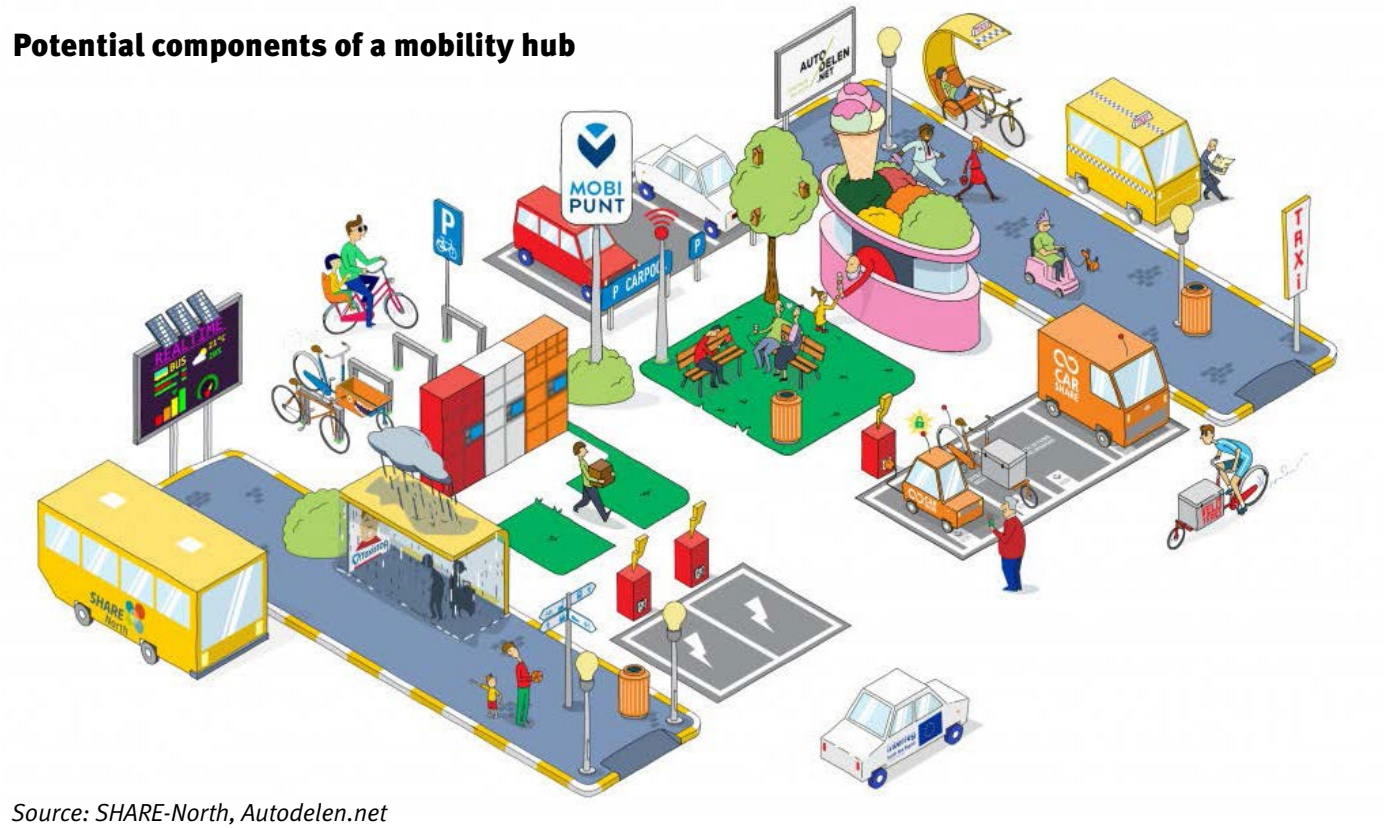
In line with national and local planning policies mobility hubs can also play an important role in provision of blue and green infrastructure that will help Edinburgh's resilience to the effects of climate change. This can include greening of the public realm associated with mobility hubs and inclusion of green roofs.

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

Policy Measure MOVEMENT 19 - Mobility Hubs

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

Potential components of a mobility hub



Source: SHARE-North, Autodelen.net

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

Road safety

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

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

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

Streets Ahead
Road Safety in Edinburgh

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

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

Policy Measure MOVEMENT 20 - Protecting Vulnerable Road Users

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

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

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

Policy Measure MOVEMENT 21 - Speed Limit Reductions

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

Inconsiderate parking

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

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

Policy Measure MOVEMENT 22 - Tackling Inconsiderate Parking

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

Balancing needs of pedestrians and cyclists

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

Policy Measure MOVEMENT 23 - Mitigate conflict in shared spaces

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

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

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

Policy Measure MOVEMENT 24 - Safe and Accessible Paths and Streets

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

Strategic approach to road space allocation

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

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

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

Policy Measure MOVEMENT 25 - Strategic Approach to Road Space Allocation

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

Delivering Benefits Faster

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

We are committed to working with the Scottish Government to capture opportunities to make the traffic order process more efficient to deliver benefits faster.

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

Freight and Servicing

Movement of freight and goods is vital to the economy of Edinburgh but, as with other types of vehicles in the city, the number of goods vehicles overall continues to rise – although there was a slight decrease in the number of HGVs registered in Edinburgh between 2011 and 2021 the number of light goods vehicles registered in Edinburgh in the same period

increased by 30% from 11,500 to nearly 15,000. Source: Scottish Transport Statistics

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

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

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

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

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

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

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

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

Policy Measure MOVEMENT 26 - Managing Deliveries and Servicing

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

Smart City and innovation

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

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

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

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

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

The objectives of the Strategy

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

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

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

A pilot project trialling an autonomous bus service between Fife and Edinburgh Park began in 2020. The service became operational in 2023 and has the capacity for up to 10,000 passenger journeys per week.

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

Policy Measure MOVEMENT 27 Harnessing New Technology

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

Monitoring and Managing Traffic

A city operations centre became operational in 2022 enabling proactive monitoring and management of roads and public spaces to minimise disruption and ensure public safety.

Autonomous vehicle

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

Policy Measure MOVEMENT 28 - City Operations Centre

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

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

Policy Measure MOVEMENT 29 - Monitoring and Evaluation

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

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

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

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

Policy Measure MOVEMENT 30 - Managing Traffic Signals

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

CLEAN AIR AND ENERGY

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

Air quality and greenhouse gas emissions

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

Source: Adaptation Scotland, 2019

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

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

Ill health caused by air pollution is also a health inequalities issue because it affects the more vulnerable members of the population disproportionately, including young and elderly people, those with pre-existing medical conditions, and those living in urban areas and deprived circumstances.

Edinburgh has five Air Quality Management Areas (AQMAs) declared for breaches of the nitrogen dioxide (NO_2) objectives – Central, St John's Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith. Revocation of the Inverleith Row AQMA and amendment of the St John's Row AQMA are in-process. There is one additional AQMA declared for fine particles (PM_{10}) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions.

As well as the 11,000 households within Edinburgh's AQMAs, the large number of pedestrians, cyclists, bus passengers and drivers who pass through or spend time in these AQMAs every day are being exposed to pollution. While air quality levels in Edinburgh have been improving, the city is currently failing to meet statutory air quality objectives in these locations.

Scottish Government analysis into impacts of COVID-19 on air quality showed a significant drop in NO_2, PM_{10} and $PM_{2.5}$ concentration levels in busy urban areas and city centres. This is attributable to the decrease in vehicle traffic, giving an opportunity to see how much air quality could improve if there was a significant reduction in the use of petrol and diesel vehicles.

Low Emission Zone

Edinburgh is part of the Scottish national Low Emission Zones (LEZ) programme to reduce road transport's contribution to poor air quality by introducing LEZs in the four largest cities in Scotland.

A LEZ will help Edinburgh comply with legal air quality standards. and reduce the impact of harmful emissions. It will help to accelerate the move to lower emission vehicles and encourage earlier renewals of vehicle fleets.

Our LEZ scheme was implemented in May 2022 and will be enforced from 1 June 2024 following a two year grace period. National exemptions are in place and local exemptions will be explored in exceptional circumstances.

Policy Measure MOVEMENT 31 - Low Emission Zone Scheme

Reduce harmful emissions from transport through the implementation of a Low Emission Zone scheme and supporting measures.

Electric vehicles and low/ zero Emission fuels

Use of hybrid and zero emission vehicles is increasing across Scotland and the UK. While low/zero emission vehicles still contribute to congestion and road

safety issues, the switch to using cleaner vehicles is positive from an air quality perspective.

To support the switch to cleaner vehicles, we will add to existing electric vehicle infrastructure to ensure the city has a comprehensive network.

This will include the opportunity to create electric charging hubs to accommodate a range of modes including bikes, cars, motorbikes, buses and goods vehicles including cargo bikes.

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

Policy Measure MOVEMENT 32 - Cleaner Vehicles

Encourage the switch to cleaner vehicles by supporting the growth of EV infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.

A large number of bus services run through Edinburgh every day and contribute to air quality. It is important the city's bus fleet is as clean as possible. Lothian Buses became fully compliant with the Low Emission Zone in 2022.

While improvements to diesel powered buses are welcome more can be done to further improve the emission standards of the fleet. The Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, aims to ensure that the majority of new buses purchased from 2024 are zero emission. We will capture opportunities to work with this Taskforce to support the transition to zero emission buses.

Policy Measure MOVEMENT 33 - Zero Emission Buses

Support the transition to zero emission buses.

MANAGING DEMAND

Managing demand is a way of restricting and controlling traffic levels through a variety of regulatory measures, economic disincentives and modern communication technologies.

Demand management tools are widely used across the city, for example, through the imposition of parking restrictions and the operation of bus lanes.

Parking

There are currently 25 Controlled Parking Zones (CPZs) and 9 Priority Parking Areas in Edinburgh helping to reduce commuter parking while providing improved parking opportunities for local residents. In addition, the controls help to improve the safety and efficiency of streets and generate revenues that help to fund mobility improvements.

By extending the geographical limits of Controlled Parking Zones and Priority Parking Areas we will ensure priority for residents and protection against vehicle dominance. There may also be areas where there is a need to extend the operational hours of controls, particularly where there are parking issues outside the current control periods.

The expansion of CPZs will be strategically delivered to manage impacts from in-commuting and intra-city commuting across the city.

Policy Measure MOVEMENT 34 - Parking Controls

Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility difficulties.

The main aim of Edinburgh's permit scheme is to give residents priority in their own street and to help them park closer to their homes. Permit pricing policy is based on permit zone, vehicle emissions and the number of vehicles in each property. Permit levels are currently restricted to a maximum of two permits per household, with further constraints on new development

Permit pricing can help to manage demand and encourage residents with a car to consider switching to a less polluting one or even to consider not owning a car. Linking permit costs to vehicle emissions helps to improve air quality.

Policy Measure MOVEMENT 35 - Residents Parking Permits

Manage the way residents parking permits are issued based on demand, location and vehicle emissions.

Careful management of parking levels in new developments can reduce demand for parking spaces, influencing private car ownership and use in new developments.

In addition, reduced levels of parking in new developments will improve the local environment and minimise the visual dominance of car parking, subsequently providing opportunities for additional public space and an improved public realm.

Provision of bike parking, including provision for electric bike charging and space for bike hire provision will make it easier for residents, visitors and commuters to choose cycling as their first choice.

Provision of car parking in new developments should be dependent on accessibility to public transport, active travel routes and local amenities – low levels or zero car parking should be delivered in new developments in highly accessible locations. Managing parking within new developments can ensure that parking provision is design led.

The requirement for low levels of parking in new developments needs to be considered against potential impacts on surrounding streets. Transport assessments and parking surveys in surrounding streets can provide intelligence on the potential impacts of lower parking requirements.

The parking standards set out in the Edinburgh Design Guidance[28] set maximum parking levels for new developments and require electric vehicle charging infrastructure and car club provision where appropriate. The standards ensure that parking levels are kept low and, in some areas, that no parking is provided.

The parking standards will be reviewed to ensure they support the city's mode share targets, once agreed, in tandem with the emerging City Plan 2030.

Policy Measure MOVEMENT 36 - Parking in New Developments

Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, bike parking, electric bike charging provision, car club and bike hire space.

Parking, waiting and loading restrictions and their effective enforcement helps manage demand by influencing drivers to consider their travel choices. Ensuring appropriate provision for loading helps businesses to manage deliveries and servicing effectively.

Enforcement provides improved parking opportunities for residents, businesses and their customers as well as tackling commuter parking in controlled areas.

As well as improving the safety and efficiency of streets, restrictions which are effectively enforced raises revenues that help to fund mobility improvements.

Edinburgh operates a Decriminalised Parking Enforcement service with parking, waiting and loading restrictions enforced to keep the city moving.

Our approach to enforcement has been used as an example of best practice by many other areas of Scotland, with Edinburgh working in partnership with East Lothian, Midlothian and the Highlands.

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

Policy Measure MOVEMENT 37 - Parking, Waiting, Loading Restrictions

Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.

Workplace Parking Levy

A Workplace Parking Levy (WPL) is a tool to reduce congestion and car commuting by applying a charge on workplaces that provide free car parking spaces for their employees.

By providing free parking, businesses support private car use and contribute to resulting congestion. A WPL ensures businesses contribute towards the costs of congestion, while helping to encourage employers and employees to consider other forms of transport for daily work journeys.

The first city in the UK to introduce a WPL was Nottingham in 2012. In its first three years it raised over £25 million, all of which was used to fund transport improvements in the city.[29]

Following consultation we will develop proposals for the introduction of a WPL in Edinburgh. This will follow from legislation being passed by the Scottish Government and studies of workplace parking provision in Edinburgh.

Policy Measure MOVEMENT 38 - Workplace Parking Levy

Following consultation, a workplace parking levy will be designed and presented for consideration.

Pay as you drive scheme

One of the tools that could be explored to support demand management is a 'pay as you drive' scheme.

Pay as you drive mechanisms, such as road user charging, where drivers pay to use certain roads, reduces the number of cars in a city through economic disincentives and by encouraging drivers to switch to public transport, walking/wheeling and cycling. Revenue generated from pay as you drive schemes can be used to improve sustainable travel modes.

The need for this tool would be considered when assessing the impact of other demand management tools in meeting this Plan's objectives.

Policy Measure MOVEMENT 39 - Pay as You Drive Scheme

If necessary, explore the introduction of a "pay as you drive" road charging system to encourage use of sustainable modes of travel and reduce congestion.

4 PLACE

Great places are those which have been designed for people. They encourage social interaction, support local businesses and uplift our spirits.

We return to places that make us feel welcome and safe, and where nature thrives.

The quality of our streets plays an important role in how great a place is. Streets are not just for moving through, they can and should be great places too. We therefore need to design streets with the needs of people at their heart.

This chapter focuses on:

- **Our City**
- **A Transformed City Centre**
- **20-Minute Neighbourhoods**
- **Streets for People**

OUR CITY

Edinburgh is a beautiful city rich with history and culture.

We must continue to ensure that living, working and visiting here is an exceptional experience.

A TRANSFORMED CITY CENTRE

In September 2019 we set out an ambitious 10-year Edinburgh City Centre Transformation (ECCT) plan,[30] with widespread public support, to move from a traffic dominated city centre to a people friendly one.

For the last 20 years, traffic dominated cities across the world have been making similar changes, recognising the benefits to people, communities, economic activity, the environment, and health and well-being as a result. It will be challenging to deliver this, but the benefit will be enormous.

Across the whole of the city centre, ECCT will seek to deliver:

- A walkable city centre core right at the heart of the World Heritage Site, enabled by a pedestrian priority zone and a network of connected, high-quality, car-free streets;
- High-quality streets and public spaces where improvements allow for people to be inspired by the city's unique heritage while they interact, relax or play;
- A city centre that is inclusive and accessible for people of all ages and abilities, including provision of blue badge parking;
- A connected network across the city centre of new segregated and safe cycle routes to link communities and destinations;
- A strategy to review and coordinate buses, coaches and taxis, making it easier to switch between public transport, shared mobility and active travel.

The strategy seeks to promote public transport through improved journey times and service reliability. Options explored include bus stop review, improved traffic signal sequencing and the rerouting of selected bus routes to improve core performance. Instead of all routes crossing the city centre via Princes St, some would instead touch the edge the centre. This will be supported by interchanges at key locations and connected by a circular hopper bus connecting key city centre locations.

Policy Measure
PLACE 1 - Edinburgh City Centre Transformation

Create a city centre focused on people with significantly reduced traffic through pedestrian priority zones, car-free streets, safe segregated cycle routes and rerouted and rationalised bus services.

Waverley - Calton Road / Waverley Bridge

20-MINUTE NEIGHBOURHOODS

The 20-minute neighbourhood concept is about supporting people to live well locally. It aims for people to be able to access services and facilities to meet most daily needs within a 20-minute walk or wheel.

The 20-minute neighbourhood concept has become a key area of focus for governments, organisations and communities across the world.

In Scotland this is now enshrined in National Planning Framework 4 which supports local living and the 20 minute neighbourhood concept. The 2020 Programme for Government pledged to work with local authorities to implement the concept across the country.

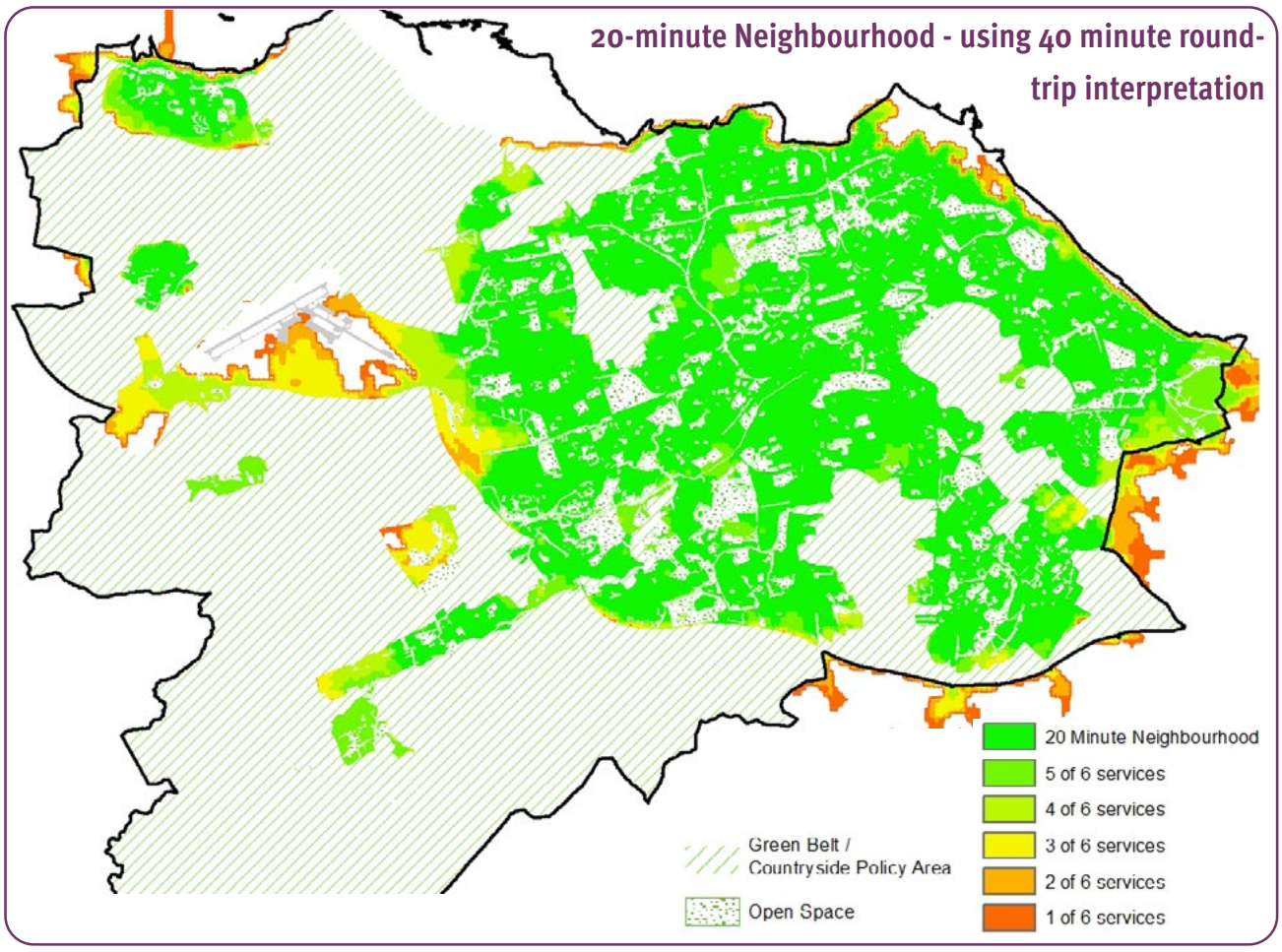
The shift to more home working and re-orientation to local geographies, catalysed by the COVID-19 pandemic, has sparked a renewed interest in the role of local centres.

In Edinburgh, the Council's 20-Minute Neighbourhood Strategy demonstrates that the concept has the potential to underpin sustainable infrastructure design and implementation as well poverty prevention and wellbeing. It also has the potential to aid the restructuring of the Council's estate supporting the consolidation of services in the most optimal locations.

Our city's compact nature means a high proportion of households are already within a 20-minute walk/ wheel of services that can meet their daily needs - equivalent to a 40-minute roundtrip.

The services used to inform the mapping below and on page 48 comprise a local centre, food shop, GP, primary school, local open space and a play area.

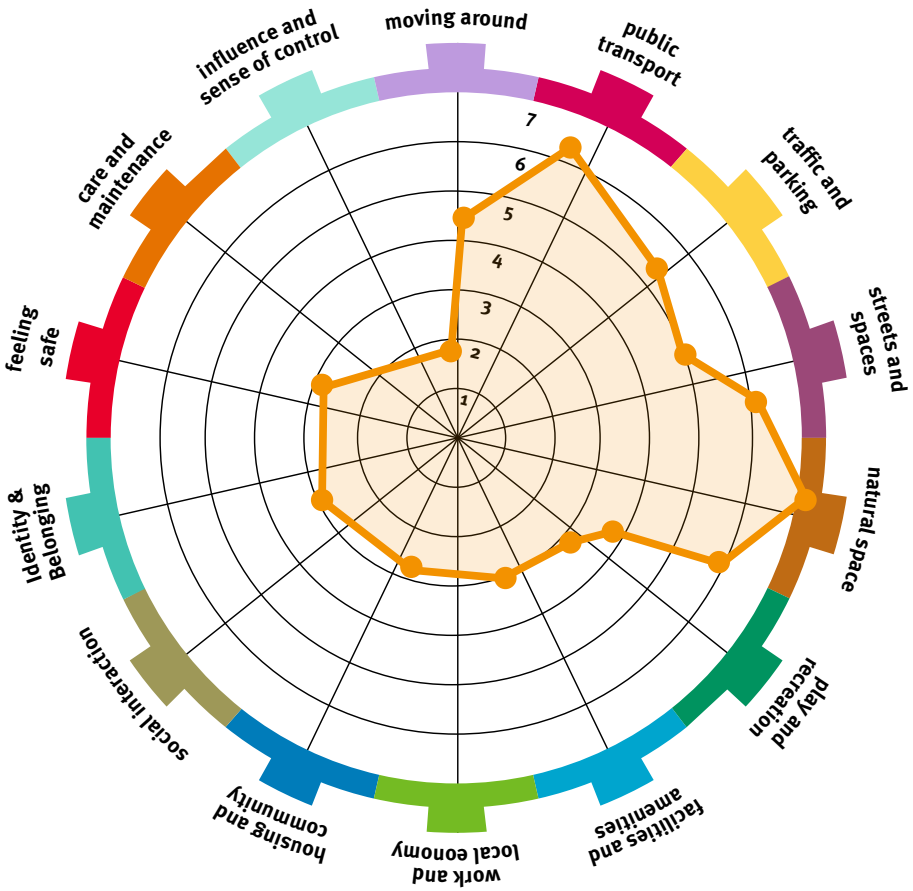
We have chosen to be ambitious in our interpretation of the 20-minute neighbourhood concept. Our aim is to create places where people's daily needs can be met within a 10-minute walk/ wheel of their house, equivalent to a 20-minute round trip. Accessing local services safely and efficiently by bicycle is also critical if we are to support more active, local trips. This level of ambition is needed if we are to achieve a significant shift away from longer journeys to active travel and meet our net zero target.

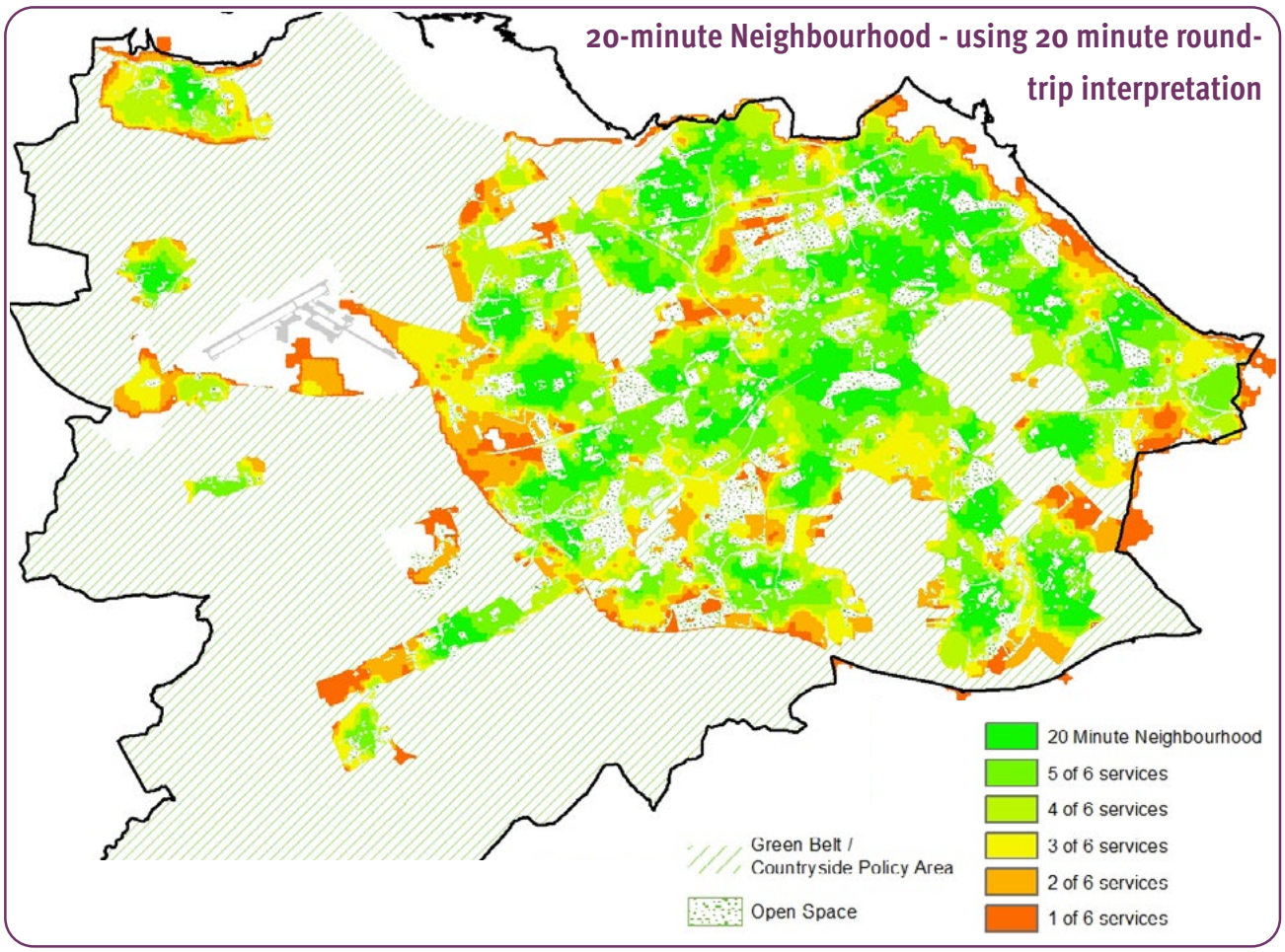


The list of services included in the mapping here is not exhaustive, and the concept and its deliverability will continue to be refined. It is acknowledged that not all needs will be capable of being met within a 20-minute round trip, particularly those which are required on a less frequent basis.

Use of community engagement tools such as the Place Standard are already well established in Edinburgh. The Place Standard allows communities to shape the way new developments are designed and how they interact with existing communities.

This Plan already sets out several policy measures aimed at creating sustainable places through further investment in sustainable travel modes and the creation of pedestrian-friendly public spaces which support the 20-minute neighbourhood concept.





We will continue to explore and develop the 20-minute neighbourhood concept in Edinburgh. New developments have a key role to play in supporting the 20-minute neighbourhood concept. Dense mixed-use developments are the most sustainable ways to plan for our future and combat climate change.

Policy Measure PLACE 2 - 20-Minute Neighbourhoods

Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.

New developments have a key role to play in supporting the 20-minute neighbourhood concept.

Dense mixed-use developments are the most sustainable ways to plan for our future and combat climate change. Our adopted Local Development Plan and emerging City Plan 2030 contain policies which require sustainable development that is supportive of the 20-minute neighbourhood concept.

Policy Measure PLACE 3 - Dense Mixed-Use Development

Support the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.

STREETS FOR PEOPLE

Liveable Places

Streets in many of our communities are too often dominated by traffic, mostly cars, which affects our quality of life and wellbeing.

Each of Edinburgh's towns and villages need a plan to reduce car dependency, promote active travel, increase the quality of public space, including green and blue infrastructure which will support climate resilience and biodiversity enhancement. Working with communities, we will continue to explore the creation of Liveable Neighbourhoods to deliver this.

A Liveable Neighbourhood is where through traffic or 'rat running' is reduced or removed from a group of residential streets to create a safer environment for all. This is usually done by reducing the ability of vehicles to travel through certain streets, whilst maintaining local access for residents and deliveries, using tools like modal filters. Liveable Neighbourhoods will make it easier to access local services and facilities using active travel, supporting the 20 minute neighbourhood concept.

Policy Measure PLACE 4 - Liveable Places

Create more liveable places by increasing the quality of public space and managing motorised vehicle access and traffic in the city centre, town centres and residential areas.

On-street parking can cause conflict between street-users and adds pressure to the road network. With limited road space, the current approach is not sustainable. On-street parking on the road network provides too many obstacles to the free flow of more sustainable forms of transport and travel.

Inconsiderate car and van drivers are parking on pavements making the limited space available difficult to navigate for walkers and inaccessible to those with mobility challenges like buggies or mobility scooters.

On street parking must be better managed to allow for resident parking and servicing but not to impair access by more sustainable modes.

Policy Measure
PLACE 5 - Streets for People

Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.

While it is important that new developments contribute to reducing the number of private cars in the city through measures such as managed parking provision and provision of infrastructure for sustainable modes, it is important that provision is made for delivery vehicles and service vehicles including waste collection vehicles. In ensuring provision for these types of vehicles it is important that pedestrians, cyclists and public transport are not impacted, in terms of either safety or quality of infrastructure.

Policy Measure
PLACE 6 - Servicing in New Developments

Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.

Street Design

High quality streets make a significant contribution to Edinburgh's outstanding urban character. This owes much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages and conservation areas.

We owe it to current and future citizens and visitors to support this great inheritance, improving our existing streets and creating new people-friendly streets.

Street design is not just about streets of international significance; it is about every street in the city. Every street that people live, shop and work on and travel along can add to or detract from the quality of city life.

We need to put the needs of pedestrians, cyclists and public transport users first when designing streets. While most streets will accommodate car use, we need to achieve a much better balance, one where the street environment positively influences driver behaviour, and where other street uses, and other forms of travel, especially journeys by foot, wheel or bicycle, are prioritised over speed of movement by car. We also need to maximise opportunities to incorporate blue and green infrastructure to support climate resilience, biodiversity and wellbeing.

Alongside good street design, it is crucial to ensure adequate maintenance of the existing transport infrastructure. This includes not just carriageways and footways, but also bridges, street lighting, drainage systems and traffic control systems, street furniture, cycle routes and park and ride sites.

Continued growth in traffic has brought an increasingly widespread recognition of the importance of road maintenance, and the high value placed on it both by users and the wider community.

The Edinburgh Design Guidance[28] and associated Edinburgh Street Design Guidance sets out our requirements for good street design. The Transport Asset Management Plan sets out our commitment to maintaining our streets.

Policy Measure
PLACE 7 - Street Design

Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and associated Edinburgh Street Design Guidance, and the Transport Asset Management Plan.

5 SPATIAL VISION AND THE PATH TO 2030

LOOKING BACK – SOME KEY ACHIEVEMENTS SINCE 2021

The new tram route to Newhaven is now fully operational and experiencing high patronage. Public transport in general is recovering well following the significant impacts from the COVID-19 pandemic.

Edinburgh's Council-owned public transport companies continue to provide an award-winning, efficient and affordable service to access the city's neighbourhoods, services, employment and culture. The integration of Edinburgh Trams and Lothian Buses was approved as part of the ALEO reform process.

Air quality continues to improve across the city, with the revocation of Inverleith Air Quality Management Areas and amendment of St John's Road Air Quality Management Area in progress. 81 publicly available electric vehicle chargers are now in operation serving 141 electric vehicle charging places to support cleaner vehicle movements across the city.

Our city centre Low Emission Zone (LEZ) is in place and will be enforced from June 2024 to maintain positive progress in lowering air pollution. Lothian Buses became fully compliant with LEZ in 2022.

Key active travel infrastructure projects are well underway including City Centre East West Link (CCWEL), which is largely complete, and Roseburn to Union Canal. The initial programme to deliver 180 units secure on-street cycle parking units (1,080 spaces) is complete. The City Operations Centre went live in 2022 as part of the 'Smart City' programme, enabling proactive monitoring and managing of roads and public spaces to minimise disruption and ensure public safety.

The Council approved its 20-Minute Neighbourhood Strategy in 2021 and is working with communities in Craigmillar and Niddrie, Dalry, and Portobello to create healthier, greener, thriving, more inclusive and people friendly environments as part of the first stage of this programme.

First New Town and Meadows to George Street schemes.

Edinburgh became fully integrated into the regional GoSEStran Mobility as a Service (MaaS) app, supporting people to plan journeys and encouraging more sustainable travel.

Identification of pilot mobility hubs sites at Granton Waterfront, Portobello and Wester Hailes has been completed, with work now progressing to support their delivery.

Leith Connections and Corstorphine Connections were launched in 2023 to support safer, more comfortable and attractive pedestrian environments in these neighbourhoods. Impacts continue to be evaluated as these schemes progress.

New Controlled Parking Zones (CPZs) in Leith and Gorgie have been introduced to support more sustainable travel and help manage parking demand.

A new Transport Asset Management Plan is in place, setting out priorities for the future maintenance and management of the road network.

2025 – DELIVERING NOW, PLANNING FOR THE FUTURE

By the end of 2025, a strategic programme to relocate street space on key corridors, the city centre and neighbourhoods will be in place and delivery of priorities will be in progress. Detailed plans will be in place enabling enhancements to public transport and active travel on the A8 corridor and to reduce intrusive through-traffic in the city centre to support more 'people-focussed' streets.

Key active travel infrastructure schemes will be complete including CCWEL and Roseburn to Union Canal. Meadows to George Street will be largely complete. Our commitment to ensure every household is within 250-400m of a high quality cycle route will progressing across the city.

Edinburgh's Accessibility Commission will have completed its initial two-year period of activity, engaging on and recommending actions to ensure the city's public streets and spaces are as accessible as possible. Further delivery of the Equal Pavements Pledge will be well underway as part of the programme of improvements to support walking and wheeling.

Conditions for pedestrians will be much improved, thanks to enhancements to key routes in line with the Edinburgh Street Design Guidance and a rigorous approach to enforcement, including pavement parking.

Our 20-Minute Neighbourhoods Strategy will be delivering improvements meaning fewer obstacles for pedestrians, ease of cycling through measures like filtered permeability, and less car dominated public spaces.

Significant progress will have been made on delivering our City Centre Transformation programme, including George Street and First New Town, Lothian Road Boulevard Charlotte Square, St Andrew Square, and Princes Street and Waverley Valley.

Working regional partners and Transport Scotland, the Strategic Business Case (SBC) will be complete and supporting the next stages of mass rapid transit expansion. Subject to approval and informed by consultation, the Outline Business Case for 'Tram - Granton to BioQuarter and Beyond' will be in progress.

New governance arrangements of Council-owned public transport operators will be in place, supporting integration across all activities including integrated ticketing. Consultation with operators on opportunities for express and regional bus services (limited stops) particularly from Mid and West Lothian and investigate infrastructure requirements to aid delivery will be complete.

Trials to better understand impacts of extending bus lane operating hours and bus stop placement will be complete and informing next steps. Replacement of existing on-street bus tracker signs will be complete. Options to retain the city centre bus station and alternative provision will be progressed.

North Bridge refurbishment will be complete including new lighting, bus shelters, and carriageway resurfacing, restoring this historic and vital link for current and future generations.

A new Masterplan for Waverley Station will be finalised subject to Network Rail programme.

2030 - A CITY TRANSFORMED

By the end of 2030, an evolved bus and active travel network will be in place fully integrated with tram and interchange opportunities at enhanced Park and Ride sites and local mobility hubs, in line with Our Future Streets (Circulation Plan). Public transport ticketing will be fully integrated.

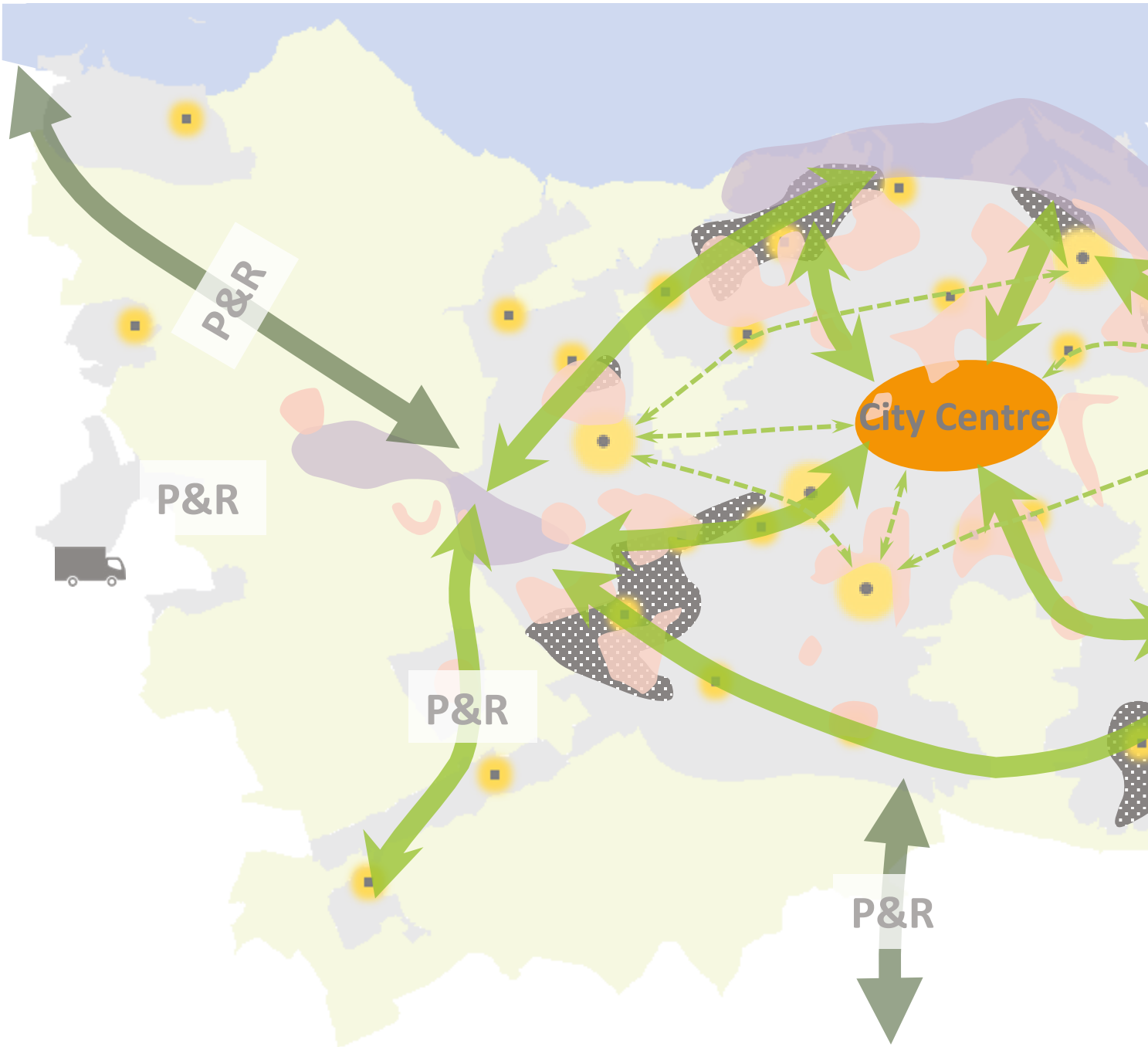
Pedestrian enhancements including footway clutter rationalisation, smooth and widened pavements where needed, and dropped kerbs will be complete across priority areas in line with the Equal Pavements Pledge. At least 350 rest spots/ benches will be in place.

The Outline Business Case (OBC) and Financial Business Case (FBC) will be complete and presented for approval for Tram 'Granton to BioQuarter and Beyond'.

The city centre will be largely car free and supporting a high quality pedestrian experience and ease of interchange with public transport. Edinburgh City Centre Transformation schemes including George Street and First New Town,

SPATIAL VISION

This plan for Edinburgh provides a high-level picture of how the strategic priorities might be realised. Further studies will inform the development of specific proposals.



Charlottle Square, Lothian Road, Princes Street and Waverley Valley and Meadows to George Street will be largely complete.

Seamless pricing, ticketing and accessibility will allow passengers to move between different forms of transport, from their cars to trams and local buses at these interchanges, without having to pay at different access points.

A comprehensive city centre freight and servicing operations system will be in place. Neighbourhood delivery hubs will be located close to public transport interchanges and public transport and active travel access points, allowing people to collect goods that cannot be delivered direct to their door.

The implementation of the Waverley Station Masterplan will be underway.

Strategic development areas
- Royal Infirmary/Bio-quarter
- Waterfront
- West Edinburgh

City Centre Transformation proposals – prioritising walking, wheeling, cycling and public transport

Vehicle use management area:
(Combination of demand management tools and motorised vehicle restrictions as appropriate)

Improved walking/wheeling and cycling access to town centres

Improved walking/wheeling and cycling access to local centres

Improved public transport and walking/wheeling and cycling routes connecting strategic development areas, existing communities and key destinations

Improved public transport and active travel connections to and between city and town centres

Improved public transport connections beyond Edinburgh

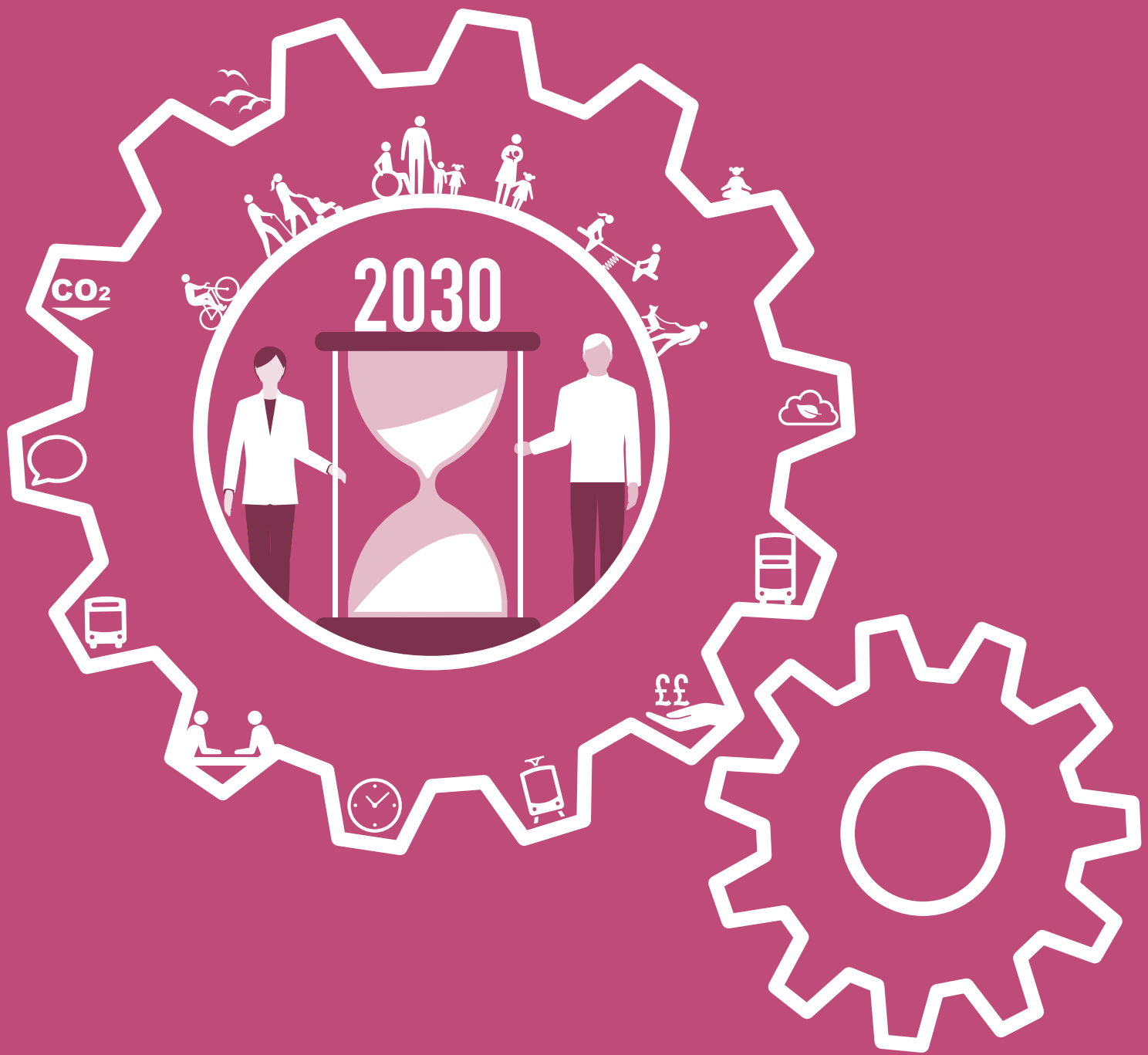
Potential Freight Consolidation – to be informed by further studies

P&R Upgraded or new Park and Ride interchange

Multiple deprivation areas

High concentration of people with low levels of access to public transport

6 IMPLEMENTATION



IMPLEMENTATION PLAN APPROACH

An Implementation Plan has been prepared to set out how critical aspects of this Plan will be delivered. It is a live document which captures key information known at this stage and will be reviewed and updated every two years or as circumstances require as part of the Plan's monitoring schedule.

The following information is set out in the Implementation Plan under the key aspects of this Plan's objectives and policy measures:

- **Key actions by 2025, 2030 and post 2030**
- **Main responsible body(s)**
- **Overall scale of cost (likely or as known at this stage)**
- **Current funding status**
- **Main/potential funding sources**
- **Geographic Coverage/Approach to Prioritisation**
- **Project type**

Project Types comprise Street Transformation, Corridors and Routes, Liveable Neighbourhoods, Major Junctions and Crossings, Minor Work, Tram, Governance, and City Operations. Each action in the Implementation Plan is categorised under one or more of these project types, reinforcing the Council's commitment to delivering related actions collectively as part of a place-based approach.

Supporting Information

The Implementation Plan should be read in conjunction with the Air Quality Action Plan, and 'Supporting Information' papers which provide further detail on actions relating to active travel, public transport, road safety and parking.

GOVERNANCE AND ENGAGEMENT

The successful delivery of the City Mobility Plan will depend upon effective partnership working with our communities, transport operators, businesses, developers, neighbouring local authorities in the city region, regional bodies including SEStran, and Transport Scotland.

Strong collaboration with all stakeholders will ensure that we can support the city and region's best interests and deliver positive changes together for a more sustainable future. This is particularly relevant for projects and programmes which are not under sole Council control, such those relating to the rail network, trunk roads and cross-border assets.

The strategic framework and governance structures that guide regional transport infrastructure and planning are evolving. The development of the Edinburgh and South East Scotland City Region Deal provides the opportunity to renew the approach to economic growth and align it with spatial and transport strategy at the regional level. We will continue to provide input into national and regional policy including the National Transport Strategy and the National Planning Framework, along with strategic investment programmes such as the Strategic Transport Projects Review.

Decision making on major projects, such as further extensions to the Tram, will be in the form of business case development which will be taken to the appropriate committee of the Council, or an alternative partnership arrangement where appropriate.

PROJECT AND RISK MANAGEMENT

The Implementation Plan brings together a wide range of actions, projects, teams, delivery mechanisms and partnerships at different stages in their development and with diverse requirements.

Opportunities to support the progression and delivery of key projects and actions will be captured as part of the Plan's monitoring and review process in collaboration with delivery leads and partners.

Identification of any risks to the delivery of key projects will also form part of the monitoring process so we can explore ways to manage and mitigate those risks as early as possible. This will be especially important where risks to delivery may have a significant impact on meeting the Plan's objectives.

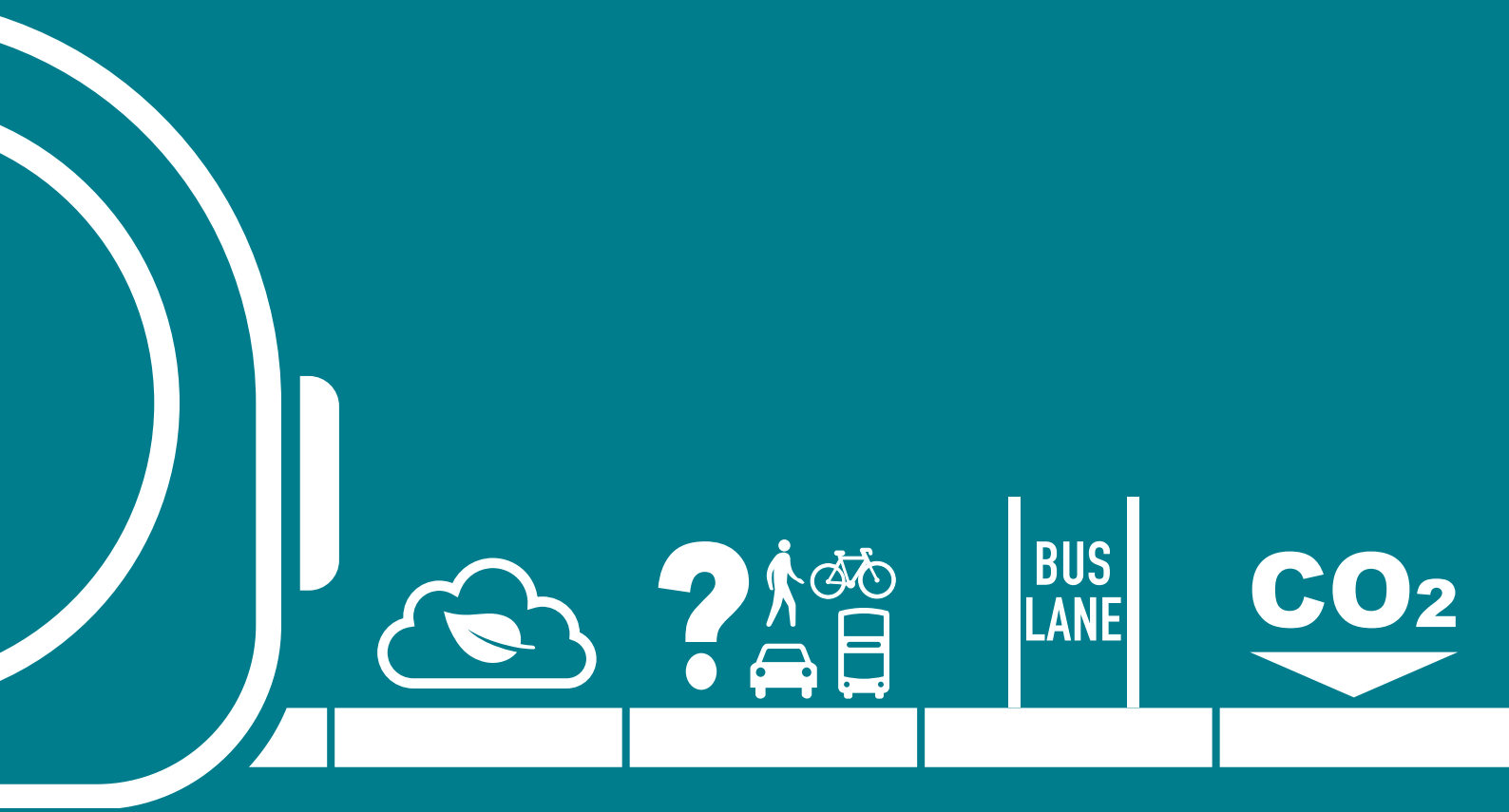
INVESTMENT AND FUNDING

The funding of this Plan will be challenging, requiring significant capital investment, business transformation, and changing revenue streams. Detail will be developed through individual business cases. We will seek to maximise external funding, from both the public and private sectors.

Where information is currently known regarding costs and funding it has been set out in the Implementation Plan. On certain actions only limited information is available post 2025 therefore further details will be added at each review point.

This Plan and its associated Implementation Plan will be updated to encompass changes across the broad range of national, regional and city strategies and plans as appropriate at each review point.

7 MEASURING SUCCESS



To measure the success of the Plan we will assess progress against a series of key performance indicators (KPIs).

The following table shows the KPIs we will monitor every two years to 2030:

City Mobility Plan (CMP) Key Performance Indicators (KPIs)				
Objective	**KPI Ref.**	**Key Performance Indicator**	**Baseline**	**By 2030**
Increase the proportion of trips people make by active and sustainable travel modes Encourage behaviour change to support the use of sustainable travel modes Reduce the need to travel and distances travelled	1	Reduce car driver kilometres on Edinburgh's roads	2019 - 2457 million kilometres	Reduce by 30% against baseline
	2	Increase % of Edinburgh residents walking and wheeling 5 or more days a week	2019 - 65% of residents	Increase
	3	Increase % of Edinburgh residents cycling 5 or more days a week	2019 - 9% of residents	Increase
	4	Increase the proportion of trips to school by active and sustainable modes	2019 - 80%	Increase
	5	Increase bus and tram patronage	2019 - 131.65 million passengers	Increase
	6	Increase number of car club trips made in Edinburgh.	2022 - 51,535 trips	Increase
	7	Increase number of EV car club trips made in Edinburgh.	2022 - 2,752 trips (5.3% of total)	Increase
Ensure that transport options in the city are inclusive and affordable	8	Comparison between the cost of single and day bus tickets in Edinburgh and Scotland's other major cities (Aberdeen, Dundee and Glasgow).	2019: Single - same as Dundee, within 10p of Aberdeen and Glasgow. Day - 20p cheaper than Glasgow, within 20p of Aberdeen, within 80p of Dundee.	Maintain comparable fares annually
	9	Increase levels of household access to a bike	2019 - 33% of total households	Increase
Improve sustainable travel choices for all travelling into, out of and across the city	10	Reduce the proportion of dwellings in areas with low levels of public transport	2019 - 10% of dwellings with low levels of public transport	Reduce
	11	Increase the number of multimodal interchanges in the city and the travel modes available	2019 - 50 interchanges served by 2 or more modes	Increase
	12	Increase % of households within 250- 400 metres of a high quality cycle network	2019: Daytime: 33.2% Nighttime: 21.3%	Increase

Reduce harmful emissions from road transport	13	Reduce NO2 levels at roadside locations and AQMAs	2019	Maintain downward trend to meet statutory objectives (annual mean 40µg/m3)
	14	Reduce number of traffic related Air Quality Management Areas (AQMAs)	2019: 5 AQMAs for NO2 1 for PM10	Revoke all traffic related AQMAs
	15	Increase number of publicly available EV chargers in the city	2019 - 187 EV chargers available	Increase
	16	Decrease number of residents' parking permits issued to higher polluting vehicles within the existing Controlled Parking Zones	2022 Number of allocated residents' parking permits in bands 5, 6 and 7: • 539 band 7 • 1208 band 6 • 1730 band 5	Decrease in permit sales from residents' parking permit bands 5, 6 and 7.
Respond to climate change	17	Decrease total transport-related emissions in the city ((in tonnes of carbon dioxide equivalent (tCO2e))	2019 - Transport - 696,000 tCO2e of which on road - 681,600 tCO2e (Source: Department for Energy Security and Net Zero)	Net zero carbon emissions
Improve the safety for all travelling within our city	18	Number of people killed or seriously injured (KSI)	2019 - 2021 (3 year average) - 162 people KSI	Maintain downward trend based on rolling 3 year average
	19	Number of fatalities	2019 - 2021 (3 year average) 5 fatalities	Zero fatalities
	20	Number of people seriously injured	2019 - 2021 (3 year average) 157 people seriously injured	At least 50% reduction in number of people seriously injured
	21	Number of children and young people (under 18 years old) seriously injured	2019 - 2021 (3 year average) 19 young people seriously injured	At least 60% reduction in number of children and young people (under 18 years old) seriously injured
	22	Number of pedestrians seriously injured	2019 - 2021 (3 year average) 48 pedestrians seriously injured	At least a 40% reduction in number of pedestrians seriously injured
	23	Number of cyclists seriously injured	2019 - 2021 (3 year average) 104 cyclists seriously injured	At least a 30% reduction in cyclists seriously injured;
	24	Number of motorcyclists seriously injured	2019 - 2021 (3 year average) 21 motorcyclists seriously injured	At least a 30% reduction in motorcyclists seriously injured;
	25	Number of road users aged 65 and over seriously injured	2019 - 2021 (3 year average) 24 road users aged 65 and over seriously injured	At least a 20% reduction in road users aged 65 and over seriously injured
	26	Number of road users aged 18 to 24 seriously injured	2019 - 2021 (3 year average) 86 road users aged 18 to 24 seriously injured	At least a 70% reduction in road users aged between 18 to 24 seriously injured

	27	People who perceive cycling in Edinburgh to be safe	2019 - 34% perceive cycling to be safe	Increase
	28	People who perceive walking and wheeling in Edinburgh to be safe	2021 - 77%	Increase
	29	% residents who think level of safety for children walking and cycling is good in Edinburgh	2019 Cycling - 18%	Increase
	30	Kms of dedicated space for cycling in Edinburgh (traffic-free and segregated routes)	2019 - 215.4km	Increase
Maximise the efficiency of our streets to better move people and goods	31	Reduce difference in travel times for public transport between peak and normal conditions	2022	Reduction in journey times of selected bus services by 2030
	32	Economic impact on region and individuals from walking, wheeling and cycling	2021 - £186.2 million	Positive
Reduce vehicular dominance and improve the quality of our streets	33	Increase the percentage of population living in streets served by a Controlled Parking Zone or Priority Parking Area (count of residents within CPZ or PPA)	2019 - 27%	Increase
	34	Proportion of Edinburgh's streets that are vulnerable to rat-running	2021 - 18% of unclassified roads in Edinburgh have no measures to prevent rat-running	Decrease
	35	Proportion of residents that feel welcome and comfortable walking,wheeling or spending time on the streets of their neighbourhood	2021 - 79% of residents	Increase
	36	Reduce number of residents' parking permits issued within the existing Controlled Parking Zones.	2022 - 24,498 active residents parking permits	Biennial decreases in number of active residents parking permits.

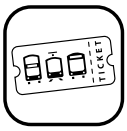
APPENDIX 1

People

To improve health, wellbeing, equality and inclusion:

Encourage behaviour change to support the use of sustainable travel modes.

Ensure that transport options in the city are inclusive and affordable.



Movement

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

Increase in the proportion of trips people make by active and sustainable travel modes.

Improve sustainable travel choices for all travelling into, out of and across the city.

Reduce harmful emissions from road transport.

Improve the safety for all travelling within our city.

Maximise the efficiency of our streets to better move people and goods.

Place

To protect and enhance our environment:

Reduce the need to travel and distances travelled.

Reduce vehicular dominance and improve the quality of our streets.

POLICY MEASURES INDEX

Policy No.	Policy Measure	Chapter	Section	Page
PEOPLE 1	**Supporting Behaviour Change** Encourage changes in behaviour towards the use of sustainable modes of travel through information provision, initiatives and campaigns.	People	Supporting Behaviour Change	page 62
Contribution to Objective(s)				
PEOPLE 2	**Travel Plans** Require the provision of travel plans for major new developments as well as for existing workplaces, schools and other major trip generators.	People	Supporting Behaviour Change	page 62
Contribution to Objective(s)				
PEOPLE 3	**Flexible and Affordable Fares** Encourage an increased range of simplified, flexible public transport ticketing options and maintain affordable fares to support low-income passengers.	People	Equal Access to the City	page 62
Contribution to Objective(s)				
MOVEMENT 1	**Mass Rapid Transit** Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to develop or extend mass rapid transit routes into Fife, West, Mid and East Lothian.	Movement	Sustainable and Integrated Travel	page 62
Contribution to Objective(s)				
MOVEMENT 2	**Bus Network Review** Review the city's bus network to better align with the Council's strategic priorities including improving accessibility, integration and reducing congestion in the city centre.	Movement	Sustainable and Integrated Travel	page 62
Contribution to Objective(s)				

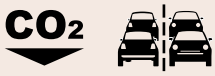
Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 3	**City Interchanges** Develop public transport interchanges at key locations in the city to enable better connections between services and modes. Support the integration of taxi ranks with interchanges.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				
MOVEMENT 4	**Bus Priority Measures** Expand and enforce public transport priority measures to improve journey time reliability and operational efficiency within the city and wider region.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				
MOVEMENT 5	**Integrated, Smart and Flexible Ticketing** Ensure ticketing is integrated across public transport operators and smart, flexible tickets can be purchased via contactless payment.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				
MOVEMENT 6	**Fleet Enhancement** Ensure that the public transport fleet operated by the Council's arm's length transport organisations are modern, safe and fully accessible.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				
MOVEMENT 7	**Bus and Tram Shelters** Continue to provide modern bus and tram shelters that include real-time service information and balance the need for accessibility, safety and refuge whilst also minimising street clutter.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				
MOVEMENT 8	**Governance Reform of Council-owned Public Transport Companies** Develop and implement a new governance and operating structure for the delivery of Council-owned public transport that ensures strong integration between modes and takes account of wider public policy drivers.	Movement	Sustainable and Integrated Travel	page 63
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 9	**Regional Interchanges** Investigate opportunities to expand existing and create new strategically placed transport hubs on the edge of the city where people travelling into Edinburgh can switch to or between public transport and active travel. Interchanges will include facilities to support sustainable travel.	Movement	Sustainable and Integrated Travel	page 64
Contribution to Objective(s)				
MOVEMENT 10	**Supporting Improvements to Rail** Support high-speed rail and increases to rail capacity and services including the transformation of Waverley Station, network and local station improvements.	Movement	Sustainable and Integrated Travel	page 64
Contribution to Objective(s)				
MOVEMENT 11	**Rail Integration** Explore opportunities to strengthen integration with rail and other forms of public transport and active travel.	Movement	Sustainable and Integrated Travel	page 64
Contribution to Objective(s)				
MOVEMENT 12	**Strategic and Trunk Road Network** When proposals are made to expand capacity on the strategic and trunk road network, including the city bypass, the Council supports any additional capacity being reserved for public transport, high occupancy vehicles and active travel modes.	Movement	Sustainable and Integrated Travel	page 64
Contribution to Objective(s)				
MOVEMENT 13	**Forth Road Bridge** Support the retention of the Forth Road Bridge as a dedicated public transport and active travel route.	Movement	Safe and Efficient Movement	page 64
Contribution to Objective(s)				
MOVEMENT 14	**Walking and Wheeling** Enhance and where necessary expand the walking/ wheeling network to serve and connect key destinations across the city.	Movement	Sustainable and Integrated Travel	page 64
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 15	**Cycling** Expand and enhance the citywide network of cycle routes to connect key destinations across the city, including increased segregated cycle infrastructure on main roads.	Movement	Sustainable and Integrated Travel	page 65
Contribution to Objective(s)				
MOVEMENT 16	**Shared Mobility** Support the expansion of shared mobility options across the city and maximise their integration to support the broader public transport system.	Movement	Sustainable and Integrated Travel	page 65
Contribution to Objective(s)				
MOVEMENT 17	**Taxis and Car Share Partnerships** Strengthen partnerships with the taxi trade and car sharing partners to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility.	Movement	Sustainable and Integrated Travel	page 65
Contribution to Objective(s)				
MOVEMENT 18	**Mobility on Demand** Support the expansion of demand responsive transport and the development of a Mobility as a Service system as an alternative to traditional modes, especially in areas poorly served by public transport.	Movement	Sustainable and Integrated Travel	page 65
Contribution to Objective(s)				
MOVEMENT 19	**Mobility Hubs** Identify opportunities for mobility hubs in existing communities and major new developments that provide a range of sustainable travel choices and amenities including public transport, shared mobility, click and collect and electric vehicle charging.	Movement	Sustainable and Integrated Travel	page 65
Contribution to Objective(s)				
MOVEMENT 20	**Protecting Vulnerable Road Users** Prioritise resources to improve the safety of the most vulnerable people using our streets, as identified through collision analysis.	Movement	Safe and Efficient Movement	page 65
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 21	**Speed Limit Reductions** Explore speed limit reductions on all non 20mph roads within the Council boundary and work with Police Scotland to enforce speed limits.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				
MOVEMENT 22	**Tackling Inconsiderate Parking** Work within legislation to tackle issues associated with parked vehicles obstructing footways, crossing points, roads and junctions.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				
MOVEMENT 23	**Mitigate Conflict in Shared Spaces** Mitigate conflict between those walking, wheeling and cycling on shared paths and spaces through infrastructure design, signage and awareness campaigns.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				
MOVEMENT 24	**Safe and Accessible Paths and Streets** Design and maintain paths and streets to maximise safety and accessibility for all needs and abilities.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				
MOVEMENT 25	**Strategic Approach to Road Space Allocation** Develop and deliver a strategic approach to allocating road space between modes of travel to define the degree of priority to be given to different modes on different streets.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				
MOVEMENT 26	**Managing Deliveries and Servicing** Reduce the impact of delivery and servicing vehicles such as through access and timing restrictions, edge of town consolidation centres, micro distribution centres and local click and collect facilities while supporting deliveries by foot and bicycle.	Movement	Safe and Efficient Movement	page 66
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 27	**Harnessing New Technology** Review and harness future technology innovations and digital connectivity including supporting the development of connected and autonomous vehicles.	Movement	Safe and Efficient Movement	page 67
Contribution to Objective(s)				
MOVEMENT 28	**City Operations Centre** Support the development of a city operations centre that will monitor, manage and predict movement and activity across the city.	Movement	Safe and Efficient Movement	page 67
Contribution to Objective(s)				
MOVEMENT 29	**Monitoring and Evaluation** Ensure robust monitoring and evaluation of traffic and travel behaviour through regular and consistent data gathering.	Movement	Safe and Efficient Movement	page 67
Contribution to Objective(s)				
MOVEMENT 30	**Managing Traffic Signals** Manage traffic signal control to prioritise and balance safe and efficient movement of pedestrians, cyclists and public transport.	Movement	Safe and Efficient Movement	page 67
Contribution to Objective(s)				
MOVEMENT 31	**Low Emission Zone Scheme** Reduce harmful emissions from transport through the implementation of a Low Emission Zone scheme and supporting measures.	Movement	Clean Air and Energy	page 67
Contribution to Objective(s)				
MOVEMENT 32	**Cleaner Vehicles** Encourage the switch to cleaner vehicles by supporting the growth of EV infrastructure, including the development of a citywide charging network, and monitoring progress in other low and zero emission technologies.	Movement	Clean Air and Energy	page 67
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 33	**Zero Emission Buses** Support the transition to zero emission buses.	Movement	Clean Air and Energy	page 68
Contribution to Objective(s)				
MOVEMENT 34	**Parking Controls** Extend the coverage and operational period of parking controls in the city to manage parking availability for the benefit of local residents and people with mobility issues.	Movement	Managing Demand	page 68
Contribution to Objective(s)				
MOVEMENT 35	**Residents Parking Permits** Manage the way residents parking permits are issued based on demand, location and vehicle emissions.	Movement	Managing Demand	page 68
Contribution to Objective(s)				
MOVEMENT 36	**Parking in New Developments** Limit the level of parking in new developments based on current and planned levels of walking/wheeling, cycling and public transport access and the capacity of surrounding streets, and include requirements for electric vehicle charging, disabled persons parking places, bike parking, electric bike charging provision, car club and bike hire space.	Movement	Managing Demand	page 68
Contribution to Objective(s)				
MOVEMENT 37	**Parking, Waiting and Loading Restrictions** Review, apply and enforce parking, waiting and loading restrictions whilst balancing the needs of local businesses and residents and people with mobility difficulties.	Movement	Managing Demand	page 68
Contribution to Objective(s)				
MOVEMENT 38	**Workplace Parking Levy** Following consultation, a workplace parking levy will be designed and presented for consideration.	Movement	Managing Demand	page 68
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
MOVEMENT 39	**Pay as You Drive Scheme** If necessary, explore the introduction of a "pay as you drive" road charging system to encourage use of sustainable modes of travel and reduce congestion.	Movement	Managing Demand	page 69
Contribution to Objective(s)				
PLACE 1	**Edinburgh City Centre Transformation** Create a city centre focused on people with significantly reduced traffic through pedestrian priority zones, car-free streets, safe segregated cycle routes and rerouted and rationalised bus services.	Place	A Transformed City Centre	page 69
Contribution to Objective(s)				
PLACE 2	**20-Minute Neighbourhoods** Support the 20-minute neighbourhood concept to underpin local communities and reduce the need for longer distance journeys.	Place	20 Minute Neighbourhoods	page 69
Contribution to Objective(s)				
PLACE 3	**Dense Mixed-Use Development** Ensure the creation of dense mixed-use developments which support public transport and reduce the need for longer distance journeys.	Place	20 Minute Neighbourhoods	page 69
Contribution to Objective(s)				
PLACE 4	**Liveable Places** Create more liveable places by managing motorised vehicle access and traffic in the city centre, town centres and residential areas.	Place	Streets for People	page 69
Contribution to Objective(s)				
PLACE 5	**Streets for People** Create more liveable places by reducing the level of on street parking in areas well served by public transport whilst enabling parking for local residents and people with mobility difficulties.	Place	Streets for People	page 69
Contribution to Objective(s)				

Policy No.	Policy Measure	Chapter	Section	Page
PLACE 6	**Servicing in New Developments** Manage servicing requirements in new developments so that street design is not compromised, and other street users are not adversely affected.	Movement	Safe and Efficient Movement	page 70
Contribution to Objective(s)				
PLACE 7	**Street Design** Ensure streets are designed and maintained in accordance with the Edinburgh Design Guidance and associated Edinburgh Street Design Guidance, and the Transport Asset Management Plan.	Place	Streets for People	page 70
Contribution to Objective(s)				

APPENDIX 2

CITY LEADERSHIP IN A CHANGING WORLD

Cities across the world are stepping up to respond to the dramatic changes that are affecting people's lives. We have and will continue to take inspiration from cities all over the world to develop and deliver this Plan:

Bordeaux

An integrated public transport system

Bordeaux has radically changed its public transport system to address a range of issues including congestion, social isolation and lack of space for pedestrians and cyclists.

Trams were introduced in 2003 and now run on three different lines.

Buses run on a network of nearly 80 lines with traditional routes serving residential, business, study and leisure areas and bespoke routes that meet specific needs including faster routes that cover greater distances, suburban routes that avoid the city centre, shorter round-trip routes and bookable custom routes with moveable departure points.

25 Park and Ride sites located close to bus and tram routes allow car-based travel to be managed around the edges of the city.

A bike hire scheme based around 139 locations and a river shuttle boat serving five stops on the banks of the River Garonne add to the integrated system created for the city.

Manchester

Growing a tram network

Manchester Metrolink tram network has grown significant y through several phases of expansion since 1992 to a network of more than 62 miles and 93 stops. It is now the UK's largest light rail system. Further expansion is planned and the role of Metrolink in supporting economic growth and housing market renewal in Greater Manchester means there is a need for significant additional capacity by 2040.

- In 2018 Manchester set out its plans for the largest cycling and walking network in the UK including:
- 1,000 miles of walking and cycling routes connecting communities across Greater Manchester.
- 75 miles of fully segregated routes along some of our busiest roads prioritised in the first phase of delivery.
- 1,400 new crossings for busy roads or other physical barriers that divide communities.
- 25 'filtered neighbourhoods' - where the movement of people is prioritised over through traffic and more green community spaces are created. The investment in the ten-year plan is estimated to be £1.5 billion.

Auckland

Invest in and delivering public transport integration

Until recently transport policy in Auckland, New Zealand had made it a car focused city, however that is changing – a series of infrastructure interventions, mass public transport oriented policy decisions, investment and hard work from all political parties mean Auckland is becoming a city where there is less need to own a car.

The change in direction started in 2003 with the opening of a new city centre train station that made rail travel more attractive by taking passengers into the centre of the city. This success convinced the government to support electrification and other upgrades to the city's suburban rail network. In 2008 the city's Northern Busway was opened. A segregated bus route served by six stations (some with park and ride facilities) the Northern Busway added bus services to areas of

Auckland with no bus routes – its success has shown that everyone will travel by bus if the speed, frequency and reliability is high enough.

To facilitate easy use of public transport in Auckland an electronic fare payment card, the HOPS card is valid on all public transport in Auckland, ensuring passengers only pay once for connected journeys.

In 2019 the number of trips made by public transport is expected to reach 100 million, but the public transport system is still not perfect – there are still some areas poorly served by public transport. However, the success of the measures introduced since 2003 has proved that the concept of improving public transport works so investment has been committed to further improvements. Further planned improvements include new electric trains, extensions to busways, new interchanges and increases in rail capacity in the city by 2024.

Malmo

Modal split targets

Malmo's Sustainable Urban Mobility Plan is based around the need for economic, social and environmental sustainability and the view that a holistic planning approach will improve quality of life for everyone in Malmo. The vision for the Plan states that walking, cycling and public transport are the first choice for all who work, live or visit Malmo.

As in Edinburgh, Malmo is experiencing a large growth in population as well as growing number of jobs in the city and population growth in the wider city region. To deal with existing traffic and the growth in trips expected from city growth, Malmo's mobility plan takes a target-oriented approach – the city has been divided into 15 distinct areas, each with its own characteristics. Modal split targets have been set for each area, dependent on the specific mobility issues and opportunities in those areas. For example, an increase in walking trips is set in some of the suburban areas with good local centres;

Increases in cycling levels are expected in the city centre; increases in public transport are anticipated in areas with good bus services. Each of the individual targets will contribute to an overall target for Malmo, however as the individual targets are tailored according to the greatest potential for change in each area the overall target is more likely to be achieved.

Copenhagen and Barcelona

Creating places for people

Copenhagen has been at the forefront of reducing on-street parking for more than 50 years, starting with the pedestrianisation of the city centre in the 1960s when its 1.15 km main street, Stroget, was closed to vehicles.

More recently there has been an acceleration in the removal of parking spaces – between 1995 and 2005 the number of spaces in the centre of the city was reduced by 12%. This, along with wider parking and transport policies, has seen the number of people driving to work fall from 22% to 16% and the number of people cycling to work increase to 41%.

Through its Superblock Plan, much of Barcelona's 19th century city grid is being adapted to restrict traffic to the periphery of groups (or blocks) of streets. Inside each Superblock there are one-way streets in operation for use by residents and businesses, and new public spaces to support community life.

The first Superblock was created in the Poblenou area of the city in 2016. Alterations made to the Superblock included expanding area for pedestrians by 80%, installation of new seating, new children's play areas, increased areas of greenspace and a dramatic reduction in the number of free parking space.

Amsterdam

The Plusnet: Strategic approach to road space allocation

The aim of the Plusnet strategy is to create a safe, efficient and sustainable mobility in compact and historic city.

The key feature of Amsterdam's Plusnet strategy sets out spatially:

- How & where road space should be reallocated
- When & where each mode should have priority
- Principles for trade off's between networks
- A key delivery mechanism for Amsterdam's Local Transport Strategy
- Sets out medium/long term direction for Active Travel and Public Transport planning & investment
- Sets clear briefs for individual infrastructure & place-making projects

The key principles set out and reconcile coherent networks for each mode, at city scale with a three-level hierarchy of networks for each mode:

- **A 'Plus' network** – high speed/ volume through routes with active priority
- **A 'Main' network** – general purpose network with sufficient capacity
- **A 'Basic' network** - all other streets

The process is built on clear street hierarchy. Conflicts between modes especially at interchanges are resolved on basis of a carefully structured 'trade-off' process. The trade-off process works by giving the 'Plus' network more priority than 'Main' & 'Main' more priority than 'Basic'. If equivalent networks conflict, the network that least meets the trajectory speed target has most priority for the redistribution of space (street) & time (intersection). Larger traffic flows (people not vehicles) deserve more priority than smaller traffic flows.

Sydney

Investing in future tech

In 2016 the government of New South Wales introduced a 40-year transport strategy, Future Transport 2056, to deal with the increasing demand placed on the region's and Sydney's transport system.

The population is projected to rise from 7.5 million to 12 million by 2056 and the number of journeys on the region's transport system each day is anticipated to reach 28 million – Future Transport 2056 has identified the need or the transport system to modernise to meet the increased demand and has use of technology at its core.

There are five key technology strands to the strategy:

- Personalised customer interactions – personalised real-time information, navigation systems and payment systems that make it easier to use public transport.
- Transformed mass transit networks – increased use of automation and other new technologies that that improve frequency, efficiency and journey times of mass transit networks.
- More shared, demand responsive services – use of technology to offer a greater range of mobility as a service transport options tailored to meet individual needs.
- Enabling use of connected and autonomous vehicles – setting regulatory frameworks and standards for developing infrastructure that enables adoption of autonomous vehicles.
- Intelligent transport networks – investment in smart infrastructure and use of data to deliver efficient flexi le, safe and reliable transport networks.

Stockholm

Mobility as a Service (MaaS)

MaaS is being used in Sweden as part of a long-term goal to reduce private cars on the city road network.

Maas project is a partnership with the City of Stockholm, the city's public transport network operator (SL), private sector Hertz, MoveAbout and CarbonLine, and MaaS operator and start-up company UbiGo.

UbiGo uses a cloud-based data platform to manage data across all service providers, the mobility app and customers.

UbiGo offers one flexible subscription with monthly pre-payment with whatever is not being used rolling over to the next month all integrated into one app.

More sustainable travel options use less hours of transport than others (cycling using the least, and traditional petrol/diesel taxis the most.)

This was the first Combined Transport service operational in the world. A pilot was implemented in Gothenburg in 2015, and it was fully operational in Stockholm in 2017.

Bremen

Mobility Hubs

The city of Bremen in Germany opened its first mobility hub in 2003. Featuring facilities for car sharing, bike parking and public transport the city now has 25 hubs. The 290 car share cars based at the hubs are estimated to have removed more than 4,200 private cars from the city's streets.

Bristol

Implementing a Low Emission Zone

Through its Clean Air Plan Bristol has plans in place to become the first city in the UK to ban all diesel cars from its city centre.

Part of a wider Clean Air Zone, the ban will work alongside other transport strategies (including creation of an inclusive mass transit system, promotion of active travel and working with bus operators to redesign services) to improve air quality and reduce congestion in Bristol by reducing use of private car.

Nottingham

Implementing a Workplace Parking Levy

In 2012, Nottingham introduced a workplace parking levy that requires workplaces to pay for each parking space provided for employees.

Businesses that provide 11 or more spaces will pay a levy of £424 (2020/21 prices) for each space provided – the aim is to generate funding for attractive alternatives to the car, to continue to develop high quality public transport, to protect investment in Nottingham's economy and to improve the city's environment and sustainability. In some cases, businesses have passed these costs onto employees.

Since its introduction the levy has raised between £8 million and £10 million each year, all of which has been used to pay for Europe's largest fleet of electric buses and to fund extensions to Nottingham's tram system.

London

Road User Charging

The London congestion charge was introduced in 2003. The charging zone covers an area of 21km2 of Central London - anyone wishing to drive in the zone, which operates between 7am and 6pm, must pay a charge of £11.50. Residents receive a 90% discount with blue badge holders, motorcycles and emergency service vehicles exempt.

Since its introduction the congestion charge in London has had a positive impact on transport - in the first year of operation congestion fell by 30% and after 10 years of operation the number of private cars entering the zone had fallen by 39%. The reductions in car traffic improved bus journey times, making bus a more attractive option for travelling into central London.

Executive Summary

Introduction

The Council commissioned the Edinburgh Strategic Sustainable Transport Study Phase 1 (ESSTS1) in early 2020 to establish a policy-led rationale for future mass transit in the city. The study considered ten corridors where transit could best support policy outcomes. Four were recommended for further consideration with two prioritised for further development in the near term. These are Granton to the city centre and onwards to the south east quadrant of the city serving Edinburgh Royal Infirmary, Bio-Quarter and beyond.

The Council commissioned a further Phase 2 study (ESSTS2) to further analyse the Granton and South East corridors, establishing corridor specific objectives, assessing possible route options, and carrying out preliminary analysis to support the case for mass transit.

In bringing forward ESSTS2, a Project Board has been established, comprising senior officers from the Council and Transport Scotland's Head of Strategic Planning, to oversee the project and ensure rigorous governance is in place from the outset.

The ESSTS2 study is now complete and this Executive Summary outlines the conclusions and the next steps for project development.

Policy and Objectives

The continued success and growth of the Edinburgh Region, in an inclusive and sustainable manner, will require the development and implementation of a coordinated approach to economic development, spatial planning and transport.

At a national level, this coordinated approach is being advanced through the Scottish Government's National Planning Framework and National Transport Strategy (NTS) and, in support of the NTS, the Strategic Transport Projects Review 2 (STPR2). At an Edinburgh City level, the forthcoming City Plan 2030 (CP2030) will set out the spatial strategy and land allocations to 2030, which will be supported by the City Mobility Plan (CMP).

ESSTS2 has examined strategic transport corridors within, and potentially beyond, Edinburgh to assess whether, and how, the development of transit-led solutions could deliver against stated transport objectives and support wider policy outcomes such as sustainable economic growth, reducing carbon, promoting equity and social inclusion and supporting healthier lifestyles. The report concludes that mass transit will contribute significantly to realising these outcomes.

As is the case with the completed tram line from Edinburgh Airport to Newhaven, the introduction of mass transit linking strategic development areas and bisecting the city centre will be a key enabler for sustainable development and will contribute significantly to:

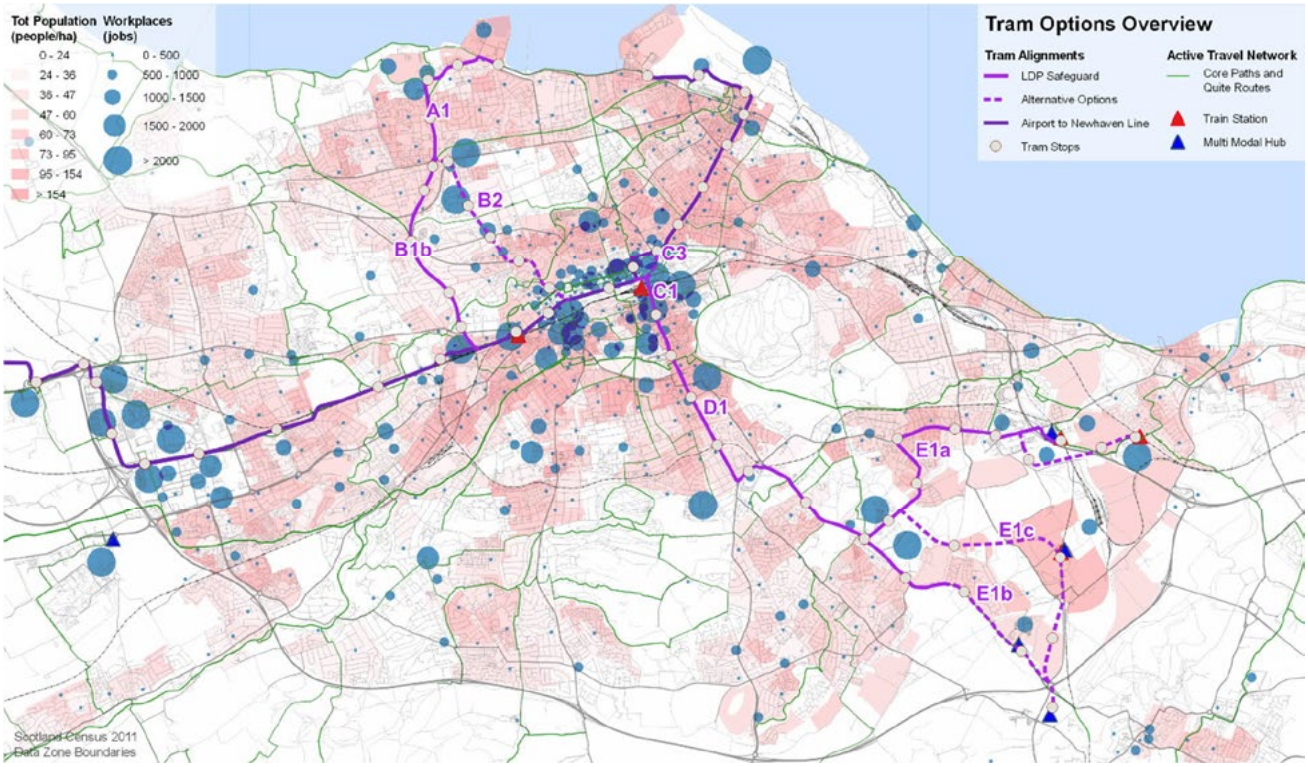
- Supporting the development of more sustainable neighbourhoods
- Provide improve connectivity to support sustainable city expansion and prosperity
- Improving access to high quality public transport and encouraging mode shift from private cars
- Providing improved access to jobs, education, healthcare and leisure by creating further opportunities for cross-city journeys
- Supporting the Councils vision for enhanced places by facilitating city centre transformation and 15-miniute neighbourhoods
- Enable active travel through traffic reduction; and
- Improving air quality (zero emission at source/modal shift)

Emerging Route Options

A number of route options between Granton and the South East have been assessed as part of ESSTS2 study. Details of all options considered are contained in the Summary Report and the project team is available to provide more comprehensive overview of the work carried out.

The figure below shows the routes still under consideration that will be taken forward to the next stage of project development.

Emerging Route Options



Granton to the City Centre

The alignment of Option A1 follows West Granton Access Road from Ferry Road to Caroline Park. This option is the existing safeguarded route and provides a direct and segregated tram and parallel high-quality active travel route. From the southerly tip of A1, two options are being taken forward for further analysis, Option B1b and Option B2

The route of Option B1b ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll. The alignment is fully segregated, following an old railway track bed, and now an active travel corridor and part of NCN1. The alignment is the safeguarded route for transit with existing construction powers in place. The route has enhanced active travel provision, in accordance with current design guidance. A target foot/cycle path width would be 4.5-5.0m, with 3.5m at pinch-points. To achieve the design requirements however, the majority of existing structures would be demolished and replaced.

The route of Option B2 runs ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South. This option has been introduced to test against option B1b in light of the additional costs associated with the demolition and reconstruction of structures. B2 has other advantages including a stronger catchment; it better serves key trip generators including the Western General Hospital and local residential street due to the on-street alignment. B2 also allows the retention of the Roseburn Path/ NCN1 as a dedicated active travel corridor and potential environmental impacts along the Roseburn Path are also avoided.

City Centre

Option C1 is the original Tram Line 3 alignment, protected within the city's Local Development Plan. The route would leave the existing route at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Section D above at Nicholson Square.

An operational loop is also being taken forward to the next stage of project development (C3). This would be a short section of tram route connecting the Newhaven and South East corridors via Leith Street enabling north south services to avoid Princes Street, providing greater service reliability and flexibility. As elsewhere in the city centre, delivery of this section would require a significant reduction in traffic and further reconfiguration of

the Picardy Place junction. Trams on this Section C3 would be unable to serve the existing Picardy Place stop, instead an additional stop would be provided, in close proximity, on Leith St.

Nicholson Square to Bio-Quarter

Section D is an on-street alignment between Nicholson Square and the BioQuarter. It is the protected alignment within the Local Development Plan and the only suitable north/ south route for tram as topography prohibit alternative alignments. It is also an important arterial route to and from the city centre and an established corridor of high public transport demand. Given the space constraints along this corridor between Nicholson Square and Salisbury Road there will be competing demand for space between mass transit, car, bus, and active travel. All of which will need to be assessed and trade-offs agreed.

South East Corridor Options

Three options have been considered for the South East corridor and all are being taken forward for further analysis at the next stage of project development. These are Option E1a BioQuarter to Newcraighall via largely segregated route; Option E1b BioQuarter to Sheriffhall via mixed on-street and segregated alignment; and Option E1c BioQuarter to Sheriffhall via Shawfair on segregated alignment.

Next Steps

Based on the emerging routes set out above, the next stage of project development is to produce a Strategic Business Case (SBC). This will be developed in accordance with Guidance on the Development of Business Cases in Transport Scotland, Scottish Transport Appraisal Guidance and UK Treasury Guidance.

It is worth noting that stakeholder engagement to date has been limited to a handful of external bodies plus Council officers including the Active Travel team and officers responsible for Bio-Quarter, Granton, City Plan and the City Mobility Plan. At the SBC stage, it will be necessary to engage with a select number of external stakeholders. These may include Spokes, Living Streets, Edinburgh Access Panel, Sustrans, Lothian Buses, Edinburgh Trams and Scottish Government. Prior to further engagement, an engagement plan will be established and a further briefing note issued.

Assuming work starts in late February, the SBC is scheduled to be completed by September 2021 with a view to this being taken to Transport and Environment Committee in early autumn 2021.

CITY MOBILITY PLAN 2021-2030

www.edinburgh.gov.uk/its

email: its@edinburgh.gov.uk

Reference 20-6749