

## City of Edinburgh Council City Mobility Plan

### Cycling Scotland submission April 2020

#### Question 5 – To what extent do you support or oppose the vision set out for 2022?

By 2022, we will have:

- Completed the tram route to Newhaven.
- Completed a comprehensive review of bus routes in the city.
- Delivered a range of walking and cycling schemes.
- Put in place a low emission zone.
- Create a data innovation partnership to support the development of real-time mobility and logistic solutions.
- Identified which city centre places and spaces will be transformed through the City Centre Transformation programme.
- Agreed a full implementation plan for the redevelopment of Waverley station.
- Reviewed and reformed Council-owned transport companies.
- Created behaviour change campaigns aimed at reducing car dependency and using public transport.

Answer:

#### Support

We welcome the vision set out for 2022. These measures will help to increase rates of active travel, reduce car use and congestion in the city, and improve air quality in the immediate to short term. Increasing the affordability of transport is key in tackling health, social and economic inequalities which, for us, will include access to bikes as well.

While very supportive and acknowledging the challenges in implementing what is already committed, we believe the plans for separated cycle lanes should be accelerated as the key priority for making cycling accessible to more of the population and joining up the existing off-road networks

With regards to the extension of the tram route to Newhaven, it is important that all road users are taken into account during the extension process. Any alternative cycling routes should be safe and easily accessible. Where possible, disruption to existing routes should be minimal, and where alternative routes are proposed, these need to be safe and easily accessible for people cycling. It should be noted and considered that tram tracks can be dangerous for people cycling, with a number of serious injuries and fatalities to people cycling from the tracks on the existing tram route. This risk of injury and death must be accounted for during the tram extension process.

#### Question 6 – To what extent do you support or oppose the vision set out for 2025?

By 2025, we will have:

- Developed a comprehensive mass rapid transit (e.g. tram and guided busway) plan for the city and region.
- Created park and ride and edge of city logistics hubs.
- Agreed the business case for a north-south tram line.
- Put in place a plan to reallocate road space on all arterial routes to public transport, cycling and walking.

- Agreed a new bus strategy, including stops, routes, and public transport interchanges.
- Delivered the 'to not through' philosophy for the city centre.
- Transformed George Street by restricting traffic and improving the public realm.
- Introduced a low emission cordon around the city centre and the city boundary to significantly reduce air pollution levels.
- Invested income from a workplace parking levy in public transport.
- Much improved conditions for all pedestrians.

Answer:

## Support

We welcome the vision set out for 2025. We welcome the proposal to reallocate road space on arterial routes to cycling, walking and public transport. Where such routes are created, it is important that they are well-connected and of high-quality to allow people to travel safely and efficiently in and out of the city from surrounding areas, facilitating sustainable door-to-door journeys. E-bikes should be considered in priorities in this regard, as they drastically increase the number and distance of commuting journeys possible by bike. The council must speak to surrounding local authorities and SEStran to coordinate action on long distance (up to 10 miles) routes.

We welcome reference to the workplace parking levy. Income raised from the levy should be invested in active travel and sustainable public transport projects to ensure the full benefits of the levy are realised.

## Question 7 – To what extent do you support or oppose the vision set out for 2030?

By 2030, we will have:

- Extended the mass rapid transit network, including tram routes, west to Newbridge.
- Upgraded the seven park and rides serving the city.
- Developed four new transport interchanges to the west of the city.
- Arterial routes being used for mass commuting by bike.
- A largely car-free city centre.
- A comprehensive new bus network.
- Pedestrianised iconic streets.
- Seamless ticketing to allow passengers to move between different forms of transport.
- A comprehensive city logistics system including hubs across the city to support low emission deliveries.
- A citywide strategic network of walking and cycling routes for safer, healthier and more active travel.
- Waverley Station Masterplan implementation underway.

Answer:

## Support

We welcome the vision to 2030. There is a need to ensure that action taken is strategic and ambitious to deliver on the vision within the relatively short time frame there is to achieve it.

We welcome the proposal to create a network of vehicle-free streets in the city centre. This will have a significant positive impact on increasing rates of cycling and walking, improve air quality through reduced emissions, cut congestion, improve safety for vulnerable road users,

including pedestrians and people cycling, and deliver a wide-range of socio-economic, health and environmental benefits for residents and businesses alike.

We welcome the proposal to create a well-connected, high-quality cycling network in the city centre. A network of safe, easy to use dedicated cycling infrastructure that enables anyone anywhere to cycle in the city centre is required to achieve modal shift towards active travel and improve safety. This entails cohesive, comprehensive and seamless networks of on-road segregated paths in cities and, where appropriate, alongside trunk roads and busier local roads. In the urban setting, such networks will link into and incorporate existing off-road networks where they deliver direct and high-quality routes. 'Success' in this regard should not only be measured in terms of additional kilometres of network but have a qualitative aspect, including following good practice design standards, numbers of segregated cycle lanes, and integration with public transport.

### **Question 8 – To what extent do you support or oppose the following principles to enhance public transport?**

Pick one of the each for each point below – strongly support, support, neither support nor oppose, oppose, strongly oppose

- Co-ordinate bus and bike hire operations to better service and wider city region – **strongly support where action includes improving cycling links to bus and tram hubs**
- Expand the tram network in the city and potentially into wider region in order to carry high volumes of people in a clean and efficient way - **support if this is co-ordinated with improved separated cycle lanes**
- Introduce smart contactless payment options across all public transport and operators – **support**
- Support the introduction of shared transport options to complement timetabled public transport – this could include community-run buses, car clubs, and bike hire – **support where this provides accessible, affordable transport for anyone.**

### **Question 9 – Please provide comments or suggestions on what we are doing, or propose to do, to enhance public transport.**

We welcome proposals to enhance public transport. Promoting modal integration with active travel helps to create truly sustainable door-to-door journeys, further reducing the need for and reliance on private vehicles.

### **Question 10 – To what extent do you support or oppose the following proposals to create people friendly streets?**

Pick one of the each for each point below – strongly support, support, neither support nor oppose, oppose, strongly oppose

- Create direct, segregated cycling routes along main arterial roads to provide for safe and quick journeys by bicycle – **strongly support**
- To support the transition to cleaner vehicles, develop a comprehensive network of electric vehicle charging points - **support**
- Minimise the number of freight trips by developing distribution click-and-collect hubs across the city – **neither support nor oppose. Minimising freight trips and making them efficient is a welcome objective. The proposal needs to be to reduce overall vehicle km and minimise HGV km in built up areas. Click and collect hubs are part of the solution but there are other activities, including last mile delivery by bike.**

- Develop a city operations centre to monitor and control travel, transport and road works across the city - **support**

## Question 11 – Please provide comments or suggestions on what we are doing, or propose to do, to create people friendly streets.

We welcome the aspiration to create people friendly streets. We would emphasise that any increase in the parking places on-street/in the city centre is not in line with the city's vision.

While technological advances with regards to electric vehicles are important, it is important not to rely too heavily on fuel efficiency and other technology improvements, as the pace of change and rate of uptake of such vehicles cannot be guaranteed. Electric and other low emission vehicles still contribute to particulate matter emissions, through braking and tyre wear, negatively impacting on air quality, and also, as vehicles, do not reduce congestion in city centre streets. They continue to take up street space and still require space to be parked.

In this regard, continuing to prioritise road development and car-focused infrastructure, places an unequal burden on those in the most deprived communities, and there is a risk that growth in car ownership further isolates those without access to a car. In Edinburgh, almost 40% of households do not have access to a car<sup>1</sup>. Re-focusing on providing integrated and responsive active travel services and infrastructure is essential and will contribute significantly to reducing inequality. Where electric vehicle charging infrastructure does exist, it is important that this is readily accessible by e-bikes.

We note the proposal to create city click-and-collect distribution hubs to minimise the number of freight trips in the city. A reduction in freight vehicles in this regard is welcome. Consideration should be given to the use of cargo and e-cargo bikes for short distance, last mile deliveries to further reduce the number of freight and delivery vehicles.

## Question 12 – To what extent do you support or oppose the following proposals to planning new developments?

Pick one of the each for each point below – strongly support, support, neither support nor oppose, oppose, strongly oppose

- Introduce transport hubs in major new developments to accommodate public and shared transport, and to enable coordinated deliveries and click-and-collect hubs - **support**
- Control the level of parking in and around new developments and include requirements for car club, electric vehicles and bike hire provision – **strongly support restrictions on the number of parking places but this must include existing developments as well and electric vehicle parking places need to be included in the overall cap on the number of parking places.**
- To change travel behaviours, require travel plans for major new developments, workplaces and schools that include targets for walking, cycling and public transport use - **support**

## Question 13 - Please provide comments or suggestions on what we are doing, or propose to do, regarding planning new developments

The key commitment is:

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<sup>1</sup> Cycling Scotland (2019) Annual Cycling Monitoring Report  
<https://www.cycling.scot/mediaLibrary/other/english/6353.pdf>

"Prioritise brownfield development, reducing urban sprawl which can create travel demand that is often met by private car use"

We believe tackling urban sprawl is key in achieving the objectives so we welcome this commitment and would suggest the presumption needs to be far stronger against greenfield (or indeed greenbelt) development.

The current Covid-19 pandemic needs to be taken into account in future planning of transport infrastructure, both in the short and long-term. In particular, the need for physical distancing should be incorporated into decision-making, and sufficient footway and cycle path width should be provided. This reflects the need for more space to support people now and in the future to travel easily and safely by active travel.

**Question 14 – To what extent do you support or oppose the following proposals to manage travel demand?**

Pick one of the each for each point below – strongly support, support, neither support nor oppose, oppose, strongly oppose

- To create space for public transport, walking and cycling, reduce the level of on-street parking in areas well served by public transport whilst enabling parking for residents and people with mobility difficulties – **strongly support**
- Explore the introduction of road user charging within the city to reduce the number of vehicles - **strongly support**

**Question 15 - Please provide comments or suggestions on what we are doing, or propose to do, to manage travel demand.**

The greenest mile is the mile not travelled. Managing travel demand is essential in providing equity of access to transport, tackling the health inequalities associated with air pollution, social inequalities from community severance and accessibility of services and economic inequalities from distance and cost to workplaces,

**Question 16 – What, if any, impact do you think the proposed strategic priorities detailed in the City Mobility Plan will have on any of these (protected) characteristics?**

Please consider potentially positive, negative and differential impacts, supported by evidence, and, if applicable, advise on any mitigating actions we should take.

Where the proposals focus on increasing access to and availability of active travel and sustainable public transport, this should positively impact on the protected characteristics.