

The City of Edinburgh Council

# Local Transport Strategy 2007-2012

March 2007



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The City of Edinburgh Council • Local Transport Strategy 2007-2012

## Part One – The Strategy



## Foreword

Transport policies greatly influence our day-to-day lives. They affect whether we choose to take the bus, where we park our cars, how safe we feel crossing the road, how clean our air is, and how we enjoy living in the city. For these reasons, our Local Transport Strategy (LTS) is very important to everyone in Edinburgh. It's a crucial document to guide us when we make decisions about public transport, cycle lanes, and roads and pavements. That's why we asked you what you think should be in the LTS last summer.

You had plenty to say, especially about buses. Although most of you agreed bus service is excellent, you want better bus services linking areas outside the city centre, and more evening and weekend bus services. You'd also like a more integrated system with transferable fares between buses, trains and the future trams. And you felt road and pavement improvements were key. Reducing air pollution was also a high priority for many of you.

We've taken into account all your comments to draft a strategy, which is summarised in these pages.

I'm proud of all we accomplished under our last Local Transport Strategy. Since 2000, more than £130m has been invested in transport improvements and we have made enviable achievements – 20% of residents walk to work, 30% take the bus, 5% cycle and 35% drive. We've brought you three new railway stations and three new park and rides. We've introduced Safer Routes to Schools and more 20 mph zones, which have played a major role in reducing the number of accidents. Other changes – such as more pedestrian and cyclist crossings – have also played a role in making our city safer.

We've also brought you the Fastlink guided bus corridor, more bus priority and cycle lanes and BusTracker electronic real-time information signs. Record amounts, £64 million between 2002 and 2007, have been spent improving our roads and pavements.

The new Local Transport Strategy is the framework for the next stage in Edinburgh's transport. Its role is to integrate and balance the sometimes conflicting needs of motorists, public transport users, pedestrians and cyclists. That's no easy task but it's essential to keep our growing city moving smoothly.

**Councillor Ricky Henderson,**

Executive Member for Transport  
City of Edinburgh Council







## Introduction

Part One of the LTS sets out the Council's aims and objectives for transport, and provides an overview of the Council's strategy. It summarises what has been done over the last few years. Part Two sets out detailed policies for all aspects of transport, together with an action plan.

The Local Transport Strategy sets the scene for managing and improving the city's transport over the next five years. An effective, integrated transport system within Edinburgh is essential to the continuing development of the economy of the whole Edinburgh region, the quality of life of its citizens and the experience of all who travel into the city for work, education or leisure.

This LTS builds on the high level of transport investment that has been achieved over the last few years, and the major projects that are currently in the pipeline – in particular the Edinburgh Tram. There are significant choices and decisions to be made about the city's transport, but our consultation shows that most respondents support the general direction of the last LTS. So our new LTS adjusts and updates the strategy rather than fundamentally changing direction.

This does not mean that transport changes in Edinburgh will slow down. Continuing growth in Edinburgh and the surrounding areas means we must keep on improving the city-region's transport system. In particular we need to ensure that the maximum benefit can be gained from current investment in tram and regional rail projects, and that the existing transport system is managed efficiently.

Major growth in housing and jobs is anticipated in Edinburgh and the surrounding region, and transport must both influence and support the location of new development. Commuting into the city from the surrounding area is forecast to increase, and the LTS must ensure that the city's transport system functions as the hub of a wider regional network. It will therefore provide an important input into the Regional Transport Strategy being prepared by the SESTRAN Regional Transport Partnership.

Regional Transport Partnerships have been established to plan, coordinate and deliver key transport developments over each of Scotland's main regions. The South East Scotland Transport partnership – SESTRAN – covers the Edinburgh city-region. It is made up of the City of Edinburgh, East and West Lothian, Midlothian, Fife, the Scottish Borders, Falkirk and Clackmannanshire Councils. It will be the principal channel for Scottish Executive funding for transport projects in this area. Its first major task is to prepare a Regional Transport Strategy (RTS) by April 2007.

The LTS sets out Edinburgh's approach to ensuring that appropriate infrastructure and transport connectivity is in place to support the economy of the city-region. It provides the framework to ensure the actions taken by the Council to manage and improve the transport system are consistent and integrated with each other, while providing maximum choice for transport users.

As well as the new regional structures, there is significant evolution of the organisation of transport and planning nationally. A draft national transport strategy was published by the Scottish Executive in April 2006. Although a consultation draft, it proposes overall national policy goals and a range of measures to achieve them. The final version of the Strategy is expected late in 2006, to be followed by a 'strategic projects review' that will provide the framework for major infrastructure funding after current projects are complete – ie after about 2012. A new government agency, Transport Scotland, has been set up to deliver rail and trunk road projects.

All this is taking place in the context of a National Planning Framework published by the Scottish Executive in 2004. It is the main Scotland-wide vehicle for setting integrated land use and transport priorities and establishing effective delivery mechanisms. A new Planning Bill is paving the way for a new approach to strategic planning, focusing on city-regions.

As well as taking into account these national and regional factors, the LTS is being prepared in the context of wider economic, environmental and social objectives for Edinburgh developed by the Council with the Edinburgh Partnership, its Community Planning partners.

### **Communities and organisations involved in the Edinburgh Partnership**

#### ***Partner agencies***

The City of Edinburgh Council  
 Chamber of Commerce  
 Communities Scotland  
 VisitScotland  
 Edinburgh Voluntary Organisations Council  
 Lothian & Borders Police  
 Lothian & Borders Fire Brigade  
 Higher Education  
 NHS Lothian  
 Scottish Enterprise Edinburgh & Lothian

#### ***Community Sectors***

Business  
 Edinburgh Association of Community Councils  
 Young People  
 Older People's Equality Forum  
 Race Equality Forum  
 Lesbian, Gay, Bisexual and Transgender Equality Forum  
 Disability Equality Forum  
 Women's Equality Forum

#### ***Strategic Partnerships***

Capital City Partnership  
 Children's Services Strategy Group  
 Community Care Partnership Steering Group  
 Compact Strategy Partnership  
 Cultural Partnership  
 Edinburgh Community Learning & Development Partnership  
 Edinburgh Community Safety Partnership  
 Edinburgh Sustainable Development Partnership  
 Edinburgh Lifelong Learning Partnership  
 Local Economic Forum  
 Youth Services Advisory Committee

## What has been done over the last five years

Since the first LTS was produced in 2000, Edinburgh has enjoyed a period of unprecedented delivery of new transport infrastructure and services, with over £130m invested.

### What's been delivered

Major projects completed between 2001 and autumn 2006 include:

- CrossRail including new stations at Brunstane and Newcraighall, and Park and Ride at Newcraighall
- Edinburgh Park Rail Station
- Park and Ride at Ingliston and Hermiston
- Straiton - Leith quality bus corridor
- Edinburgh Fastlink guided bus corridor
- A90 bus priority and queue management linked to Ferrytoll Park and Ride in Fife
- Real Time Information/Bustracker at 120 bus stops
- An extensive programme of Safer Routes to Schools Projects
- Widespread provision of 20 mph Zones to improve safety in residential areas and around all Edinburgh schools

The Council has also achieved a significant improvement in the maintenance of roads and pavements, with £40m spent over the last three years (2003-2006). In 2005/6, £23m was allocated for maintenance expenditure, which rose to £28m for 2006/7.

These projects comprise much of the Base Strategy in the LTS 2004. This strategy has to a large extent now been delivered. Full details of progress made in individual policy areas are provided in Part Two of this LTS.

### What has this achieved?

Major objectives in the LTS 2004 were to reduce road accidents, to reduce congestion and to increase travel by public transport, walking and cycling. Significant progress has been made in a number of these areas.

Edinburgh's streets are getting safer: average annual numbers of casualties have reduced by 16% between 1994-9 and 2000-2004, with 22% fewer people killed or seriously injured. Numbers suffering 'slight' injuries reduced by 23%, substantially exceeding the target of a 10% reduction by 2010.

Between 1999 and 2004 there was a significant increase in the proportion of journeys made by public transport by Edinburgh residents, with Lothian Buses plc, for example, carrying around 25% more passengers (see the table overleaf). The proportion of journeys on foot or by bicycle did not change significantly in this period, compared to a trend of falling numbers across Scotland. Looking specifically at travel to work, over of 50% of journeys by Edinburgh residents are made by public transport, walking or cycling. This is the highest rate in Scotland.

The total number of journeys by Edinburgh residents increased during this period, reflecting population growth, additional jobs in Edinburgh and increasing car ownership. The percentages indicated below are therefore percentages of an increasing total number of journeys.

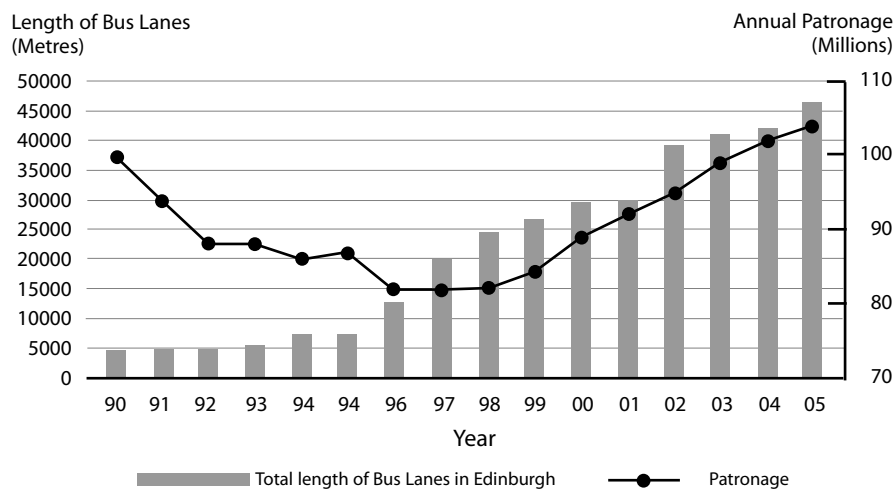
**Journey's by Edinburgh Residents**

%	Cycle	Walk	Public transport	Car (inc. passengers)	Other	Sample size
1999	2	24	16	57	1	2714
2004	2	23	19	54	2	1313

Source: Scottish Household Survey.

Increasing public transport patronage is closely linked with the increasing provision of bus priorities and consequent improvement in bus reliability.

**Bus Lanes and Bus Use in Edinburgh 1990 - 2005**



Use of the new park & ride sites is increasing rapidly, with 75% of the 950 spaces at Ingliston and Hermiston occupied at peak times in September 2006. This is an excellent performance just one year after the sites opened in September 2005.

In the city centre, new traffic management arrangements have reduced traffic levels in the areas of greatest pedestrian activity, while 20mph zones in many residential areas have reduced the danger and domination of traffic.

The picture is more mixed in relation to congestion reduction, the first of the objectives of the 2004 LTS. The rejection of the Council's proposed congestion charging scheme, and of the proposed changes to the tolling regime on the Forth Bridge will result in greater levels of congestion than would have been the case if they had been implemented. This remains a long term challenge for the Council. The public transport and other improvements proposed by the Council will make a significant contribution to better transport, but on their own will be insufficient to stem growing traffic levels, and hence congestion, resulting from new development and increased car ownership.

**What's in the pipeline**

A number of very significant major projects are under development, of which the Edinburgh Tram scheme is of key importance. Two lines have received parliamentary approval, and a detailed business case is being assembled to support the release of agreed funding. Trams should be running on Edinburgh's streets in 2011.

Rail schemes such as the Edinburgh Airport Rail Link (EARL), the Airdrie to Bathgate link and the Borders Rail Line will also have major benefits for the Edinburgh economy.

Improvements to Waverley and Haymarket stations are essential for Edinburgh to perform an effective role as the hub of the transport system for South East Scotland. At Waverley, initial improvements to increase train capacity, and to improve passenger facilities are under way. A recent review has concluded that larger scale redevelopment is not currently justifiable in terms of rail service needs. The Council is very concerned that this decision will constrain future rail improvement options and limit enhancement of the passenger experience overall. A major feasibility study, funded by the Scottish Executive is in progress to examine how to redevelop Haymarket station as a major transport interchange for rail, tram and bus services.

Construction has begun on a new motorway link between the Forth Bridge and the existing M9 spur. This will be completed in Autumn 2007.

A further Park and Ride site at Straiton will open in 2007 subject to successful land acquisition, and Midlothian Council plans to complete another site at Sheriffhall (Todhills) in early 2007. Funding is approved to double the size of the Ingliston Park and Ride and for planning of further sites on the A702 at the southern edge of the city and Wallyford in East Lothian.

Further 20 mph Zones and Safer Routes to School are also being put in place, together with continuation of road safety schemes and small scale improvements to help pedestrians, cyclists and other road users.

Consideration is being given to the longer term needs of the region. Studies are in hand to consider options and benefits of major upgrading of the Edinburgh-Glasgow rail link, and of the potential for cross-Forth ferry services. Technical studies are being undertaken on the Forth road bridge to determine future measures needed to maintain the integrity of this vital crossing. All these issues will be taken further forward in the Regional Transport Strategy and the Scottish Executive's Strategic Projects Review.

## Trends and expectations for the future

### Prospects for the Edinburgh city-region

Edinburgh and the Lothians have seen sustained economic growth over the last 5 years, in spite of a slow-down in the national economy. The number of jobs in Edinburgh is now expected to increase by 15% between 2000 and 2015, greater than predictions made in 2001. Population is also forecast to increase substantially over this period. Bigger increases are expected over the wider Lothians area and Fife. Edinburgh is the major driver of economic success, both for the wider region and for the Scottish economy as a whole.

Growth 2000-2015	Edinburgh	Lothians
Population	+30,000 (+6.7%)	+60,000 (+7.6%)
Jobs	+48,000 (+15%)	+77,600 (+18%)

Source: Edinburgh & Lothian Structure Plan Monitoring Report 2005

The Scottish Executive's National Planning Framework, as well as economic development agencies and businesses, highlight potential constraints to continuing this economic success story. These include labour and skill shortages, high housing and land costs and, especially relevant to this LTS, transport infrastructure capacity constraints leading to congestion and unreliability.

This transport strategy, and complementary proposals from national and regional bodies, must address this challenge to maintain the economic success of the region, the quality of life it offers to its residents, workers and visitors, and to ensure it contributes to global sustainability targets.

There is also a need to prepare for the longer term. We must ensure that economic success can be maintained further into the future, and that expected growth beyond the current horizon is planned for rationally and sustainably. That means developing approaches to long term integrated land use and transport strategy that link development and transport over the whole city-region effectively. The Council's Vision for Capital Growth 2020-2040 sets out an initial approach, as a basis for discussion.

The SESTRAN regional transport partnership, and the proposed new approach to city-region planning should help provide this long-term framework, so long as effective mechanisms for co-ordinating the two at the regional level are established.

### Growth in car ownership and use

Growing wealth leads to increasing car ownership. Although this growth has been very rapid in Edinburgh over the last 10 years, car ownership remains relatively low compared to other cities and countries. Average journey lengths also continue to increase as travel costs reduce in real terms. The largest proportion of car commuting is from residents outside the city, and to job locations outside the city centre. This type of location is where the greatest growth in jobs and population is likely to take place, so it is critical that new developments are designed to make alternatives to the car an attractive choice for commuters.

### Funding

There are significant changes to the arrangements for funding local transport infrastructure. Funding for 'strategic schemes' will in future be channelled through the Regional Transport Partnership, SESTRAN, so the Council will have to promote its

aspirations via the Partnership rather than directly to the Scottish Executive. However, the funding available is relatively modest, and RTPs will have to bid separately for larger projects, which will need to be consistent with the National Transport Strategy. The Executive intend to carry out a 'strategic projects review' based on the NTS to identify major projects for the period after 2012. Some of these will emerge from Regional Transport Strategies. Schemes not included are unlikely to gain funding from the Executive. This approach will result in the Council's involvement in promoting investment in transport infrastructure becoming more indirect than currently.

This is a major concern for the future. The role of the city as the principal driver of the wider regional economy is recognised by government in policies such as the Cities Review. This recognition needs to be reflected in the approach to investment by all levels of government. Transport is a key area for such investment to ensure the city can maintain the quality of its infrastructure and services in a situation of continuing growth. It is crucial that current targeted funding streams along the lines of the Cities Growth Fund continue. The Council, in turn, recognises the importance of co-operation at regional level and will continue to work constructively with national, regional and neighbouring local authorities to promote the well-being of the region as a whole.

At the more local level, the sourcing of funding for schemes is very unclear. There are currently limited opportunities for direct Scottish Executive funding to individual local authorities for such projects, and it is crucial that existing funding streams such as the Bus Route Development Grant and Cycling, Walking and Safer Streets fund are at least maintained. It must be recognised that to achieve national and regional transport targets, effective delivery at local level is crucial. To assist this linkage, the Council will seek to develop further the integrated approach to projects used for the Straiton to Leith Quality Bus corridor, which included measures for walking, cycling and enhancement of local centres as well as bus priorities.

The Council will seek to maximise alternative sources of funding for revenue and capital spending on transport, including searching for innovative approaches.

## The issues for transport

### Background

The transport strategy has to take into account a wide range of issues ranging from growing congestion to the mobility needs of disabled people. These emerge from a number of sources. Firstly, from the views of Edinburgh's residents, businesses and other organisations about transport requirements for the city. There has been extensive consultation on transport strategy in Edinburgh in recent years. This has consistently highlighted issues such as road maintenance standards and the availability of evening/weekend bus services as being of key concern. General consultation with the business and economic development community has also highlighted the importance of good transport to continuing economic success.

The second set of issues arises from the pressures identified in the last chapter. Development and growth of the city-region has to be facilitated. Areas of new development, whether brownfield sites in and around the city or greenfield sites, must be well served by public transport if they are to be accessible and not generate excessive levels of car traffic causing congestion on the wider road network. They also need to be places where people want to live and where a sense of community can develop. As in older areas, the way in which the street network is developed and managed significantly affects the overall character and liveability of the city.

Finally, there are implications of government policies, requirements and legislation. These include the national transport strategy, meeting national road safety targets, meeting air quality standards, playing a part in reducing greenhouse gas emissions, and contributing to wider policy objectives for traffic and congestion reduction, social inclusion and better health. They also include the funding arrangements for transport.

### Transport and the economy

A high quality, effective transport system is seen by business and economic development agencies as essential to ensure the Edinburgh economy remains competitive and can maintain its present success. Its importance is emphasised by Edinburgh's role as the driver of the wider regional economy and the city's significance to the growth of the whole Scottish economy. Major priority therefore needs to be given to transport investment and management and to effective delivery of transport projects serving the city. The Council also needs to ensure that external connectivity supports the economy, promoting improvements with the appropriate bodies.

More specific expectations from business were identified in consultation, including customer accessibility to major retail locations (especially the city centre), the importance of servicing and delivery to the functioning of the city economy, and parking for business vehicles.

### Improving the condition of transport infrastructure

Effective maintenance of streets, footways and cycleways is a duty of the Council, and many consultees saw additional resource in this area as essential or high priority. The key difficulty for the Council in this area has been the availability of funding. However, more resources have been allocated in recent years.

### Congestion

Congestion is seen by many as a significant problem in Edinburgh, and is unquestionably one that has the potential to worsen significantly. Consultees perceive a number of factors as contributing to congestion – the main ones being roadworks and the 'school



run'. However, the reality is that there is continuing growth in demand for travel by car which cannot be matched by increases in road capacity. The inevitable consequence is that congestion increases.

There is less agreement on potential solutions to congestion. Better public transport is seen by many as the best way of attracting more people from their cars. Reducing the impact of roadworks, strict enforcement of parking and loading regulations, and measures to discourage the 'school run' are also highlighted in consultation. Land use planning can help by ensuring new developments are designed and located to minimise the need to travel by car. Some people see removal of traffic management, bus priority and traffic calming schemes as a solution. This would, however, increase accident casualties and worsen conditions for pedestrians, cyclists and buses while providing a marginal – if any – increase in road capacity. Bus priority can protect public transport users from congestion delays.

The Council's preferred approach to dealing with the congestion problem in the last LTS was to put in place a package of major improvements to public transport combined with congestion charging. Following the rejection of this approach at the 2005 referendum, the Council fully accepts the verdict of the public and has no intention of reintroducing any proposal for congestion charging. This decision would only be reconsidered in the context of a national proposal emerging.

### **Public transport**

Consultees generally consider bus services to be good in Edinburgh, and there is acceptance that public transport (and walking and cycling) should be prioritised, even if this sometimes inconveniences motorists. However, certain improvements are felt to be necessary:

- Bus services to areas other than the city centre, including areas of new development
- Bus services at evenings and weekends
- Bus access to health institutions, especially the Royal Infirmary
- Public transport in rural west Edinburgh
- Certainty of access to buses for people with prams or using wheelchairs
- Improved provision of specialist mobility services to those unable to use conventional public transport.

Funding year on year subsidy of additional services to tackle these concerns is a major challenge for the Council. Such revenue funding is very constrained, with limited opportunities for additional sources.

Co-ordination and integration of public transport services, including ticketing, are seen as inadequate. The Council recognises these difficulties, but its powers to affect them are limited by the deregulated environment for bus operation in the UK. The tram project provides an opportunity to improve matters in this area.

### **Air pollution and climate change**

Air pollution is a major issue for the city, with a statutory Air Quality Management Area in place because air quality standards are not being met at certain locations. The Air Quality Action Plan to tackle these issues will need to be reviewed and updated, although limited tools and funding are available to implement appropriate measures. There is also a risk that policies to improve air quality in the short term could lead to economic disadvantage (for example by restricting vehicle access to city centre) and/or dispersal of activity increasing car dependence and increasing CO<sub>2</sub> emissions as a result.

Emissions of greenhouse gases such as CO<sub>2</sub> and resulting climate change are of increasing concern. Transport contributes a significant and increasing proportion of such emissions, and could also be significantly affected by the consequences of climate change. The Council will contribute to reduced emissions from transport through measures to reduce traffic levels and congestion, and assisting with the promotion of appropriate alternative fuels.

### **The city centre**

The city centre played an important part in the business sector's response to LTS consultation – it is crucial that customers, business visitors and deliveries are able to access the city centre and park conveniently. However, business also recognised the importance of a high quality city centre environment, as did the public and conservation/heritage interests.

There is a need to provide both accessibility, and a quality of environment that will make the city centre attractive for shoppers and visitors, as well as preserving the unique character of the World Heritage Site.

### **Growth areas**

Major growth areas identified in the Structure Plan and Local Plans include North Edinburgh, especially the Leith and Granton Waterfront areas, Craigmillar and the 'South-East Wedge' covering areas of both Midlothian and Edinburgh, and West Edinburgh. Each has its own transport issues.

In north Edinburgh, a key concern is the road network's lack of capacity to absorb substantial increases in traffic that would be generated by major housing growth. Active demand management will be required in this area to ensure a high mode share for public transport, walking and cycling. This will combine high quality public transport with parking controls, including reduced levels of parking availability in new developments.

The south-east Edinburgh area, including housing and the Royal Infirmary with surrounding medi-park, would in the long term be served by tram line 3. Until the tram is built, this area's accessibility problems which are already manifest (particularly in relation to the Royal Infirmary) could be exacerbated. At present, however, no date can be given for implementation of this tram route. Interim measures will need to be considered.

West Edinburgh involves primarily commercial and employment growth rather than housing. The area is considered to be of national importance. Pressures in the area have already been considered in the Scottish Executive's West Edinburgh Planning Framework and significant planned transport investment will benefit this area, including the tram and the airport rail link.

### **Community involvement**

The Council has established a new "Services for Communities" department and is developing local community planning partnerships to involve local communities in ensuring service delivery better reflects local needs. There are opportunities for reconsidering the way in which transport decisions affecting local areas are made, balancing local needs and preferences with the wider needs of the city as a whole. Consultation and reaction to Council proposals has sometimes highlighted concerns in communities that their views are not being taken into account. Proposals to tackle these concerns are included in Part Two of this LTS.

## The next five years and beyond

### Vision and objectives

In response to the issues set out above, the vision for transport adopted by the Council is that:

*“Edinburgh aspires to be a city with a transport system that is accessible to all and serves all. The transport system should support a sustainable and prosperous economy. It should contribute to better health, safety and quality of life of all Edinburgh’s citizens and visitors, particularly children, the elderly and disabled people.*

*The Council will seek to maximise people’s ability to meet their day to day needs within short distances that can easily be undertaken without having to rely on a car. The city should develop and grow in a form that reduces the need to travel longer distances. Choice should be available for all journeys within the city.”*

This vision is consistent with a number of aims for the city and its wider region that underpin the way in which the transport system is managed and developed. These are to:

- Support a sustainable and growing local and regional economy;
- Improve safety for all road and transport users;
- Reduce the environmental impacts of travel;
- Promote better health and fitness; and
- Reduce social exclusion.

These general aims relate closely to overall national and Council priorities for the economy, environment and social policy. They have been developed into a series of more specific objectives for the transport system:

- A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion;
- B To increase the proportion of journeys made on foot, by cycle and by public transport;
- C To implement the tram project;
- D To reduce the need to travel, especially by car;
- E To reduce the adverse impacts of travel, including road accidents and environmental damage;
- F To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city’s built heritage, as well as routes for movement whether by car, bus, bicycle or on foot
- G To improve the ability of people with low incomes and people with mobility impairments to use the transport system; and
- H To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement.

The table overleaf shows how the issues identified in the previous section are related to these objectives.

Issue	Objective							
	A	B	C	D	E	F	G	H
Transport and the economy	✓✓		✓✓			✓		
Improving the condition of transport infrastructure	✓	✓						✓✓
Congestion	✓✓	✓✓	✓	✓✓	✓			
Public transport		✓✓	✓✓	✓			✓✓	
Air pollution and climate change		✓✓	✓	✓✓	✓✓	✓		
The city centre	✓✓		✓✓	✓✓		✓		
Growth areas	✓✓		✓✓	✓✓				
Community involvement	✓	✓	✓	✓	✓	✓✓	✓	✓

**The strategy**

The range of realistic strategy options is relatively narrow for this LTS, which is constrained by limited additional funding opportunities. It is intended to build on the achievements of the last five years and major projects which are currently at an advanced stage. Unlike the LTS 2000, strategy development is not starting from a relatively blank sheet.

For this LTS, a 'central case' and two alternative strategies have been appraised against the objectives for transport in order to identify a preferred strategy. The alternatives reflect differences in emphasis rather than principle. All the options are based on a level of capital funding of around £3.5m per annum, a slight increase on that in the LTS 2004 Base Strategy. The cost of the major projects such as trams, rail schemes and the A8000 upgrading is not included in this figure.

Following the appraisal, the Central Case Strategy has been selected as the preferred strategy. It is similar to the Base Strategy contained in the current LTS, modified to take account of national and regional developments in transport strategy, the progress made on the development of the Tram project, the new Parking Strategy approved by the Council in May 2006 and increased emphasis given to maintenance measures.

This strategy aims to deliver a balanced range of measures with the limited funding expected to be available. These will contribute to all the Council's broader economic, environmental and community objectives by helping reduce congestion and pollution, improving health and safety and providing a transport system accessible to all. Resources would however be spread relatively thinly, and would have to be focused on the highest priorities within each policy area.

The main elements of the strategy are briefly described in relation to each of the objectives identified above

**A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion**

Connectivity is a key objective to supporting the city's economic success. The Council aims to promote good transport connections within the city, between the city and the surrounding region, and between the city and major national and international economic centres. Good connectivity means reliable and competitive transport infrastructure and services.

This cannot be achieved simply by catering for unconstrained car travel. The scale of new and widened roads that would be needed is neither practical nor fundable, nor would it be acceptable to most of Edinburgh's residents.

The strategy that has been pursued for many years is to provide travellers with choices, making alternatives to car use as attractive as possible. The Council has adopted a sequential approach, particularly in relation to travel within the city and the wider region:

- Firstly, to maximise the opportunities to meet travel needs on foot or by bicycle by promoting the location of places of employment, shops, and other centres of activity as close as possible to homes, and by making these modes as safe and convenient as possible;
- Secondly, where people do choose to make longer journeys, to provide good public transport choices to the maximum extent possible; and
- Finally, where cars are chosen as the most appropriate means of travel, and where there is little alternative to road travel, for example for goods deliveries, to manage the road network as effectively as possible.

The Council has been delivering and will continue to deliver this strategy through a balanced approach that recognises all three parts of the sequence. The target is to ensure that car use is not chosen by more travellers than the road network can reasonably accommodate, bearing in mind its full range of functions and the environmental and social impacts of transport choices. At the same time movement needs that cannot be met in other ways must be allowed for.

This balance is reflected in the remaining objectives and the strategy elements identified for each.

**B To increase the proportion of journeys made on foot, by cycle and by public transport**

The Council has successfully increased the proportion of journeys made by public transport in recent years. However, the total amount of travel and length of journeys of all types continues to grow, increasing traffic pressures and congestion. Increasing efforts have to be made to attract people to other transport modes, and to provide the capacity to accommodate them.

The major projects now at an advanced stage of planning – trams and rail improvements – are focused on providing improvements in quality and capacity that will provide a good alternative to car use for more people. But on their own this is not enough. Evidence is clear that local bus connections and good customer focus in the form of safe and comfortable waiting areas, easy interchange, simple ticketing and good information are as important, and that the whole public transport system, including the new major projects, must be seamless.

The strategy continues development and implementation of measures to achieve all of these, some but not all of which are linked to tram development. They include:

- Completion of the programme of bus-bus interchanges, development of key interchange points between trams and buses, and the development of Haymarket as a major transport interchange for all public transport modes;
- Continuing development of bus priority measures where appropriate, potentially in partnership with operators and others;
- Extension of the One-Ticket integrated ticketing arrangement, and integration of tram ticketing with buses;
- Implementation of Bustracker information at all significant bus stops in the city; and extension to other forms of information provision (for example internet and mobile phone SMS);
- Support for key shortfalls in the local bus network, with a particular emphasis on non-city centre services, evenings and weekends. However, funding constraints limit this to the highest priority proposals only.

All journeys involve at least some walking, and Edinburgh has a high level of walk to work journeys. Measures to improve pedestrian safety and convenience are very much linked to the way in which streets are managed, set out under objective F below.

To support cycling, the Council will continue to implement measures to make cycling safer and easier.

### **C To implement the tram project**

The Council intends to have trams running by 2011 as the core of a modern transport system for the city. This will be dependent on receiving all the necessary approvals and funding. Trams will form a high quality, high capacity network on which other forms of transport can focus. The system could be a catalyst for development and for improvement of the public realm, giving confidence to investors of the city's commitment to transport investment and quality. The Council is establishing innovative arrangements to ensure the tram system is fully integrated with the city's bus services.

The construction period will be managed to minimise disruption and provide alternative short-term solutions if access has to be temporarily limited. The lesson of tram construction elsewhere is that any problems during the construction period are rapidly offset by the better accessibility offered once trams are running.

### **D To reduce the need to travel, especially by car**

People travel to get to activities they wish to or have to undertake – work, education, healthcare, shopping or just visiting friends. If opportunities to participate in these activities close to home are improved, journey lengths can be reduced and travel on foot or by bicycle can become realistic options in more cases.

Whether these opportunities are available depends on the way new development is planned. For example, high density 'urban' development is more likely than a low density

suburb to generate a sufficient market for a local shop within walking distance. It is also more likely to provide sufficient patronage for a good bus service. The draft Edinburgh City Local Plan supports this approach to new development.

The strategy therefore stresses the importance of continuing to improve the interaction between land use and transport planning, within the Council, in partnership with other agencies involved in development in the city, and at regional and national levels.

**E To reduce the adverse impacts of travel and transport infrastructure, including road accidents and environmental damage**

Increasing walking, cycling and the choice of public transport will itself do much to limit road accidents and environmental damage. In addition, specific, targeted measures are taken to tackle locations with accident problems, and areas not meeting air quality standards as defined in the Council's air quality action plan. These targeted measures will be continued.

**F To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city's built heritage, as well as routes for movement whether by car, bus, bicycle or on foot**

Streets are an essential element of everyday life for a whole range of purposes. Balancing these various roles is not easy, and the strategy develops the hierarchical approach set out in previous LTSs into a more practical and operational framework.

The approach is set out in Part Two, but essentially proposes that the way in which a street is managed and maintained needs to reflect the type of activities that take place on it – including movement – and the uses and character of the buildings fronting the street. A framework will be developed identifying different street types, and indicating the way in which different users should be considered in each type of street, and the relative priorities for maintenance. This is a key element of a transport asset management plan, also discussed in Part Two.

The contribution of streets to the character of the city is of major importance to Edinburgh. Mechanisms have been established within the Council to coordinate street management for movement purposes with conservation and streetscape policies, and these also will be developed further.

**G To improve the ability of people with low incomes and of people with mobility impairments to use the transport system**

Growth in car ownership and use, and the changing locations of employment, retailing, healthcare and other activities have made these activities less accessible to certain groups, exacerbating their social exclusion. This is a particular problem for people who are unable to use a car, for whatever reason.

Government advice indicates that availability of buses provides the greatest potential benefits to most of these groups. The elements of this LTS focused on improving public transport will greatly assist, and accessibility planning is being undertaken to identify where improvements should be targeted.

But some people with mobility impairments will be unable to use conventional buses, notwithstanding recent investment by bus companies in low floor buses and other measures to meet the requirements of the Disability Discrimination Act. They rely on specialised types of transport to carry out all their everyday activities; the Council

supports a range of such services and will continue to do so. These are set out in the Community and Accessible Transport chapter in Part Two.

#### **H To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement**

The road and street network in the city is a major asset, needing constant maintenance if it is not to deteriorate. Maintenance is sound economics, and the public gives it high priority. In the last few years, it has been possible to allocate additional funding to maintenance, and the condition of the city's roads is now improving.

The Council will continue an increased level of maintenance as long as funding permits, and will develop asset management systems to improve prioritisation of this expenditure, linked to the role of streets in relation to Objective F above.

#### **The longer term**

Towards the end of the five year period that is the focus of this LTS, trams will be running and many of the rail projects will be in place. The first priority for this period will be to ensure the integration of this substantial new infrastructure with the rest of the region's transport system to create a high quality transport network serving the whole city-region, not just the city itself. Much of this will be a matter of detailed adjustment and developments continuing those outlined above for the short term within the city, but will need to link with surrounding local authorities' proposals.

Detailed planning should be started on two key projects that the Council sees as important in the longer term. These are the implementation of a tram line serving the South and South-East of the city; and a major investment in orbital public transport along the corridor of the City Bypass linking a number of major centres including the Airport, Edinburgh Park, Straiton, the Royal Infirmary, and Fort Kinnaird. Both of these projects would be of regional significance, linking major population and employment centres in the Lothians into the wider transport network. The Council will promote the development of these projects through SESTRAN.

For the longer term still, consideration needs to be given to the connectivity needs for the economy 20 years from now, and to the way in which the development of the city-region relates to transport infrastructure. The transport system needs to both influence and be influenced by the future location of homes and jobs. The Council's "Vision for Capital Growth, 2020-2040" starts this discussion as part of the Structure Plan review process.

#### **STRATEGY OPTIONS**

Two alternatives to the strategy and set of policies have been considered. These do not reflect fundamentally different approaches, but rather changes in emphasis.

**Alternative One** (focus on Social Exclusion) continues to develop the current strategy, but adjusts resource allocation so that an increased proportion goes on meeting particular needs. This scenario aims to meet the demands of those who do not have access to a vehicle by circumstance and supporting those who choose to use alternative modes by preference. It also prioritises resources on improving environmental quality, in particular air quality in the city centre.

Key targets for resources would be:

- identifying unmet transport needs which contribute to social exclusion – especially for local journeys and journeys that could be made by public transport;



- supporting communities where access is often available to a private vehicle but choose to use alternatives instead;
- implementation of significant measures to improve air quality.

**Alternative Two** (focus on Economic Growth) also continues to develop the current strategy, but case adjusts allocations to provide good commuter public transport choice, maximising efficient use of the transport network at peak times, and to provide for all modes, including car use, at off-peak periods, with a particular focus on the city centre.

In this case, key targets for resources would be:

- additional measures to reduce congestion, including commuter public transport options, Park and Ride, and advanced traffic control technology; and
- measures to facilitate shopping, leisure and other non-peak travel trips by all modes including car, especially to the city centre.

These alternatives have been appraised as described in section 9.2 of Part Two of this LTS. Neither option is considered to meet the LTS objectives better than the balanced strategy set out in the LTS. The alternatives have therefore not been considered further.

## Targets, Monitoring and Action Plan

Targets and indicators are a very important means of focusing Council activity on the achievement of its objectives, and the quality of the service it provides. The Council adopted targets for transport in previous LTSs, and experience shows that effective project delivery has been assisted by judicious targets and indicators. Therefore this LTS continues to identify a number of targets and indicators. These have been amended from the LTS 2004, as those targets were based on the 'preferred strategy' which is not now being implemented. The target for 'slight' road accident casualties has been made more rigorous, as the 2010 target had just about been reached in 2005.

Key targets relate to future mode shares, to traffic levels in the city, and to road safety. They are set out below. More detail and further targets are included in Part Two. Currently, targets for 2010 have been defined; targets looking further ahead will be developed with the Regional Transport Strategy.

### Mode share for all trips by Edinburgh residents

%	Cycle	Walk	Public transport	Car (inc. passengers)	Other*
1999	2	24	16	57	2
2004	2	23	19	54	3
<b>2010 target</b>	<b>4</b>	<b>25</b>	<b>22</b>	<b>47</b>	<b>2</b>

\* Includes taxi

Source: Scottish Household Survey

### Traffic levels

	All roads in City million veh-km
2001	2,829
2004	2,972
<b>2010 target</b>	<b>no more than 3,100</b>

Data sources: Scottish Transport Statistics; The City of Edinburgh Council

### Road safety

	All killed and seriously injured number	Children killed and seriously injured number	Slight casualties number
1994-98 average	290	46	2103
2002-05 average	186	31	1619
<b>2010 target</b>	<b>174</b>	<b>23</b>	<b>1600</b>

Data source: The City of Edinburgh Council

The Council will monitor progress and will set this out in an annual monitoring report. A detailed set of indicators is set out in Part Two. Some of these have numerical targets attached to them; but in other cases, a simple desired direction of change is indicated. Congestion levels and emissions of greenhouse gases need to be monitored more effectively. The Council will work with partners to achieve this.

To avoid duplication of effort LTS data collection needs to be co-ordinated with the monitoring arrangements for the Regional Transport Strategy, and monitoring undertaken for the Scottish Executive. The proposals in this LTS may therefore require adjustment once the RTS is complete.

A detailed Action Plan is set out in Part Two, building on the policy framework set out in the previous chapters. This is aimed at bringing about the changes needed to achieve the objectives and targets. It identifies actions, achievement measures, the relationship to specific LTS policies, and identifies where funding is available or might be sourced for each action.



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## Part Two – Policies and Plan



## Introduction

Part Two of this LTS sets out the detailed policies and actions by which the Council intends to implement the strategy described in Part One. The major part of this volume accordingly sets out those policies and the reasoning behind them, in Chapters 3 to 8.

This part of the LTS also summarises in Chapter 9 the consultation carried out on the Strategy, and the appraisal. Chapter 10 of the document sets out the action plan, and monitoring proposals. For convenience, the vision and overall objectives of the LTS are set out again below.

### Vision

The vision for transport adopted by the Council is that:

*“Edinburgh aspires to be a city with a transport system that is accessible to all and serves all. The transport system should support a sustainable and prosperous economy. It should contribute to better health, safety and quality of life of all Edinburgh’s citizens and visitors, particularly children, the elderly and disabled people.*

*The Council will seek to maximise people’s ability to meet their day to day needs within short distances that can easily be undertaken without having to rely on a car. The city should develop and grow in a form that reduces the need to travel longer distances. Choice should be available for all journeys within the city.”*

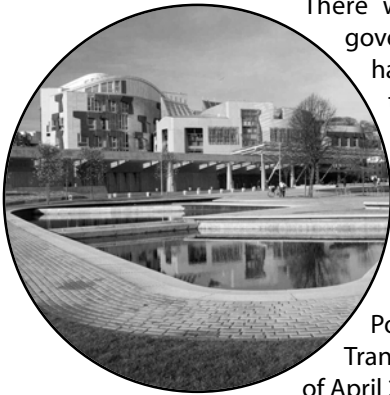
### Objectives

- A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion;
- B To increase the proportion of journeys made on foot, by cycle and by public transport;
- C To implement the tram project;
- D To reduce the need to travel, especially by car;
- E To reduce the adverse impacts of travel, including road accidents and environmental damage;
- F To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city’s built heritage, as well as routes for movement whether by car, bus, bicycle or on foot;
- G To improve the ability of people with low incomes and of people with mobility impairments to use the transport system; and
- H To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement.



## 2 Transport Governance and Funding

### 2.1 Governance



There were a number of significant institutional changes affecting the governance of transport in Scotland during 2005/6. The Scottish Executive have established 'Transport Scotland', which will take responsibility for the delivery of rail and trunk road schemes, for the management of the rail and trunk road networks and the national concessionary travel scheme. The agency will play a key role in a number of major projects affecting Edinburgh including the Waverley and Haymarket Station improvements and the future of the Forth road crossing. Its responsibilities also include the City Bypass.

Policy will still be led by the Scottish Executive, and a draft National Transport Strategy was published for consultation by Ministers at the end of April 2006. The Council has provided a detailed response to the consultation.

A 'strategic projects review' is being initiated by Transport Scotland in the second half of 2006 that will set the framework for major infrastructure funding for the longer term – ie after 2012. The role of the National Planning Framework (NPF) will also be important. The NPF should be the main Scotland-wide vehicle for setting integrated land use and transport priorities and establishing effective delivery mechanisms. A monitoring report on the 2004 NPF was published in September 2006.

On 1 April 2006, the seven Regional Transport Partnerships (RTPs) became formal statutory bodies. The SESTRAN partnership, including Edinburgh, East and West Lothian, Midlothian, Fife, the Scottish Borders, Falkirk and Clackmannanshire will become the principal channel for Scottish Executive funding for transport projects in this area. Its first major task is to prepare a Regional Transport Strategy (RTS), and this is currently in progress. The target date for completion of the RTS is April 2007.

This LTS sets the scene for Edinburgh's objectives within the Partnership. This is likely to be of key importance in ensuring that appropriate infrastructure and transport connectivity is in place to support the economy of the whole city-region.

In land use planning terms, major change is also expected. A Planning Bill introduced to Parliament in 2006 paves the way for a new approach to delivering strategic planning. The focus will be on collaborating with neighbouring authorities to prepare a new-style Strategic Development plan for the Edinburgh City Region. The links between this process and the RTS will need to be well developed to ensure land use planning and transport planning are effectively co-ordinated.

### 2.2 Communities

One of the strategic aims of the Edinburgh Community Plan<sup>1</sup>, agreed by the Council and its Community Planning Partners (the Edinburgh Partnership) is 'Listening to Communities'. A key action has been a restructuring of Council service delivery to provide more integrated and responsive neighbourhood management, linked to the development of local community planning (neighbourhood) partnerships. During 2006, a 'Services for Communities' department of the Council was established for this purpose. The details of how this will operate are still evolving, but its responsibilities include the management of street maintenance and minor improvement programmes.

This will play a key role in implementing the street management and maintenance policies set out in section 3.1 and 3.2 of this LTS. There are opportunities to increase

<sup>1</sup> A Community Plan for Edinburgh, The Key Challenges 2004 – 2010; The Edinburgh Partnership, August 2005 (see [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk))



community involvement in decision-making, especially in relation to the street types that are primarily local in character. The new arrangements will allow better communication with local communities, for example notification of forthcoming road works, traffic regulation orders, etc.

In addition to neighbourhood interests, there are communities of interest in transport use. A proposal put forward in consultation on this LTS is the establishment of a 'Transport Users Forum' covering all modes of transport. The Council accepts the potential value of improved engagement with transport consumers and stakeholders and the LTS Action Plan includes an action to examine how such engagement could be effectively achieved, ensuring that the full spectrum of views and interests can be involved.

## 2.3 Funding

Funding for transport investment and service delivery is a major issue for the Council. Capital funding has generally been made available to the Council by the Scottish Executive in the form of grants or loans, on the basis of allocation by formula for small-scale measures, and through a bidding process for larger schemes. Much of the substantial investment of the last five years was funded in this way from the Scottish Executive's Public Transport Fund.

The changes to the governance of transport have significant funding implications for the Council. Funding for 'strategic schemes' will in future be channelled through the RTP, so the Council will have to promote its aspirations via the Partnership rather than directly to the Scottish Executive as at present.

A relatively small sum is being allocated to RTPs to fund transport investment directly – £35m in each of 2006/7 and 2007/8 for the whole of Scotland. If allocated on a population basis, this would imply around £3.5m per annum for Edinburgh, a fraction of the spending over the last five years. RTPs will be required to submit proposals for larger projects in the context of their Strategies, which will be considered as part of the Executive's Strategic Projects Review. There must be some concern that this will delay decisions on future projects.

There is also a serious concern about how funding for local schemes will be sourced. There are currently limited opportunities for direct Scottish Executive funding to individual local authorities. Two channels that need to be maintained are the 'Cycling, Walking and Safer Streets' fund to support local improvements amounting to around £0.8m per annum until 2008; and the 'Bus Route Development Grant' to pump-prime new bus routes with the potential for long-term commercial viability.

An approach adopted in other locations with regional and local tiers of transport planning – for example London – is the definition of strategic and local transport networks, the former funded by the regional tier, the latter by local authorities. The City of Edinburgh Council is strongly opposed to such an approach for the SESTRAN area and takes the view that the transport network needs to be managed as an integrated single entity, recognising that local streets and strategic routes are interdependent. Furthermore, funding of 'local' projects is critical to successful achievement of national or regional objectives on road safety, environmental quality and promotion of walking and cycling.

Overall, there appears to be a lack of clarity about the definition and funding of local as against strategic projects. This is an area of major concern to the Council for the future and requires greater recognition of the City as the principal driver of the wider regional economy.

The Council will continue to seek alternative sources of funding. Other Scottish Executive funding streams, for example the Cities Growth Fund, have been used for appropriate projects. Third party funds, particularly from development, can contribute significantly to improvements in specific areas. Development contributions towards the tram scheme are being sought on a formula basis depending on proximity to the route.

The LTS Action Plan identifies projects where funding is already committed, and potential sources for projects for which no funding is yet available.

### **Revenue funding**

Revenue funding is even more constrained than capital. Here, the Council is dependent on the level of general government grant, combined with Council Tax income, for all its revenue expenditure. There are severe pressures on revenue budgets from a whole range of Council services, making expansion of revenue expenditure on transport, for example in supporting additional bus services or community transport initiatives, extremely difficult. The Council does supplement the general revenue fund from parking income, which by law must be spent within the transport budget.

The National Transport Strategy consultation raises the question of more emphasis on revenue spending, for example to facilitate revenue support for buses (paragraph 13). This Council would welcome a greater emphasis by the Scottish Executive on revenue funding of transport, and a greater recognition of the revenue implications of transport investment. This would need to be reflected in some form of increased allocation, possibly through a bidding process similar to that for capital measures. It is possible that RTPs could become a source of revenue funding.

## 3 Streets

### 3.1 Street Management

#### BACKGROUND



Streets form the core of the transport network – but are also the building blocks of the urban area, fulfilling a wide range of roles. They need to be managed to support all the objectives for the city.

The functions of streets include:

*Streets as movement corridors* – for all transport users – pedestrians, cyclists, cars, goods vehicles, buses. In many cases it is not possible to accommodate all of each group's needs, so a balance must be struck.

*Streets as the focus of activities* – Shops, business, homes, leisure facilities, historic sites are all located on streets. To encourage the activities that make the city tick, all of these must be provided for as far as possible.

*Streets as city identity* – Streets and their frontages create the character and identity of the city – particularly in a historic city like Edinburgh. As well as its cultural and heritage value, this 'place-making' role provides economic value by providing a major focus for tourism and leisure activity.

The management of street space to reflect these different uses and functions is fundamental to all the Council's transport activities. Therefore, the objectives and policies of this chapter of the LTS should inform all the Council's activities in relation to transport.

#### OBJECTIVES

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

**To provide and maintain a city-wide street network to enable residents, businesses and visitors to get around the city to undertake their activities.**

#### POLICIES

Streets form the framework around which the city operates, allowing people and businesses to come together to carry out all the activities that are the very reason for its existence and its success. Streets also form the framework around which the city's character is set. The streetscape is a major element of Edinburgh's heritage, reflected in its status as a World Heritage Site and the designation of many conservation areas. This in turn contributes to its attraction for visitors and tourists as well as its own citizens.

Policies for managing the street network must therefore respect and develop the various functions and character of streets and strive to balance competing demands on street space. The needs of pedestrians, vehicles and cyclists; visual impacts; the economic role of streets including the requirements of building occupants (eg for parking and deliveries); and any leisure role of the street must all be considered. The 'Edinburgh Standards for Streets' will form the context for visual, heritage and environmental matters. Suitability for new frontage development and access is a further factor that must also be taken into account.

Because of these diverse functions the management of street space is not simple. It very much depends on the predominant role of a particular street. A framework is being developed for considering different street users and characteristics in different types of street, and consequent management and maintenance priorities. The aim is to ensure an integrated and consistent approach to street management covering:

- Management of street space for all users
- Maintenance
- Design of new and enhanced streetscape and public realm
- Safety
- Response to new development.

The Framework will influence not only management and maintenance of a street, but also the way in which decisions are made about these matters. Local communities should be given the greatest say about streets that have a predominantly local function and character, subject to safety and funding issues, while decisions on other street types need to balance local priorities against the wider needs of the city as a whole. Decisions should be transparent, and the Council will seek to maximise the information available and consultation opportunities in the context of the emerging neighbourhood management arrangements.

A Street Management Framework will be developed based on the principles of Policy **Streets 1**. An initial Framework forms Appendix 5 of this LTS, to be used as a key input to the Asset Management Plan described in section 3.2. A major role of the framework in this context is to provide a means for the practical implementation of policy priorities, for example prioritising maintenance of the busiest footways and of roads with the most important strategic functions for both general traffic and buses. It will also be used, as set out in the LTS 2004 and again in section 4.1 of this LTS, as a means of guiding the Council's approach to speed management. The extension of this approach to other areas of activity will require further development.

### **Streets 1**

The Council will take an integrated approach to management, maintenance and design of streets to ensure all street characteristics and users are taken into account in any intervention. It will develop a Street Management Framework based on a broad categorisation of street types to provide consistent guidance. The street type will determine the approach to be taken to the needs of individual functions and users.

Street types identified in the draft framework include:

- Streets with a strategic role in the city's road network, either for general traffic or public transport;
- Streets where there is a high level of pedestrian activity, such as the city centre and local shopping centres;
- 'Local' streets with no strategic city role, mainly residential streets.

Some streets fall into more than one category, for example many shopping streets with high levels of pedestrian activity are also key elements in the city's strategic road network. The draft framework recognises these dual roles.

Planning and urban design policy places a high priority on a comprehensive approach to design, taking into account all their characteristics and uses. Good design will enhance both the functional and the place-making role of streets. Guidance on street design is set

out in the “Edinburgh Standards for Streets” being developed by the Council, and in design guides relating to specific transport needs (for example the ‘Cycle Friendly Design Guide’, the ‘Bus Friendly Design Guide’ and ‘Movement and Development’). These will be applied in designing modifications to the street environment and creating new streets.

### **Streets 2**

Apply principles of Edinburgh Standards for Streets and other detailed design guides in any new development, regeneration, intervention and maintenance action.

New developments provide the opportunity for street design that supports priorities for different types of movement. For example residential areas can be designed as ‘Home Zones’ that encourage pedestrian activity. Appropriate design will be supported, for example the advice in the Scottish Executive’s Planning Advice Note 76, as well as Council guidance referred to above.

### **Streets 3**

Roads in areas of new development should be designed in accordance with best practice such as PAN76, and the Council’s own design guidance.

To ensure consistency in the application of this policy to new works and maintenance activity, an audit process is proposed by extending the existing Road User Safety Audit.

### **Streets 4**

All new works, including maintenance schemes that involve modifying the road layout, will be subject to a simple audit to ensure that they conform to Streets 1 and Edinburgh Standards for Streets.

The Disability Discrimination Act requires premises to be accessible to people with mobility impairments. This may require modifying entrances to provide ramps or lifts where the only access is currently via steps. Guidance on accommodating such changes is provided in the Development Quality Guidelines on Access to the Built Environment.

### **Streets 5**

Access provision for mobility impaired people to private premises (banks, offices, shops etc) should be provided in conformity with appropriate Council Development Quality Guidelines.

New roads and streets are of course needed within new developments. In existing developed areas, they may be necessary in certain circumstances, but again must be considered in the wider context, not only as a solution to a transport problem. Where there is new construction, design must take account of all the functions it will fulfil. In considering the case for any major road upgrade or new road scheme the Council will adopt a ‘sequential test’ as set out in Streets 6.

### **Streets 6**

Before approving any new road scheme or major road upgrade, all viable options for diverting the relevant trips to public transport, encouraging car sharing, and managing demand have:

- a) been adopted (or in the case of areas of new development, tested); and
- b) been found not adequate to meet connectivity/movement requirements.

## 3.2 Maintaining the infrastructure

### BACKGROUND



The core role of the street network is highlighted by the importance the public attach to its maintenance. Public consultation (see section 9.1, Consultation) demonstrates that people see this as the most important transport-related issue. The street network – including footpaths, cycleways, structures and lighting – is also a major asset, and it is therefore sound economics not to allow it to deteriorate. The Council also has legal obligations to carry out maintenance.

Maintenance performance is therefore of primary importance to the Council. Failure to maintain the network effectively undermines the image and quality the Council seeks for the city, can lead to accidents, and can result in claims against the Council for injury or damage.

**The Council is responsible for approximately 1,500km of streets, 2,796km of footway, 75km of off-street shared foot and cycleway and almost 400 bridges.**

Maintenance deals with all aspects of the physical condition of the network, including drainage, street lighting, signs, white lines and coloured surfaces, verges, bridges and other structures.

The Council is also responsible for monitoring work carried out on the network by the utility companies (gas, electricity, water and telecommunications) and if necessary using the enforcement process to ensure that the network is reinstated to a proper standard, including the reinstatement of historic or special materials. 85% of road works are undertaken by the utilities, compared to 15% by the Council itself. Poor reinstatement of these works is a significant contributory factor to the condition of road surfaces, but the Council's enforcement powers are expensive and time-consuming to apply.

For the past few years Edinburgh has achieved a relatively high level of capital funding for structural maintenance and reconstruction. There has also been a high level of capital investment in new transport projects in recent years, and these generate additional maintenance obligations. Revenue funding has also increased in 2006/7 following a period of decline in real terms. There remain significant challenges for meeting maintenance targets.

The overall condition of the network is a matter of serious concern although Scottish survey statistics show the city's roads are improving. The proportion of roads in need of further assessment has fallen from 63% in 2003/04 to 56% in 2004/05 and to 51% in 2005/06.

### OBJECTIVES

**To ensure that the street, footway and cycle network are of a standard suitable for safe and comfortable movement.**

**To ensure the integrity of bridges, particularly on important economic and public transport links.**

### POLICIES

An 'Asset Management Plan' is being developed for the street and footway network including associated infrastructure such as signs and street lighting and taking into account special factors such as bus lanes. Over the course of 2006/7 this will establish

required levels of service, including good practice guidance such as the Sept 2005 'Code of Practice for the Management of Highway Structures'. The Plan will allow reporting on the infrastructure in monetary terms highlighting annual depreciation. This will highlight the resources that are required to achieve objectives for maintaining or improving network condition, and the approach to prioritisation if the full resources required are not available. Prioritisation will be based on policy **Maint 2** and the Street Management Framework discussed in section 3.1.

The Asset Management Plan will provide the basis for prioritising maintenance expenditure based on both the measured physical condition of the streets, and their use. It should ensure that the needs of all users of the infrastructure are taken into account. It also promotes the integration of maintenance on pavements and roads, for example, and incorporates maintenance of signs and lines as well as the roads and pavements. It aims to ensure that when maintenance works are undertaken, the opportunity is always used to improve facilities for pedestrians and disabled people in accordance with policy **Walk 3**.

Where maintenance work takes place, disruption to traffic must be kept to a minimum and priority given to accommodating the needs of pedestrians and public transport.

Indicators are included in the LTS (see section 10.2) to help to measure the level of maintenance service provided by the Council. These include indicators the Council is required to provide to Audit Scotland.

#### **Maint 1**

The Council will develop an Asset Management Plan for streets and associated infrastructure in line with best practice.

#### **Maint 2**

The Asset Management Plan will prioritise maintenance based on regular surveys of condition and the following factors:

- condition of the construction, surfacing material or lining;
- the safety of pedestrians and cyclists;
- the prevention of damage to vehicles due to footway, cycleway and road condition;
- the role of the street in terms of the Street Management Framework (Policy Streets 1);
- volumes of vehicles (including buses) and pedestrians;
- presence and condition of special facilities for buses or cyclists;
- presence or proximity of sensitive institutions/development such as schools or hospitals;
- temporary measures introduced to maintain safe passage (for example weight restrictions on bridges – see **Maint 4**);
- other planned schemes affecting the network (eg new traffic management schemes, other maintenance schemes);
- Where conditions require (for example weak bridges) appropriate management measures to ensure the safe passage of people and traffic will be introduced.

Special consideration needs to be given to streets in the World Heritage Site and in conservation areas, especially where traditional or special materials have been used. The presumption is that these streets will be maintained using appropriate materials and designs, and that advice will be sought through the Council's Streetscape Working Group

in case of any doubt or difficulty. There are also locations where there has been streetscape investment for economic or social reasons, and where maintenance again needs to ensure the integrity of the original scheme.

### **Maint 3**

Maintenance schemes will respect the historic or special character of the streets involved.

There are some particular issues for bridges – they are often critical points on the network, and measures to deal with poor condition can be particularly disruptive. Weight restrictions, for example, can cause considerable disruption on main arterial routes, bus service routes or where access is needed for freight movements. Weight restrictions can also result in difficulties for emergency services. Where such disruption occurs, priority will be given to strengthening the structure.

### **Maint 4**

Strengthen bridges on primary or strategically important routes; on other routes manage weak bridges whilst minimising disruption to traffic and giving priority to public transport.

Where a road bridge crosses a rail line, there are particular risks that must be addressed to avoid potential conflict.

### **Maint 5**

Address risk jointly with Network Rail at road over rail sites and address the most vulnerable sites.

## **3.3 Air Quality Management and Climate Change**

### BACKGROUND

Vehicle engines emit gases and pollutants that contribute to climate change and damage local air quality. The increasing urgency of tackling climate change was highlighted shortly before approval of this LTS in a major report for the UK government: the Stern Review on the economics of climate change<sup>2</sup>. More localised forms of air pollution from transport and other sources have long been understood to have detrimental effects on health and are the subject of statutory standards. The transport strategy aims to contribute to improvement in both areas, although there can on occasion be conflict between objectives for reducing greenhouse gas emissions and local air quality objectives.

The transport sector overall contributes an estimated 17% to total Scottish greenhouse gas emissions, higher than any other sector except energy production. This percentage is growing, in contrast to most other sectors of the economy, where greenhouse gas reduction targets are being met or emissions trading schemes are in place. As well as tackling emissions levels, transport systems will need to adapt to changing climatic conditions. Locally, a growing trend of warmer and wetter winters and warmer, drier summers is anticipated, together with more extreme weather such as heavier rainfall events.

The Environment Act 1995 required the formulation of a national strategy for air quality. It sets out a national framework for reducing health hazards from air pollution, and identifies standards for seven pollutants. The national strategy is currently being updated. The Air Quality (Scotland) Amendment Regulations 2002 set new objectives to be achieved between 2003 and 2010.



Together with partners, the Council has made predictions of future levels of pollutants based on current trends and found that the annual Nitrogen Dioxide (NO<sub>2</sub>) objective is unlikely to be met at a number of city centre sites. NO<sub>2</sub> has been shown to impair respiratory cell function, damage blood capillaries and the immune system, but not at levels currently experienced in Edinburgh. It may also increase susceptibility to infection and aggravate asthma.

#### OBJECTIVES

**To work in pursuit of objectives set by the Air Quality (Scotland) Amendment Regulations 2002.**

**To contribute to national objectives for the reduction of greenhouse gas emissions**

#### POLICIES

##### **Air Quality**

The Council designated an Air Quality Management Area (AQMA) on 31 December 2000. Following public consultation it produced an Air Quality Action Plan (AQAP) at the end of 2002 setting out how the air quality objective for NO<sub>2</sub> in this area is to be pursued. This Plan is monitored annually. Later assessments confirmed the findings of the earlier research and more closely identified the localities most likely to be affected by high NO<sub>2</sub> concentrations.

The AQMA area covers broadly the city centre area. Trends show emissions tending to increase at four sites, to reduce at four sites, and to stay broadly stable at three sites.

More recent work has identified air quality problems on the A8 Corstorphine Road corridor, and a further Air Quality Management Area is likely to be declared in this area.

The bulk of NO<sub>2</sub> emissions in Edinburgh result from emissions from road vehicles. It is therefore important that the Air Quality Action Plan and Local Transport Strategy are closely aligned. The objective for NO<sub>2</sub>, as laid down in the regulations, was to be achieved by 31 December 2005.

A key element in the 2002 AQAP was the contribution the proposed congestion charging scheme would have made to improving air quality. In addition to reducing traffic and congestion levels, especially in the city centre, the scheme would have improved air quality by using some of the revenue generated to make grants available to operators of road vehicles to apply emission reduction technology. With the rejection of the LTS 2004 'preferred strategy', this element of the AQAP can no longer be implemented. Updates to the Plan will need to reflect current Council policy and the availability of funding for implementation of appropriate measures. A 'Low Emission Strategy' study is being undertaken by the Council to inform a revised AQAP.

#### **Env 1**

The Council will continue to review transport measures that can contribute to achieving air quality objectives

Other transport elements of the current Air Quality Action Plan are:

- Traffic Management measures to increase the number of traffic signal junctions linked into the area-wide computer control system (SCOOT) and to improve signage for traffic travelling through the AQMA;

- Measures to reduce emissions from buses, goods vehicles, taxis and the Council's own fleet;
- Information and awareness raising;
- Ensuring that drivers switch off engines when parked; and
- Potential roadside emission testing.

These measures will be further developed and implemented as funding allows. A monitoring report on current progress is being prepared.

## Env 2

The Council will continue to implement the transport-related measures in the AQAP within available budgets.

The Plan also notes that, if other measures fail, a 'Low Emission Zone' (LEZ) may need to be considered for central Edinburgh. The low emission strategy study is examining the feasibility of an LEZ as one of a range of options. This work will need to take into account potential impacts on buses in particular. For example, if bus operators were to limit their city centre operations because of the additional cost of fitting low emission technologies to their vehicles, this could have the effect of encouraging people to travel by car to alternative edge of town or out of town locations. This could transfer local air quality problems, and significantly increase greenhouse gas emissions in the longer term.

## Traffic-Related Noise

There are obvious links between traffic and noise pollution. However, it is extremely difficult to separate the impact of noise caused by traffic from that from other sources such as construction, entertainment and domestic activity. The majority of complaints received by the Council's Environment and Consumer Services Department are about noise from such other sources.

The European Union is currently considering regulations to require noise mapping. The Council recognises that noise pollution from traffic will be a problem in some areas. Noise maps for the city are being prepared, as required by the regulations.

## Climate change

Nationally, government is aiming to reduce greenhouse gas emissions by 20% by 2020. The Scottish Executive published its climate change programme in March 2006, with a target of saving 2.7 million tons of carbon per annum by 2010. In June 2006, the City of Edinburgh Council has itself initiated the development of a climate change strategy. This could lead to the adoption of specific greenhouse gas emissions targets for the city.

The LTS plays an important part in such strategies by promoting sustainable transport objectives that will limit traffic growth and the need to travel, reducing carbon emissions. This reinforces the importance of the objectives in this LTS is to increase walking, cycling and the use of public transport (**Objective B**), and to reduce the need to travel (**Objective D**). Other solutions that could reduce emissions locally, such as the use of alternative fuels, are also supported.

Climate change also presents an important business risk to the transport sector. In particular, increased temperatures, flooding and storms can have serious detrimental impacts for land transport, and design of transport systems will need to allow for expected future levels of these risks.

**Env 3**

The Council will take full account of potential climate change impacts and emissions targets in developing future transport proposals.

**3.4 Road Traffic Reduction Act**

Local authorities are required to set targets for road traffic reduction under the terms of the Road Traffic Reduction Act 1997 (the RTRA). There is a mandatory requirement to assess road traffic levels in the local authority area, forecast their growth, and set traffic reduction targets. The Scottish Executive's LTS guidance of February 2005 indicates that work to produce further guidance for local authorities on meeting the requirements of the RTRA was in its final stages. However, no further guidance has been produced to date.

The Scottish Executive aspires to stabilise traffic at 2001 levels by 2021. The consultation on the National Transport Strategy questioned the value of maintaining this target. Nationally, traffic grew by 6.5% in the three year period from 2001 to 2004.

The monitoring data in section 10 of this LTS provide an assessment of current traffic levels in the city as a whole. The citywide figure shows a growth rate averaging 1.25% per annum over the last four years.

Between 2001 and 2010, continuation of this rate of increase would amount to 12% growth in total. The LTS has set a target of no more than 10% growth over this period (see section 10.3). This is considered realistic given the investment in sustainable transport in recent years, and which it is expected will continue over the next few years. It is considerably less than the national traffic growth trend.

A separate target for the city centre is considered desirable, as excessive traffic levels are detrimental to the environment and visitor experience. However, such a target needs to be focused on through traffic and commuters rather than terminating journeys that make an important contribution to the economic activity of the city centre. Currently, there are no adequate measures on which to base such a target, and it is proposed that this should be developed as part of the proposed city centre transport strategy (section 7.2).

Longer term traffic targets can be considered only after the context of the National and Regional Transport strategies become clearer and decisions on some of the major transport projects affecting the city are made.

## 4 Individual Travel

### 4.1 Safety and Health

#### BACKGROUND



In 2005, 6 people were killed, 178 seriously injured and 1,530 less seriously injured on the roads in the City of Edinburgh. Although representing a reduction in the number of casualties in previous years, these figures give no indication of the pain, grief and suffering caused, and probably under-record the true level of accidents occurring, especially less serious ones. Consequently, road safety is a national priority and a cornerstone of the Council's transport strategy.

The Council produces a Road Safety Plan for five-year periods in partnership with Lothian and Borders Police and Lothian Health. Various relevant Council departments are also involved. The plan addresses a wide range of road safety issues through engineering, education and enforcement programmes and monitors progress relative to a range of targets. The plan develops the policies and targets and identifies strategies and action plans to reduce the number of road accidents in Edinburgh over a five-year period. Each year the Council will produce a monitoring statement to gauge progress.

Over the long term, land use and transport policies can provide significant health benefits over and above the reduction of injuries. Transport can impact on physical activity and obesity, air quality (see section 3.3), noise, water quality, mental health and social capital. By affecting people's travel behaviour various health objectives can be achieved. Land use planning and transport policies can encourage people to walk and cycle more and drive less resulting in measurably better physical fitness, reduced likelihood of obesity and traffic accident risk, and fewer air pollutants.

#### OBJECTIVES

**Vision Zero: To work towards achieving a city road system where no one is killed in a road traffic accident.**

**To promote walking and cycling, and to reduce the use of private cars, to contribute to healthier lifestyles and a safer environment.**

#### POLICIES

In March 2000, the Government announced a new national road safety strategy and casualty reduction targets for 2010. The new targets have, as a baseline, the average casualty totals for the years 1994-1998. They are to:

- 1 Reduce by 40% the number of people killed or seriously injured in road accidents;
- 2 Reduce by 50% the number of children killed or seriously injured; and
- 3 Reduce by 10% the 'slight casualty' rate.

The Council's own targets, set in 2000, are rather more demanding than the national targets, and are set out in the table below. It can be seen that significant progress has been made towards these targets and in all cases other than pedestrian casualties the 2005 target was well surpassed. In the light of the success achieved, the 2010 target for slight injury accidents has been further revised in this LTS – the revised target is included in the table below. The targets relate the annual accident rate, averaged over four years, for 1994-1998 to that from 2002-2005. Targets for pedestrian and cyclist

casualties are set in terms of casualties per km travelled in order to identify the reduced risk of travel by these modes even when their use is increasing (as sought in separate targets). Accident data is collated and vetted by Lothian and Borders Police.

**Accident Reduction: LTS Targets and achievements.**

Category	Targets (compared to 1994-98 average)			Actual % change 94/98 to 02/05
	National 2010	Local 2005	Local 2010	
Deaths	-	-25% to 13	-50% to 9	-49.4%
Killed and seriously injured	-40%	-20% to 232	-40% to 174	-35.8%
Slight injury accidents	-10%	-4% to 2019	-25% to 1600	-23.4%
Children 0 – 15 killed and seriously injured	-50%	-20% to 36	-50% to 23	-42.7%
Cyclists (casualty rate per km travelled)*	-	-20%	-50%	-21.8%
Pedestrians (casualty rate per km travelled)*	-	-15%	-40%	-12.9%

\*distance travelled by Edinburgh residents, calculated from SHS data

**RS 1**

The Council will continue to work with all other relevant agencies to improve road safety in Edinburgh, principally through the Road Safety Plan, and will produce an annual monitoring report to gauge the progress towards targets.

Surveys repeatedly show that safety and security fears discourage people from cycling and walking, making it harder to increase use of these modes. It is therefore encouraging that accident rates per km travelled in Edinburgh also appear to be decreasing (although care must be exercised in viewing these statistics, as the sample sizes in the Scottish Household Survey (SHS) are relatively small).

The ultimate accident reduction target must be that no one will be killed in road traffic accidents. This 'Vision Zero' has been formally adopted in Sweden as the basis for national road safety strategy. It is a clear, understandable and exciting long-term vision. Therefore 'Vision Zero' has been adopted as the basis for Edinburgh's road safety policy.

Vision Zero has major implications for road network management. The level of trauma that the human body can tolerate without death or serious injury becomes the basic parameter in the design of the road transport system.

Responsibility for road traffic safety is shared as follows:

- 1 the designers of, and those who maintain, the road transport system (in Edinburgh, primarily the Council), are always ultimately responsible for its design, operation and use, and are thereby responsible for the level of safety within the system;
- 2 road users are responsible for following the rules for using the road system set by the system designers;
- 3 if road users fail to obey these rules due to lack of knowledge, acceptance or ability, or if injuries occur, the Council must take the necessary further steps to stop people being killed and/or seriously injured.

So there must be a road safety plan encompassing education and enforcement as well as engineering. However, there needs to be more emphasis on speed reduction alongside more traditional road safety engineering. It is also essential that these tools are applied in the most cost-effective way to maximise the safety benefits that can be achieved from the Council's limited resources. Each of these areas is described more in detail below.

## RS 2

The Council will focus its resources on activities and in areas that will achieve the maximum casualty reduction in the most cost-effective manner.

### Speed Reduction

Vehicle speed is the most important single factor in the severity of road accidents. Studies show that a one mph change in overall average speed produces a 5% change in accidents and a 7% change in fatalities. Speed reduction is absolutely fundamental to Vision Zero. In order to minimise the risk of fatal or serious injuries in road crashes of varying characteristics, speed limits should be set at a level that is most likely to achieve that reduction. This implies that, typically, on roads where motor vehicles are most likely to hit pedestrians and cyclists, the maximum speed would be 20mph. Higher speed limits would be appropriate on roads with lower levels of pedestrian and cyclist activity.

## RS 3

The Council will work towards reducing speeds to levels aimed at minimising accident casualties and reducing perceptions of danger.

The street management proposals outlined in Section 3.1 include aspirations for appropriate speed limits for different street types. This is set out in an interim Street Management Framework.

The Council is already committed to the phased introduction of 20mph zones in residential areas, appropriate shopping streets and outside schools (on a part-time basis), based on the criteria set out above. The Council is of the view that extending 20mph limits to all residential areas in the city will assist compliance, as it will become the expectation of all drivers in these areas, as well as encouraging walking, cycling and community life in general. Home zones are another means of reducing speed and will be required as part of new residential developments as appropriate.

## RS 4

The Council will continue to introduce 20mph zones throughout the city, with the implementation priorities determined by local interest and accident rates in the areas concerned.

The Street Management Framework described in policy **Streets 1** sets out aspirations for the types of roads on which different speed limits should apply. On roads in the urban area other than those where a 20mph limit is desirable, a uniform 30mph speed limit is proposed. The only exceptions would be limited lengths of suburban dual carriageway and purpose built single carriageway, where a 40mph limit would apply. The longer term aim would be to apply this limit to all other non-urban single carriageways with a significant traffic function, though this probably requires some form of camera enforcement.

### Education

To date road safety education programmes have been directed towards children, primarily through the Safer Routes to Schools programme (see section below) and the

Kerbcraft national pilot project. The latter project provides roadside training to 5-7 year olds, with priority being given to children in more deprived areas and those with higher accident rates. Volunteers from schools are recruited and trained by the co-ordinator.

As described in the section above there has been a downward trend in accidents in the Edinburgh. This is largely due to engineering works that have been carried out in most of the high accident areas in the city. To sustain the downward trend in accidents, wider road safety education methods will be necessary. To sustain the decrease in accidents, the public's awareness of safety risks and the targeted communication of safety messages to key groups will be essential.

A particular concern is the driving behaviour of some less experienced drivers. Pass Plus is a training scheme for new drivers specially designed by the Driving Standards Agency, which can be taken at any time within the first 12 months of passing the driving test. A number of Councils provide a proportion of the cost to trainees to encourage take-up. Consideration will be given to sponsorship of such a scheme in Edinburgh.

#### **RS 5**

The Council will maintain and develop the Kerbcraft programme by retaining the existing co-ordinator for a further three year period (2006-2009) and appointing another co-ordinator for the same period to roll out Kerbcraft into further areas of the City.

#### **RS 6**

The Council will work with communities to influence local driver behaviour and encourage slower, more responsible driving through their neighbourhoods.

#### **RS 7**

The Council will communicate road safety messages to targeted groups through promotional activity and the media to bring awareness of the safety impacts of different driver behaviour on similar lines to drinking and driving campaigns.

### **Enforcement**

Effective enforcement is also necessary to achieve targets for improved road safety in the city. The Council has been working in partnership with Lothian and Borders Police, local communities, the Health Service and the Procurator Fiscal to implement a Safety Camera Partnership in Edinburgh. Speed cameras have been sited within Edinburgh, at locations that comply with the Scottish Safety Camera guidelines<sup>3</sup>, in order to:

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

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

The Council continues to monitor areas in the City to determine if there are locations where a speed camera would have a benefit. Where this is the case, mobile equipment is most likely be used in the future. However, two new fixed locations will be implemented in 2006/2007: at Redford Road and Willowbrae Road. The Council currently maintains 31 fixed site safety cameras, 11 mobile camera unit routes and 25 red light camera sites.

3 Scottish Safety Camera Programme – Handbook for Rules and Guidance. For Operation Year 2006-2007, Scottish Safety Camera Programme Office. July 2005.

Because the Police find it difficult to allocate resources to enforcing urban speed limits, the revenues from the Safety Camera Partnership are used to help to make the scheme self-funding. The Council seeks to maintain this position, with an absolute commitment that any surplus is used only for further developing road safety measures. The Council would welcome discussion with the Scottish Executive about the possibility of legislation to decriminalise the enforcement of some or all speeding offences within its area.

The Lothian and Borders Safety Camera Partnership highlights how a partnership approach can achieve maximum effect. A June 2004 report on speed camera programmes nationally covered data from nearly 1,900 camera sites and showed:

- 1 There was a 40% reduction in people killed or seriously injured across all types of roads, including a 49% reduction for urban 30-mph sites at camera sites;
- 2 There was a 33% reduction in personal injury accidents at camera sites;
- 3 Excessive speeding fell by 80% at fixed camera sites and 28% at mobile camera sites.

#### **RS 8**

The Council will continue to monitor locations in the city where there may be benefit from installing speed cameras or making use of mobile units.

#### **RS 9**

The Council will continue to maintain the existing speed camera network where monitoring shows it to be effective.

Longer term, in-vehicle technology (Intelligent Speed Adaptation – ISA) –offers the best potential for speed reduction in areas with a high incidence of personal injury accidents. The Council will seek funding to facilitate its experimental application.

#### **RS 10**

The Council will seek funding to facilitate the experimental application of in-vehicle technology (Intelligent Speed Adaptation – ISA)

### **Engineering**

Research indicates that low cost Accident Investigation and Prevention (AIP) measures are an effective way of achieving sustained casualty reductions. The Council has a team dedicated to this work. To obtain the best value for money, accident data is used to identify 'sites for concern' where the number of accidents appears to be high. These are investigated and where cost-effective remedial measures are identified, they are included in a works programme. In addition to its AIP schemes, the Council subjects all new projects and large maintenance projects to a road user safety audit, to ensure that accident risks are minimised.

AIP concentrates mainly on single site investigations and route actions. The methodology for identifying sites and routes for AIP schemes has been reviewed to increase the emphasis on tackling accidents to the most vulnerable groups of road users. The success of this change in emphasis will itself be reviewed over the coming year. It is also important to ensure that, where possible, AIP schemes benefit Council objectives not necessarily related to safety.

#### **RS 11**

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



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

## RS 12

The Council will examine the potential for self-enforcing road design aimed at reducing speeds where speed problem areas are identified.

### Travel to School

A 'hands up' survey carried out in May 2006 in Edinburgh primary schools showed that on average 27% of primary school children are driven to school. It is estimated that, nationally, almost one in five urban car trips in the morning peak are taking children to school – although many of these are linked trips incorporating a parent's journey to work or other activities.

As well as easing congestion on our roads, there are strong safety, health and environmental reasons for reducing the numbers of cars on the school run. More active travel improves safety; improves present and future health through decreases in local pollution and increases in levels of exercise; improves the environment through a reduction in congestion, pollution and traffic noise; and improves children's social development through increased opportunities for independent travel and the development of road safety skills.

The Council is committed to enabling more children to use public transport to get to school or to take cycle or walk. One reason for driving put forward by parents is the danger of speeding traffic and finding safe places to cross roads. In 2003 the Scottish Executive awarded over £4m to the Council for the installation of 20mph zones around schools by 2008. Child pedestrian accidents have fallen by 70% and child cyclist accidents by 48% in areas where 20mph zones have been introduced.

This funding is being used for full time 20mph zones with traffic calming features around schools in residential areas and part time 20mph zones for schools on local distributor roads. Signs are installed at the entrances to the zone, with flashing lights during entry and exit times of the school. By April 2006 100 schools across the City were within a 20mph zone with a target for every school to be within a zone by March 2008.

To help schools tackle their travel issues the Scottish Executive is funding three School Travel Co-ordinators to develop individual school travel plans in conjunction with a travel group involving teachers, parents, pupils, transport operators and the police among others. Parents complete questionnaires on their journey to school identifying problems which hinder them in walking and cycling. From this information the travel plan is drawn up setting out an action plan of engineering measures, pedestrian and cycle training, publicity and promotion activities and curriculum work to help overcome the obstacles.

By June 2006, 35 primary schools had a completed school travel plan, making them eligible for Safer Routes to School funding for improvements such as new footpaths, cycle tracks, pedestrian crossings, signing and road markings, dropped crossings, cycle parking, enforcement of School Keep Clear zigzag markings and parking restrictions.

Promotional activities are also vital to get the message across – the Council organises Walk to School weeks in May and October to encourage parents to give walking a try. The Walking Bus initiative (parents escorting groups of pupils to school) allows Towerbank Primary School pupils to start the school day with a stroll along Portobello Promenade

whilst George Heriot's School pupils walk across the Meadows. Other initiatives include car share schemes and shuttle buses between neighbouring schools.

The Kerbcraft programme provides practical pedestrian training to P2 pupils in areas with higher than average child pedestrian accident rates, carried out by adult volunteers who take out two or three children at a time to teach practical skills e.g. choosing safer places and routes to cross the road. The scheme currently operates at Ferryhill, Craigroyston, Pirniehall, St David's, Forthview, Royston and Granton Primary Schools with an expansion to Victoria, Fort and St Mary's (Leith) Primary Schools in the autumn term 2006. Since 2003, over 200 P2 children have been trained, though funding is currently being sought to expand the scheme to new areas.

**RS 13**

The Council will encourage head teachers and parents/guardians to develop local proposals to encourage walking and cycling to school.

**RS 14**

The Council will work with schools and parent groups to facilitate development of School Travel Plans in conjunction with any SRTS infrastructure works to be implemented.

**RS 15**

The Council will prioritise Safer Routes to School schemes based on the following criteria:

- number of child casualties close to the school;
- the type of road on which the school is located; and
- the school's interest in SRTS.

**RS 16**

The Council will promote road safety awareness at all schools in the city in consultation with head teachers and Lothian and Borders Police

**RS 17**

The Council will encourage schools to allow pupils to cycle to school and improve cycle rack security.

**RS 18**

The Council will support and co-ordinate the work of Lothian and Borders Police, schools and voluntary organisations in training child cyclists.

**Health**

By applying a few guiding principles, transport can influence public health. Integration of land uses such as retail, office, residential, open space and schools allows people to accomplish basic utilitarian needs easily on foot or bicycle. More small shops and services near to where people live will attract more walking trips. Streets and buildings built from a pedestrian perspective can create a place that is safe, vibrant and interesting for walkers, cyclists and public transport users, thereby encouraging residents to use these modes of transport.

The approach to street design can increase walking, cycling and public transport use and reduce potential conflicts with vehicles. Furthermore, the visual quality of the streetscape not only improves safety but also the perception of an area's safety and walkability.

Changing the mode of transport people use from cars to walking, cycling or public transport not only reduces the risk of accidents, it improves physical health and obesity levels through physical exercise. The Council's transport strategy, aimed at encouraging alternatives to use of the private car, therefore has health as well as economic and environmental benefits.

Policies that will contribute to health improvement are covered in other sections of this LTS in relation to Walking, Streetscape and Land use planning, for example. However, the Council will work with Lothian Health to continue to identify ways in which transport-related measures can contribute to improved public health.

**RS 19**

The Council will work with Lothian Health to identify how transport policy and interventions can contribute to improved public health.

**4.2 Walking**

BACKGROUND



Walking is free, and does not cause noise, pollution or congestion. Over short distances it is the most reliable and efficient mode of transport, and it significantly reduces the risk of obesity, diabetes, and cardiac diseases, amongst many others. An improved pedestrian environment can improve personal safety and security and reduce vandalism, and evidence suggests local business is also improved. Being able to walk safely and conveniently to everyday activities promotes social inclusion.

WALKING IN EDINBURGH

Almost all trips involve walking at some point  
Walking comprises:

- around 22 - 25% of all journeys
  - around 60% of child journeys to school
  - around 17% of journeys to work
  - 28 - 33% of shopping journeys
- (these figures exclude journeys under quarter of a mile/five minutes duration)
- 70% of adults made a trip exceeding a quarter of a mile by foot at some point during a previous week
  - 25% made such a trip on 6 or 7 days during the week
  - 26% made such a trip between 3 and 5 days
  - Pedestrians comprise over a quarter of road accident casualties
  - Public roads include approximately 2,800km of footway and 75km of off-road foot/cycleway

So walking is a vitally important mode of transport. Furthermore, the elderly, the young, disabled people, those who cannot afford to drive or take public transport and people who choose not to own a car, all rely on a good pedestrian environment that contributes to the city's transport vision of 'a transport system that is accessible to all and serves all'. Walking is the most widely-available mode of transport and is an essential part of any journey, even those involving travel by car or public transport. It is often more than just a means of transport; for example, it is a popular leisure activity in its own right.

While Edinburgh has a good pedestrian network, much can still be done to improve it. The walking strategy outlines where improvements can be made.

#### OBJECTIVE

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

#### POLICIES

The Walking Strategy is closely linked to other LTS policies, including those for Cycling, Smart Travel (including travel to school) and Community and Accessible Transport. Many of the policies for those topic areas provide the basis for encouraging walking. Local Plans and urban design initiatives can also have a significant impact on the pedestrian environment. LTS policies for walking also need to reflect the strategies of other agencies, notably Lothian Health, and the Edinburgh Partnership's Edinburgh Joint Health Improvement Plan. This recognises that walking is an activity which is often more than just a means of getting about.

Walking objectives are significantly affected by the overall street environment. Adoption of appropriate guidance on street design is crucial, in particular:

- 'Edinburgh Standards for Streets' (detailed guidance concerning activities affecting the streets), and
- 'Movement and Development' (an overview of traffic and transport design in new developments)
- Bus- and Cycle- Friendly Design Guides (detailed guidance on the design of on-street infrastructure)

These need to be supplemented by detailed design standards relating to pedestrian needs to provide practical assistance to those responsible for street management and maintenance in meeting the LTS objective for walking. The design guides need to be complementary to ensure best possible provision for all road users.

#### Walk 1

Develop and promote a Pedestrian Design Guide to support and assist the achievement of the walking objectives set out in this LTS and other strategies dealing with streetscape.

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

#### Walk 2

The Council will seek opportunities to improve pedestrian facilities, particularly footway widths, and consider partial or complete pedestrianisation in appropriate streets with high levels of economic and pedestrian activity.

Footway maintenance is crucial for pedestrians. A well maintained, clean surface makes things easier for everyone, and especially for people with mobility impairments or pushing prams. It reduces the risk of trips and slips.

Street maintenance priorities are considered in detail in Section 3.2 of this LTS. Policies **Maint 1** and **Maint 2** will ensure that footway maintenance is given the priority it

deserves. General street maintenance and other interventions on the street network also provide opportunities to undertake minor improvements benefiting pedestrians.

Trips and slips are closely linked to maintenance and are a major issue for the Council: traumatic for the pedestrian and potentially expensive if a claim is made against the Council. Although by no means all are attributable to the condition of the road or footway, development of maintenance priorities should take them into account. However, limited data is currently available, and action is proposed to identify routes or locations where clusters of claims occur. This information will then inform maintenance priorities.

Maintenance activities, and works undertaken for other reasons, can provide opportunities to put in place improvements for pedestrians. All improvement works should take full account of the needs of pedestrians in their design.

### **Walk 3**

There will be a presumption in favour of road maintenance (other than minor patching or surface dressing works), new traffic management schemes, new/revised controlled parking zones and new developments always incorporating measures for pedestrians.

Long lengths of guardrail, particularly on shopping streets, force significant diversions on pedestrians, are unsightly and adversely affect the character and wider urban functions of such streets. Rather than install guardrail, solutions based on reducing danger through high quality and careful design will be sought, learning from best practice now being adopted in other areas of the UK. However, existing guardrail would only be removed in the context of a full redesign of the street context along these principles.

### **Walk 4**

Guardrail will only be introduced or replaced where there is a clear justification for it and other solutions are shown to be inadequate.

A Controlled Parking Zone (CPZ) can help improve pedestrian facilities. With the introduction of a CPZ, parking restrictions can be introduced at desired crossing points (junctions being the most obvious example) allowing easier and safer pedestrian movements.

### **Walk 5**

Design and review of controlled parking zones will be used as an opportunity to rationalise and improve the streetscape in these areas and to build in improvements in the pedestrian environment – particularly crossing facilities and footway width – in line with the policies in this chapter of the LTS. Designs for new or altered CPZs will be audited to this effect.

Trying to cross roads at signalised junctions without pedestrian phases is frustrating, especially on busy roads which have signals without pedestrian phases on all arms. Only two junctions across the city have no pedestrian phase, but many more have a pedestrian crossing phase on only some of the junction arms. The Council will introduce full pedestrian facilities to these junctions as funding permits to improve pedestrian safety and convenience.

### **Walk 6**

Pedestrian phases should be provided on all arms of traffic signal controlled road junctions, except where no pedestrian crossing demand is likely.

Generally traffic signals with a pedestrian phase provide that phase at one particular stage in each cycle. This can mean quite a long wait for a pedestrian. Ideally, a pedestrian phase would take place at the next change after a push-button call. There are two sites in the city where this occurs, on the Royal Mile at the junctions with George IV Bridge, and North Bridge/South Bridge.

Alternatively, all signals can be set to red (both for vehicles and pedestrians) and turn green instantly when activated by either a car or a pedestrian. This allows delay-free crossing for pedestrians; however, it is suitable only for quieter streets. This arrangement is currently in place at two sites in Viewforth; the Council will consider introducing similar crossings at appropriate sites.

#### **Walk 7**

At signalled junctions where pedestrian conditions require it, signal controllers will be set so that when a pedestrian stage is called, it is the next stage in the cycle.

Currently, there are around 300 independent signalised crossings (pelicans, puffins and toucans) in Edinburgh. Over 95% comply with the timing specified in **Walk 8**. Some pelican crossings have been converted to puffin crossings. Puffin crossings turn to green only if their sensors detect waiting pedestrians, and also allow an extension of the pedestrian phase if people are detected still to be on the crossing. This allows the elderly and those with mobility impairments more time to cross in safety.

#### **Walk 8**

Pedestrian crossings will be set to give a maximum of 20 seconds green to vehicles, following a push-button request, before changing to the green man. Only at critical locations on the road network may this time be increased, or the crossing linked to adjacent signals, to prevent unacceptable delays to public transport.

Zebra crossings may be appropriate at certain locations where pedestrian activity is considered predominant. Guidance on appropriate locations for specific types of crossing will be included in the Pedestrian Design Guide and in the street management framework.

Inconsiderate parking on footways or at junctions and pedestrian crossing points can be both dangerous and obstructive to pedestrians and other road users. Legislative changes are likely to be required to tackle this issue effectively, and the Council will seek the introduction of such changes.

#### **Walk 9**

The Council will take action to tackle problems of inconsiderate parking on footways, around the mouth of junctions or at other points where pedestrians or other road users may be unreasonably obstructed.

Street lighting and CCTV are key aspects to pedestrian safety and security, affecting both reality and perceptions of danger and therefore having a significant impact on people's behaviour.

#### **Walk 10**

The Council will take action to improve lighting and CCTV coverage in areas where personal security is identified as a particular problem.

It is important that new development is designed to meet the objective of the walking strategy for users of that development, and, where there are opportunities, to improve the

attractiveness of walking more generally. Appropriate design together with funding contributions from developers, have the potential to make a significant contribution, and the Council will apply Policy **Walk 12** to all new developments through inclusion of this policy in Local Plans. Security for those accessing new developments is also essential, and Policy **Walk 11** must also be taken into account in the design of new development.

### Walk 11

The Council will incorporate 'Secured by Design' principles and current PAN 46 guidance on Planning for Crime Prevention and personal security into maintenance and renewal schemes, as well as new developments, insofar as is reasonably practical.

### Walk 12

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

- Permeability of the site for pedestrians;
- Direct pedestrian/cycle routes to, through and within the site;
- Several pedestrian/cycle accesses; normally more than the number of vehicle access points;
- Pedestrian walkways and crossings through and in car parks;
- That main entrances to the building are closer to the nearest bus stop than to the centre of its associated car park.

Contributions will be sought from developers towards:

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

Under the Land Reform (Scotland) Act 2003, the City of Edinburgh Council has a duty to prepare a Core Path Plan by early February 2008. This plan will identify a system of priority routes that will provide for reasonable non-motorised access across the local authority area. It will provide a backbone of secured and welcoming access. The Core Paths system will be supplemented by the wider path network and land to which access rights apply. It will include provision for walking, cycling, horseriding, and access to inland water.

### Walk 13

The Council will prepare a Core Path Plan.

## 4.3 Cycling

### BACKGROUND



Cycling shares many of the advantages of walking; it is cheap, healthy, and does not pollute. Cyclists need very little space and cycling facilities are relatively inexpensive.

Since 1999, the proportion of all trips made in the City by Edinburgh residents by bicycle has risen by an eighth, while accidents involving cyclists have reduced. However, cycle trips, still account for less than 2% of all trips made, although the percentage of trips to work are up from 1.8% to 3.1%. Edinburgh's travel patterns, and experience elsewhere, suggest there is huge potential for further growth. Increasing cycle use can reduce pollution and congestion whilst having positive benefits in terms of

health. Increased cycle use is also likely to benefit businesses in the city centre and traditional local shopping centres, as they are much more accessible by cycle than out of town stores.

#### OBJECTIVE

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

#### POLICIES

The biggest single deterrent to greater use of cycling is the perceived risk of being involved in an accident. Though cycling can be safe, relaxing and enjoyable, heavy and/or fast motor traffic can make it an unpleasant experience. To encourage more cycling throughout the city it is of prime importance to offer (especially to novice cyclists) choices that allow them to avoid the worst traffic conditions, and/or afford some protection on busier and faster roads.

Two parallel approaches are needed to achieve this. First, the provision of a continuous network of routes affording reasonably easy access to all destinations which will be perceived as 'safe' by inexperienced cyclists. Off-road paths are at the core of this network, but the nature of Edinburgh means that most of the network will need to be on less busy roads. Such a network, particularly the off-road sections, also has an important role to play in encouraging people to 'try out' cycling, usually for leisure, and in enabling car-free recreation and countryside access. The Council's developing Access Strategy has a crucial role to play in this area. Partnership with SESTRAN and neighbouring local authorities is also important to ensure cycle networks link effectively across administrative boundaries.

#### Cycle 1

In consultation with cycle groups the Council will work towards providing a continuous cycle network, which is safe, convenient and easy to use for inexperienced cyclists giving:

- Access to all major concentrations of jobs
- Access to the two major city hospitals
- Access to universities and other tertiary Education institutions
- Access to secondary schools
- Access to all district shopping centres, major supermarkets, and retail parks
- Recreational cycling opportunities, both in itself, and through accessing the national cycle network, mountain bike routes and other recreational cycle routes

Provision of a cycle network has a crucial role, especially in helping less confident cyclists. However as cycling is a 'door to door' form of transport, encouraging it requires the design of the whole road network to take account of cyclists' needs. The Council's 'Cycle Friendly Design Guide' focuses on this. Main roads are particularly important. They are usually the most direct and least hilly routes and thus are intrinsically attractive routes for cyclists. So part of a strategy to encourage cycling must be to protect cyclists on these roads from the effects of heavy traffic. This will usually involve compromises, for example cyclists sharing bus lanes. But much can be achieved, as is illustrated by the Leith to Straiton Quality Bus Corridor. This includes significant cycle provision in the form of cycle lanes, advanced stop lines, shared cycle/bus lanes and over one hundred roadside Sheffield parking racks.

#### Cycle 2

All new traffic management and/or road schemes will be designed in accordance with the Cycle Friendly Design Guide.



Most traffic management schemes are introduced to ameliorate the adverse effects of motor traffic in some way (e.g. reducing 'rat-running' through residential streets, reducing speeds in residential areas). Some are introduced to help traffic flow more freely. There is usually no reason to impose the same restrictions on cyclists as on other road users (for example a cyclist waiting to turn right does not normally delay other traffic, unlike a motor vehicle). So there will be a presumption of exempting cyclists from all traffic management measures imposed on other vehicles.

### Cycle 3

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

- exemptions from road closures;
- advanced stop lines (ASL) with approach cycle lanes or cycle lanes where ASLs are not required at traffic signal controlled road junctions;
- all new pedestrian crossings to be considered as potential Toucans;
- cycle lanes or, where appropriate, cycle paths, in all schemes involving main roads with speed limits of over 20 mph and no bus lanes.

Colour has been successfully used to emphasise on-road cycle lanes and advanced stop lines. Research<sup>4</sup> has found that colour increased motorist compliance with the lanes by a factor of five. There is, however, some conflict between the use of colour and streetscape objectives.

### Cycle 4

The Council will use colour to mark cycle lanes, particularly in locations where conflict is most likely. Coloured asphalt or setts may be used where appropriate. Within the World Heritage Site, Edinburgh Standards for Streets guidance will be followed.

One-way streets are sometimes used as a traffic management tool. However they can encourage higher traffic speeds (because of less 'opposing' traffic) and volumes. There is usually no reason to impose one-way restrictions on cyclists, and in several European countries (e.g. Switzerland), cyclists are exempted from all one-way streets.

### Cycle 5

There will be a presumption against new one-way streets. However where new one-way streets have to be implemented for general traffic, there will be a presumption in favour of installing contraflow cycle lanes. Where 'no-entry' applies for general traffic there will be a presumption to exempt cyclists.

Roundabouts, particularly those with more than one entry lane, have a poor safety record for cyclists. They also make it difficult to provide properly for pedestrians and give priority to buses.

### Cycle 6

There will be a presumption against constructing any new roundabouts with more than one entry, exit or circulating lane within the built up area, because of the poor safety record of this type of junction for cyclists.

### Cycle 7

When traffic management or other schemes involve significant works to roundabout junctions, presume in favour of replacing the roundabouts (other than 'mini' roundabouts) with traffic signals.

4 McKeown, J. (2006). The effect of Coloured Surfacing on Driver's Compliance with Cycle and Bus Lanes. Honours Degree final year project; School of Built Environment, Napier University, Edinburgh.

Cycling could also have a major role as a means of access to longer public transport journeys, especially by rail. The population within a 10-minute cycle of a rail station is typically about 15 times that within a 10-minute walk. In parts of continental Europe cycling to rail stations is much more common than in the UK. There is also potential as a means of access to the tram system, and outer-suburban bus stops, especially those served by express services. The Council will therefore seek to increase the use of the bicycle for access to public transport services

### **Cycle 8**

The Council will install or seek installation of secure bicycle parking, particularly cycle lockers, at railway stations, tram stops where space is available, Park & Ride sites and selected outer-suburban bus stops.

Carriage of cycles on trains enables journeys, especially leisure trips, to be made that would otherwise be likely to involve car travel. There is also a significant market for carrying cycles to rural areas suitable for recreational cycling by bus, especially in Edinburgh's case to the Glentress mountain biking centre.

### **Cycle 9**

The Council supports the carriage of bicycles on rail services and medium to long distance bus services

The tram is the biggest single transport project being progressed in the city. It will affect on-road provision for cyclists and, especially if the route from Haymarket to Granton is progressed, off road cycle routes.

### **Cycle 10**

Cycle/pedestrian routes will be retained on former railway routes used by tram. Safe provision for cyclists will be made on streets used by the tram.

Surveys have found that cycle parking is the second most important deterrent to cycling after perceived danger. For some years the Council has required cycle parking in new developments, but standards of provision, especially in residential development, are often unsatisfactory. The many thousands of people living in tenements in Edinburgh often have real difficulty in storing cycles. The Council is currently supporting a pilot scheme aimed at tackling some of these difficulties.

Policies for the removal of guardrail (see section 4.2) can reduce de facto cycle parking opportunities, especially in busy shopping or commercial areas. Street redesign undertaken in this context needs to recognise cycle parking demand of this type.

### **Cycle 11**

The Council will increase the number of pedal cycle parking spaces available at locations with significant actual or potential demand for cycling.

Physical provision for cycling is important, but, especially in a culture where cycling has been the preserve of a small minority, marketing is also crucial. The audit of Local Authority cycle strategies carried out by Cycling Scotland found that Edinburgh generally had a strong approach, but was weaker in marketing. The Council's activities in marketing cycling will be reviewed when developing the detailed cycling action plan.

Training for novice cyclists, especially schoolchildren, also has an important role to play in encouraging greater take up of cycling. The Council has recently increased its effort in this area.

**Cycle 12**

The Council will take active measures to encourage cycling through marketing and training.

**4.4 Motorcycles and mopeds****BACKGROUND**

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

**OBJECTIVE**

**To support the use of, and promote safety for powered two-wheelers (PTWs) in Edinburgh**

**POLICIES**

Parking facilities can do much to facilitate PTW use. The Council will ensure on-street parking is available at key locations and at Park and Ride sites, and include PTW parking in parking standards for new developments.

**MC 1**

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

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

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

**4.5 Car travel****BACKGROUND**

The car is a highly flexible means of transport. It is generally unconstrained by timetables and routes; families or other small groups can travel together and it is easy to transport heavy shopping and luggage. Cars are typically a very important household possession.

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

The Council recognises that cars are the most effective way to undertake many journeys. It seeks to implement a transport strategy that enables cars to be used effectively for those tasks for which they are particularly appropriate and at uncongested times and locations. However, there is simply not enough space in the city to accommodate all

possible demands for movement by car at all times and therefore this demand has to be managed. It is absolutely crucial to maintaining our buoyant economy and to gaining the benefits of car travel when it is the most appropriate option that congestion is kept under control. This is central to the strategy, and involves:

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

OBJECTIVE

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

POLICIES

It is important for the effective functioning of the city that journeys for which there is no reasonable alternative to private vehicles can take place effectively. This means that vital journeys, whether personal or on business, and goods and delivery services where there is no alternative to car use are not delayed.

The first step is to ensure that the road space and capacity that is available is used as efficiently and effectively as possible. Modern methods to manage traffic by linking traffic signals and information systems that respond to changing events on the street can ensure that traffic of all types runs as smoothly as possible. The Council is investing in an upgraded Urban Traffic Management and Control (UTMC) system that will achieve this.

**Cars 1**

The Council will upgrade traffic control systems to ensure that road capacity is managed as efficiently as possible for each type of road user.

However, this on its own will not solve the congestion problem. Much of this LTS focuses on substantially improving alternatives to car use or using cars more efficiently so as to minimise the demands made on the road network. This is the only way of ensuring that the road network can provide a reasonable level of service to those users who do not have an alternative.

**Cars 2**

The Council will pursue means of encouraging cars to be used more efficiently, through measures such as parking management, management of the road network and promotion of City Car Club.

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

These measures will not be sufficient to reduce congestion in the long term according to current forecasts. Further measures to reduce congestion were proposed by the Council in the form of a congestion charging scheme, and the Council accepts that this solution was not acceptable to Edinburgh's public. The Council will not support a local congestion charging scheme, and would consider this approach only in the context of a longer-term national scheme.

**Cars 3**

The Council will consider supporting congestion charging only at a national level for Scotland or the whole UK.



It is important that the scale and impact of congestion is fully understood. Currently, congestion is difficult to measure, and there is no clear measured indicator of trends within the city. The Council will develop a congestion indicator that can be regularly monitored, and will set targets in the context of the Regional Transport Strategy.

Until recently, non-car owners had limited access to the benefits of car ownership, and no opportunity to choose a car free environment. City Car Club, car sharing and Car Free Housing are starting to change this.

The UK's first City Car Club started in Edinburgh in March 1999. This type of scheme offers car use without the need for ownership, giving convenient and affordable access to a car to the many people for whom ownership is too heavy a financial burden or who choose not to own a car. A single City Car Club vehicle can typically replace five to six privately owned cars, thus helping to reduce parking pressure. Though cheaper overall than ownership, payment at the point of use means people can clearly relate the cost of a car journey to the same trip by other means. They frequently choose the alternative, with consequent environmental and other benefits.

**Cars 4**

The Council will promote the expansion of City Car Clubs, in particular by ensuring that lack of on-street parking does not artificially cap supply of Car Club vehicles.

Informal car sharing (giving lifts) has long been a feature of the journey to and from work. Arrangements to bring potential car sharers together in a slightly more formalised way have been promoted elsewhere. The best focus for such arrangements is usually the workplace, and this can be promoted within the Travel Plan framework (see chapter on Smarter Travel).

Edinburgh also has the UK's first Car Free Residential area, Slateford Green. Car Free housing allows larger areas to be devoted to green and community activity space, and offers a much safer and healthier environment, particularly for children's play. The further development of housing with limited or no parking availability will be pursued through planning policies and the Edinburgh Standards for Housing where there are clear transport benefits, or in the context of low environmental footprint housing.

**Cars 5**

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

Decisions to travel by car can be significantly influenced by the availability and cost of parking at both origin and destination of journeys. Parking policy has been extensively reviewed since the LTS 2004, as set out in the next section.

**4.6 Parking****BACKGROUND**

Parking is vital in ensuring that people in Edinburgh can access the goods and services they need and it plays an important part in sustaining the economic health of the city. It

also has a crucial part to play in managing the amount of traffic and congestion on the city's streets.

In 2005/6 the Council carried out a comprehensive review of Parking Strategy in order to make it easier for residents, shoppers, visitors, business travellers, disabled people and tradespeople to park in Edinburgh, while balancing the negative effects of parking on other travellers.

The review re-examined existing parking policies including extensive consultation with residents, tradespeople, carers, retailers and parking operators. The objectives, policies and actions developed and included within this Local Transport Strategy reflect the parking strategy approved by the Council on 9 May 2006. As these are a considerable change from previous parking strategy, they are set out in some detail below<sup>5</sup>. The focus, as in the parking review, is primarily on cars and vans. Other aspects of parking and servicing are dealt with in relevant sections of this LTS.

There are many different demands for parking and kerbspace and the parking strategy seeks to find the best compromise between them. Parking directly affects the economic vitality of retailing and business. If parking is perceived to be unavailable in certain areas, many people will simply not visit those areas. Parking also strongly influences decisions on whether or not to drive to a particular destination. Thus parking policies directly affect traffic flow, public transport use and congestion. The parking strategy provides a coherent and balanced package of parking supply and parking regulations that will deal with these tensions.

All on-street parking income is reinvested in transport. The City of Edinburgh Council supplements many areas of transport spending from parking income, including road maintenance, supported bus services, and road safety projects.

## OBJECTIVES

**The overall objective for the parking strategy is to manage parking to support wider Council economic, environmental and social policies, recognising the competing demands for space. More detailed objectives are to:**

- i Use parking policy to help to maintain and improve the economic vitality of the city centre and traditional district and local shopping centres, relative to other centres;**
- ii Ensure that parking provision does not encourage commuter car travel, especially to the city centre, and relates to the ease of access by public transport, cycling and walking;**
- iii Minimise the negative impacts of parking on the streetscape, especially in environmentally sensitive areas, and on public and private space in new developments;**
- iv Improve road safety and reduce congestion and pollution;**
- v Facilitate access and movement by mobility impaired people, pedestrians, cyclists, public transport and its users, and motorcyclists;**
- vi Protect and, where possible, enhance residents' ability to park and load close to their homes;**
- vii Protect and, where possible enhance the parking and loading needs of businesses, tradespeople, carers and visitors;**
- viii Facilitate the operation and expansion of Car Clubs.**

<sup>5</sup> Note that some of the policies approved in the Parking Strategy Review have been included in other, appropriate sections of this LTS. These are noted and cross-referenced.

## POLICIES

The parking policies outlined below provide a coherent and balanced package of parking supply and parking regulations that will:

- Be seen as fair and understandable;
- Support retailing, business and tourism, particularly in the city centre and traditional district and local shopping centres;
- Make it easier for residents, and city tradespeople and businesses to park when and where they need to;
- Control the level of travel by car, particularly commuting and travel to edge of town shopping centres, in order to minimise peak hour congestion;
- Facilitate movement on the city's streets, particularly by public transport, foot and cycle.

**Marketing and Public Relations**

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

**Park 1**

The Council will increase the awareness and improve the image of existing on and off street parking facilities

**Park 2**

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

**Park 3**

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

**Off Street Parking**

Whilst in the past the Council's car parking policy has primarily been concerned with on-street parking, a number of policies have now been developed for off-street parking. These policies aim to support city centre retailing directly through improving perceived accessibility by car, facilitating major streetscape and pedestrian improvements through the removal of some on-street parking and reducing congestion caused by circulating traffic.

It is proposed that Park and Ride car parks continue to be developed around the periphery of the city to provide for long stay and commuter parking which does not necessarily need to be in the central area (see 'Park & Ride' section). Off-street parking in the city centre will continue to focus on short to medium-stay requirements – additional city centre commuter parking would have the effect of worsening peak period congestion.

**Park 4**

The Council will seek to increase the supply of short to medium-stay public off street parking close to the western/northwestern end of the city centre retail core.

**Park 5**

The Council will seek to manage parking demand from commuters.

**Park 6**

The Council will work with partner organisations and private car park operators to encourage pricing and length of stay regimes in off street car parks that: facilitate shopping and other short to medium stay activities, discourage all day parking, and ensure adequate turnover to ensure availability of spaces throughout the day.

**Park 7:** see policy **P+R 1** in section 4.7.

**Park 8**

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

**On Street Parking**

On street parking can in theory provide the most convenient option for motorists, closest to the end of their journey. However, it is impossible to meet on-street parking demand in areas of high activity, and such parking has to be managed for practical, safety and environmental reasons. It has an impact on road safety, by affecting flows and sightlines. It has a direct environmental impact from parked and circulating vehicles, as well as a secondary impact on the way that people travel. Blocked footways, and visual obstructions at junctions can impact on the safety of pedestrians. Bus lanes blocked by parked vehicles can slow bus travel thereby affecting an individual's decision to take the bus rather than drive.

However, on-street parking is still required as an addition to off street to support city centre retailing. To meet the expectations of retailers, permitted lengths of stay in most city centre public parking bays were increased in late 2005. The charges and lengths of stay will be reviewed annually to ensure that city centre parking achieves its principal objective of supporting economic activity.

**Park 9**

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

**Park 10**

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

**Park 11**

The Council will allocate limited kerbspace rationally and consistently in pursuance of its policy objectives.

**Park 12**

The Council will presume against the conversion of single yellow line on arterial routes to any form of parking bay except in locations where it does not impact negatively on the flow or safety of buses and other traffic (including pedestrians and cyclists).



**Park 13**

The Council will seek to provide more short-stay parking for shoppers in traditional district and local centres (e.g. Easter Road, Portobello).

**Park 14**

The Council will set pricing levels and permitted lengths of stay for public on-street parking in order to facilitate shopping and other short to medium stay activities, discourage all day parking and provide adequate turnover to ensure availability of spaces throughout the day.

**Controlled Parking Zone**

The most intense parking pressures are in the city centre. Public parking supports the economic vitality of the centre but with the best public transport access in the city, alternatives to the car are readily available for many trips.

In 1974 the Council introduced a Controlled Parking Zone (CPZ) which was extended to inner residential areas in 1976. This allows management of relative priorities between public parking, residents' parking, and servicing of local shops and businesses. Parking pressure at the edge of the current controlled area has increased, and the boundaries of the CPZ are being extended. The CPZ extension is scheduled to take place in five phases between 2006 and 2007.

Introducing the controlled parking zones in the new areas will help to protect the interests of residents and manage demand for parking to allow equitable access for business and shopping purposes, as in the existing CPZ.

The Council will introduce new permits to assist business. Businesses based in the CPZ, and trades doing business in the CPZ, will be eligible for these permits. Given the pressure on available space, changes will also be introduced to residential permits limiting the number of permits per household. The Council will also offer special permits for environmentally friendly vehicles. The aim of this range of measures is to avoid putting unacceptable pressure on the limited supply of on street parking, especially for residents.

**Park 15**

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

**Park 16**

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

**Park 17**

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

**Park 18**

The Council will ensure that visitors, people with mobility problems and carers have more convenient access to parking in the CPZ than at present.

**Park 19**

The Council will keep under review the need for new CPZs and/or further extensions to the existing CPZ.

**Park 20**

The Council will use the pricing and maximum length of stay for on-street parking in order to balance supply, demand and turnover.

**Development Management**

Parking standards for new development have an important influence on how people travel. Parking standards for housing have to strike a balance between minimising the impact of new development on surrounding streets and the amount of space occupied by parking. There is also a role for car-free housing, or housing with limited parking, combined with high quality public transport and city car club schemes (see Policy **Cars 5**).

A review of development control parking standards for new housing developments will be carried out. The aim would be to stop the increase in pressure on existing residents' parking spaces resulting from new developments, and to limit the market in parking spaces associated with new city centre residential development.

City centre retailers consider that they are competing on an uneven playing field with edge of town centres that have large free car parks. Some of the policies in this LTS will help manage this problem, including increased off street car parking in the city centre, and changes to the management of on-street parking. Additionally, the Council proposes that development control parking standards for out of city and district centre leisure and retail be reviewed to improve the balance with city centre and traditional shopping centre retailing.

**Park 21**

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

**Park 22**

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

**Park 23:** see policy **Cars 5** in section 4.5.

**Park 24**

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

**Mobility Impaired Drivers, Cyclists and Buses**

Parking has significant implications for people walking, cycling and using public transport. It can pose particular problems for mobility impaired people, both when they are driving and when they are walking and using other forms of transport.

A key objective of the Local Transport Strategy is to encourage and promote walking, cycling and public transport use. The policies developed have a key role to play in meeting these objectives by keeping bus and cycle lanes free of parked and loading vehicles, helping pedestrians to cross the roads, especially at junctions, by keeping

sections of kerbspace free of parked cars and by reducing opportunities for all day parking and therefore car commuting, particularly to the city centre. Cycle parking issues are dealt with in section 4.3.

The City Council will continue to issue blue badges to people with serious mobility impairments to allow them to park close to their final destination in public pay and display spaces at no charge and without time limit on yellow lines so long as they are not causing an obstruction. Provision of disabled parking opportunities will be included in Street Management guidance referred to in section 3.1.

**Park 25**

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

**Park 26:** see Policy **Cycle 11** in section 4.3

**Park 27**

The Council will make a general presumption in favour of the installation of bus stop clearways at all bus stops, except where there is significant on-street parking demand. Here there will be a presumption in favour of bus stop boarders (protected by clearways), to permit easy access to buses with the loss of the minimum number of parking spaces.

**Park 28**

In order to maintain bus services, the Council will presume in favour of maintaining or, in certain very specific cases, enhancing existing parking controls on bus routes at weekends, and on public holidays (with limited exceptions on days when the retail and commercial life of the city centre does not function normally).

**Park 29:** see policy **MC 1** in section 4.4.

**Fraud**

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

**Park 30**

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

**4.7 Park + Ride**

BACKGROUND



Park and Ride (P+R) provides an option for people to access the city centre in particular without driving into the urban area, and is an important part of the transport mix. Purpose-built P+R sites complement the extensive but generally smaller scale parking provision that exists at most rail stations in the SESTRAN area.

Three P+R sites are operating successfully in Edinburgh, at Newcraighall, Ingliston and Hermiston, with another important site at Ferrytoll in Fife. They are linked to the city centre by rail or high quality bus services using bus priority corridors. Ingliston will be served by the Edinburgh tram from 2010. A site at Todhills, near Sherrifhall should be complete in summer 2007, another at Straiton in Midlothian will be completed the same

year subject to successful land acquisition, and further sites at Hillend (Midlothian) and Wallyford (East Lothian) are at the planning stage. Demand for use of existing sites is growing. There is potential to develop improved links from these sites to other major destinations in the city.

The location and pricing structures for P+R need to be carefully considered to avoid journeys once made entirely by public transport to be made in part by car, with interchange at the P+R site. This can increase traffic levels and undermine existing bus services in the areas from which these journeys originate. Bus feeder services and cycle infrastructure to provide alternative ways of reaching the sites can help maximise the effectiveness of park and ride.

#### OBJECTIVE

**To ensure well designed Park and Ride capacity is available at the edge of the city or outside to meet demand**

#### POLICIES

Further sites will be sought for Park and Ride at the edge of the city, especially on the A702 entry, and existing sites extended where practical if necessary to meet demand. The Council will support SESTRAN in the development of further sites and the extension of existing sites elsewhere in the region. It will be particularly important to examine additional P+R capacity on the A90 corridor should additional road capacity be provided on the Forth crossing.

Park and Ride will also be considered at stations on a reopened South Suburban Railway. Such P+R will need to be carefully designed and located to avoid increasing traffic levels by encouraging car journeys within the city to reach these sites in preference to using edge of town P+R or using public transport for their whole journey.

Effective public transport services from P+R sites into the city are crucial for their success – the Council will encourage the provision of public transport services from these sites to other major destinations around the city such as Leith, the New Royal Infirmary and Edinburgh Park. It will also ensure cycle and pedestrian access and facilities are provided, and will promote feeder bus services where appropriate.

High quality design and customer security are essential elements of P+R sites, which are also often located in Green Belt. Planning policy sets out appropriate design standards.

#### **P+R 1**

The Council will provide, promote and enlarge P+R sites at the edge of the urban area on main radial routes, and will work with operators to ensure that the most attractive ticket packages are available to users.

#### **P+R 2**

The Council will promote access to P+R sites by bus, cycle and on foot, and will seek the provision of high quality public transport services to link P+R sites to major destinations outside the city centre.

## 5 Transport for All

### 5.1 Integrated Public Transport



Public transport in all its forms plays an essential role to play in the lives of a large proportion of the city's residents, workers and visitors. It enables access to employment, health care, education and leisure opportunities. To do this, the public transport system must not only be fully integrated itself, it must be integrated with the other parts of 'door-to-door' journeys that will inevitably also involve walking, cycling or using a car.

The main challenge for public transport today is to achieve a safe, convenient and customer-friendly service regardless of the reason for travel, frequency of trip or familiarity with the area. To provide a genuine choice it must be accessible to all and affordable.

At the same time, the Council must work within the legal framework for public transport provision. In the case of the bus system, this aims to improve the efficiency and quality of provision through competition and market forces rather than public sector intervention, other than in exceptional cases of social need. This creates a challenge in achieving objectives for integration and co-ordination.

The Council is seeking to meet this challenge through partnership with bus operators linked to innovative management of the overall system. To date the strategy has been very successful, with the long-term decline in bus use now halted, and bus use per person higher in Edinburgh than other UK cities. However, to attract an increasing proportion of journeys the quality, capacity and scope of the public transport system will need to be developed further, with the tram project being a major focus of this development.

Public transport takes many forms, meeting a variety of needs. Whilst buses are, and will remain the mainstay of the system within the urban area, trams will provide a high quality, high capacity core that supports the wider bus network. Trains provide important regional links for residents of the wider South East Scotland region working in the city or visiting for other reasons. They also provide essential connections to other major national destinations. Taxis are an important part of the public transport system, providing options for individual, door-to-door travel without the need to rely on a car and often comprising an essential part of a rail or air journey. Finally, there is a range of social and community transport options that provide for more specialised needs (see section 5.6). Of particular importance is the new Scotland-wide free bus travel scheme that provides free bus travel for pensioners and disabled people throughout Scotland.

#### OBJECTIVE

**To facilitate the provision of an integrated, safe, modern public transport system meeting the highest standards, to provide for all major medium and longer distance movement demands to, from and around Edinburgh.**

#### POLICIES

The key to attracting users to public transport is to make it as convenient and easy to use as possible. This requires considering more than simply the services provided – although these are obviously important – but also making sure that users have ready access to travel information and options about services, can get to stops and stations conveniently and wait there comfortably and safely, can interchange without problems and can obtain and use tickets easily.

In all these areas there is a tension between providing efficient, market-responsive transport services, and maximising customer convenience. The development of the tram scheme has accelerated the need to develop new ways of achieving integration in all respects. Key to this has been the establishment of the holding company Transport Edinburgh Ltd (TEL) representing the Council's interests in both tram and bus operations. TEL's objectives are:

- to promote, support and/or effect the development, procurement and implementation of projects defined or referred to in the Council's integrated transport strategy;
- to carry on, promote or develop any trade or business in the field of transport required in connection with the Council's integrated transport strategy; and
- the promotion of the integration of all modes of public transport in Edinburgh including but not limited to buses, trams and heavy rail.

TEL is responsible for ensuring the integrated operation of trams and buses to provide the maximum mutual benefit for the public transport system as a whole. The company will be required to meet agreed performance standards for both tram and bus operation.

These arrangements demonstrate the Council's commitment to achieving an innovative, integrated system. They are still under development, and will continue to evolve as the tram system is implemented.

#### **PT1**

The Council will support Transport Edinburgh Ltd in meeting its integrated transport objectives and performance standards. The Council will also support any other structures required to facilitate integration between transport modes and operators to the maximum extent possible within the legal framework for public transport operation

Beyond this formal institutional framework, the Council is committed to working in partnership with all transport operators to continue to deliver a high quality integrated network for the city that minimises the barriers to public transport use as much as possible. Given the commercial nature of bus operations in the city, the Council considers that this is the most effective way of gaining mutual benefits from improved public transport.

However, the Council expects this partnership to involve sharing of costs as well as benefits, with operators contributing towards the costs of implementation and/or linking the introduction of improved measures with improvements in service frequency and quality. To date such arrangements have been undertaken on a purely voluntary basis, although powers do exist for more formal 'Statutory Bus Quality Partnerships'.

#### **PT2**

In partnership with the operators, the Council will seek:

- A maximum number of dates per year (possibly four) on which changes to bus services will come into effect, to reduce confusion for passengers;
- Financial and/or service quality improvements from operators benefiting from measures implemented by the Council to assist buses;
- High quality customer care training, including disability awareness training, for all bus drivers, to improve the quality of service to passengers, increase confidence among vulnerable passengers and reduce accidents;
- A fully accessible and environmentally friendly bus fleet ahead of legislative requirements;

- Marketing of services targeted at persuading regular car commuters to use public transport; and
- Ticketing incentives for family use of bus services.

The Council will aim to achieve its public transport objectives through such partnerships. Powers are available for 'Quality Contracts' that allow the Council to set routes, timetables and fares for a defined area (subject to the agreement of Scottish Ministers). The Council would only consider this if the voluntary approach fails. The Council would also consider positively any new approaches to managing bus services that may be developed falling between Quality Partnerships and Quality Contracts.

### **Access to stops and stations**

Bus stops are a key part of the door-to-door journey. They need to be safe, attractive and customer-friendly – easily accessible to people arriving on foot, providing shelter while waiting for the bus, having information on routes, timetables and fares, and allowing easy access onto the bus when it arrives.

Over 90% of stops have timetable information, and an increasing number provide real time bus arrival information as well (see below). Shelters are provided at over 1200 stops – over 50% of all the bus stops in the city. Many of these include lighting, and use of solar cells to provide electrical power can extend this to locations where electricity supply is difficult. This can assist security, discussed below. Around 550 shelters at core locations are provided under a commercial contract funded through advertising.

When the bus arrives, passengers must be able to board and alight easily and safely – including people with mobility impairments. Bus operators' investment in low floor buses needs to be matched by a guarantee that the bus can access the kerb to provide level boarding. Parked vehicles and other obstructions can prevent this. Buses must also be able to rejoin the traffic flow without long delays. The Council includes bus boarders and/or bus stop clearways where appropriate in bus priority, traffic management and road safety schemes (Policy **Park 24**). New legislation empowers the Council to designate a bus stop clearway without need for a lengthy legal process. The Council has published a Bus-Friendly Design Guide setting out minimum standards for bus stops and other infrastructure.

### **PT3**

The Council will maintain a programme of improvement to all aspects of bus stops including pedestrian access, shelters, seating, information, security, and unobstructed level kerb access for the buses. The aim is to ensure every bus stop in the city complies with the Bus-Friendly Design Guide.

### **Interchange**

Easy interchange is of key importance in integrating the public transport system and providing customers with a 'seamless' travel experience. Interchanges have different requirements at different locations, depending on the types of services using them. The Council has already implemented a number of interchange points across the city to improve the convenience of changing between bus routes, and bus and train. It has also implemented Park and Ride at a number of locations, providing interchange between car and bus or rail (and in future, tram) as discussed in section 4.7.

This programme will extend to interchanges between bus and tram at key tram stops such as the Foot of the Walk, Picardy Place and Shandwick Place, essential to ensure bus and tram networks are fully integrated. In addition interchange with rail will be improved at Haymarket, and at the East End of Princes Street.

Interchange points are designed to locate stops for connecting services close together, and improve pedestrian movement between them. They also include information provision to assist users in identifying connecting services and likely waiting times. The Council has developed a formula for designating interchanges and will apply this to new interchange proposals throughout the city.

#### **PT4**

The Council will identify and implement interchange points where necessary to facilitate connections between public transport services and promote the integration of the public transport network.

#### **Information**

An information partnership is in place with bus operators that ensures information on routes and services is provided at stops. Between 90 and 95% of the 2,200 bus stops in the Council area have timetable information displayed at them. In addition to this, a 'real time information' (RTI) system, developed in partnership with Lothian Buses, is now in operation, with coverage of 140 bus stops in the city in place by April 2007. A Bustracker website is also being developed. Further funding from SESTRAN has been agreed, and the future development will be considered, including possible inclusion of other operators.

The Council will seek to use the most up-to-date methods to further develop the ability to get public transport information to users. This can include providing real time information in shopping centres, offices and other major centres of activity. A requirement for such provision can be included in travel plans for new developments (see Travel plans section). A comprehensive information strategy is currently being prepared.

#### **PT5**

The Council will implement a comprehensive public transport information strategy and will seek to develop further the provision of information to potential public transport users including tourists.

#### **Ticketing**

The Council aspires to an integrated ticketing system in Edinburgh that would allow complex journeys to be made with a single ticket. The Council has no powers to impose such a system as an alternative to operators' own tickets, but the Council will require bus and tram ticketing to be fully integrated within the TEL framework.

The SESTRAN partners, funded by the Scottish Executive, have introduced an integrated ticket arrangement covering the south east and central Scotland area, on a voluntary basis with operators. This has been growing steadily and will cover the whole SESTRAN area from next year. The Council seeks to develop and expand this 'One-Ticket' arrangement.

#### **PT6**

The Council will continue to support and develop the existing 'One-Ticket' multi-modal, multi-operator public transport tickets at attractive prices. It will work with operators and SESTRAN to achieve this.

More use of off-bus ticketing will reduce boarding delays to bus and other road users. This will in any case form part of the ticketing arrangements for the trams. Lothian Buses intend to trial off-bus ticketing at a number of bus stops in the near future.



**PT7**

The Council will encourage operators to expand the range of tickets which can be bought before boarding buses and will assist in facilitating such arrangements.

**Safety and security**

Safety concerns are often cited as a reason for not using public transport, especially but not solely during hours of darkness. Many buses and rail stations are now fitted with CCTV to improve security. Users must also feel safe when accessing the network, and at bus stops. Consideration may need to be given to extending the 'City in View' CCTV network to focus on public transport users.

**PT8**

The Council will work with public transport operators and Police to provide the best possible security for passengers and staff using public transport including bus stops and stations.

**Maintenance**

Maintenance of public transport infrastructure including bus priority markings and signs, bus shelters and stops and information and interchange points needs to be considered and managed in the context of maintenance of transport infrastructure overall. This will be dealt with, as for other street maintenance, in the Asset Management Plan referred to in Policy **Maint 1**.

**5.2 Trams****BACKGROUND**

The Council is committed to implementing a tram system to ensure the city has a public transport system fit for the 21st century. Trams will form a high capacity, high quality core to the public transport system for the city, serving the key growth areas. In other cities they have encouraged car users to switch to public transport in a way that other investment does not. The reliability and journey times provided by trams can 'shrink' the scale of the city, making areas such as Leith and the Waterfront appear much closer to the city centre. For the Edinburgh tram to be successful, it will require careful integration with other transport services, and with the fabric of the city.

Private parliamentary acts for the first two lines received Royal Assent in April 2006, and the Council is taking forward their construction, subject to conclusion of a business case satisfactory to the Scottish Executive. The Scottish Executive recognises that the Edinburgh tram project is a key element of the current national transport investment programme, and will make an essential contribution to the economic health of the city-region and hence the national economy.

The Council also remains committed to progressing extension of the tram network to the south-east of the city and to extensions beyond the city boundary, but further work on these will be dependent on funding becoming available. Funding and phasing of construction are discussed below.

**OBJECTIVE**

**To implement the tram system so that it becomes a well-used, accepted and integral part of the overall public transport system**

## POLICIES

Implementing the tram system involves many challenges. The main one is to ensure that costs are kept under control and budget constraints are met. To achieve this, a phased approach to implementation is planned. Innovative approaches to delivery have already been developed that will avoid some of the cost risks that arose with a number of tram schemes in England.

**PT9**

The Council will work with partners and external agencies to implement the tram network in an agreed phased approach, and will seek every opportunity to limit financial and construction risks.

The tram system is being designed to fit Edinburgh's unique character and the Council will ensure that the opportunities presented by the introduction of tram are reflected in the urban realm through which it will pass. The intention is that the tram is fully integrated within the wider streetscape, and adds to the overall quality and image of the city. Design of the tram scheme will therefore provide opportunities to improve conditions for pedestrians; their needs should have the first priority, especially in the city centre.

The Council will also ensure that the tram system is fully integrated with other public transport serving the city, recognising that buses will continue to cater for the majority of public transport journeys made (see section 5.1).

It is proposed that trams should be segregated from general traffic, and be given priority at intersections to the extent required to maintain timetables and running speeds. In considering relative priorities for buses and trams, the two systems will be considered together to provide the maximum degree of priority to public transport overall.

**PT10**

The Council will support traffic management measures that give trams and buses priority over general traffic. Conditions for pedestrians and cyclists should be maintained or improved.

Construction of the system will inevitably cause temporary disruption, and mitigation measures will be carefully designed and implemented to ensure access is maintained and inconvenience minimised. The Council recognises the importance of this issue to businesses and residents in the areas affected and will work closely with them throughout the construction period. A compensation scheme is being introduced for businesses that can demonstrate significant adverse impacts on their profitability as a result of construction disruption.

**tie** has already reached agreements with utilities companies, (gas, water, electricity, etc) and has put in place a single, co-ordinated contract to move all of the underground cables and pipes in preparation for the construction of the tram network. This means that all utilities equipment and facilities affected by the tram network will be moved at the same time, minimising disruption and allowing easier access to pipes and cables in the future.

This work and the tram construction contract will be programmed to ensure minimum impacts with a particular emphasis on maintaining effective bus services. Traffic management measures including retiming of traffic signals will be implemented in affected corridors, and additional Park and Ride spaces will be available. Work in key commercial areas of the city centre will be suspended during the Festival and Christmas periods.

**PT11**

The Council will actively manage the construction of the tram to minimise disruption and inconvenience; it will work with business, residents and other organisations affected by tram construction to identify and mitigate problems.

For the longer term, the Council will also continue to support development of a tram line serving Edinburgh Royal Infirmary, Craigmillar and Newcraighall. Initial development work on this was terminated when the LTS 2004 'Preferred Strategy' was rejected at referendum in 2005, as this line could only be funded through the congestion charging proposals. Given the importance of this line for future development of the SE Edinburgh area, and its status in the Structure Plan, other funding opportunities will now be sought. The potential for an interim bus-based solution will also be studied, although this could not offer the same quality as a tram. Further extensions of the tram system, including lines across the city boundary, will be considered with SESTRAN partners in the context of the Regional Transport Strategy and the Structure Plan.

**PT12**

The Council will safeguard the approved route of tram line 3 in Local Plans and will actively seek to fund and implement the scheme, including examining interim bus-based solutions.

**PT13**

The Council will support the further development of the tram system in partnership with SESTRAN, giving priority to proposals included in the Structure Plan.

**5.3 Buses**

BACKGROUND



Edinburgh's urban form, the concentration of jobs and services in the city centre, a high quality bus service and traditionally low bus fares all result in buses being an attractive choice for many journeys in and around the city. Every day Lothian Buses carry over quarter of a million passengers and have on average experienced 3.7% passenger growth each year since 1998.

Buses are the lifeline and main means of travel for those who live in the 39.5% of Edinburgh households which do not own a car. However, the success of the city's bus network is that it is widely used out of choice by people from car-owning households. It is vital that this is maintained if the city is to retain and improve its current bus network, which will remain the mainstay of the city's public transport system

A bus system solely dependent on a declining proportion of non-car owning households would not be viable at its current level. Nor would it be possible for the Council to provide the huge sums of money that would be needed to subsidise it.

OBJECTIVE

**To ensure that the bus network in Edinburgh is reliable, convenient and economical for journeys throughout the city at all times of day throughout the week**

### Bus route development

Bus services in Edinburgh are generally perceived positively by the public and compare extremely favourably with those in other cities. This applies particularly to services within the built-up area going to and from the city centre, during the working day. In contrast, there is significant concern about the level of service for journeys between non-central locations; and during evenings and at weekends.

The Council has powers to provide support for bus services that are not provided commercially – but currently such support is very limited, being confined to some cross-boundary services and meeting a limited number of very specific needs. Provision of additional services on a large scale would be prohibitively expensive.

The Council will work with the operators and the Scottish Executive to examine options for pump-priming new route options that have a chance of becoming commercially viable after three to four years. A major project, also requiring new infrastructure, might be services using the city bypass corridor. This would allow buses from outside the city to access areas such as Edinburgh Park and the New Royal Infirmary without passing through the city centre. It would also allow the Park and Ride sites to act as transport hubs, linking with the major edge of city economic growth areas. It is therefore a key element in developing the connectivity of these areas. The Council will progress this through the Regional Transport Strategy which is giving significant priority to this scheme.

More local improvements to bus accessibility might include measures such as extending the level of service on existing orbital routes or increasing evening and/or weekend frequencies on key routes. Potential measures and priorities will be developed using accessibility planning, and with the constraints on resources, preference will be given to improvements that can become viable within four years so that only pump-priming funds are required, or where funding can be gained from external sources such as developers. The Council aims to increase engagement with stakeholders on this issue (see Section 2.2).

#### PT14

The Council will consider supporting new or improved local bus services in partnership with operators where:

- Existing services are inconvenient (for example for orbital journeys, or at certain times of day);
- There is demonstrable social need (for example for access to health facilities);
- New developments will generate new demand for travel;
- Services are expected to achieve viability or can be funded by third parties.

#### PT15

The Council will examine the potential for improved orbital bus services on the city bypass corridor jointly with SESTRAN partners and other stakeholders.

In certain circumstances, particularly in areas of relatively low demand or for very localised provision, conventional bus services may not provide a practical solution. Alternative options might include demand-responsive services, or 'taxi-bus' – shared taxi services operating to a timetable, or taxi provision linked with a trunk bus or rail service.

#### PT16

The Council will consider solutions other than conventional bus services where appropriate.

The Council is concerned that limited potential for providing revenue support to bus services may severely restrict the Council's ability to provide adequate public transport in certain areas and situations, or to put innovative solutions in place. A particular concern is in major new developments, where developer contributions may need to be supplemented, and bus services supported for longer than the four years provided for with the current Bus Route Development Grant. The Council will lobby for pump-priming over a longer period to be available.

#### **PT17**

The Council will lobby for extending the time period over which pump-priming funding for bus routes can be applied.

There are also circumstances in which bus services contribute towards economic or social objectives but never become commercially viable. In Edinburgh, this is particularly true of services operating in the rural west of the city.

#### **PT18**

The Council will lobby for the establishment of a Scottish Executive fund to provide long-term support for non-commercial bus services meeting strictly defined criteria.

#### **Bus priorities**

One of the main obstacles to a high quality bus service is congestion. Congestion affects reliability and journey times, reducing the attractiveness of bus travel. The Council has now implemented bus priority measures to improve bus journey times on most of the main radial routes and within the city centre. Further bus priorities and better quality infrastructure are being put in place on routes serving key centres of economic growth in 2006. New traffic control systems funded in 2006 will also assist bus reliability.

As a result of better traffic management, such measures have improved car as well as bus journey times in some corridors. Cyclists and pedestrians are also catered for in implementing bus priority schemes to ensure effective integration – for example in the Straiton to Leith quality bus corridor – and this approach will be adopted for relevant future schemes.

A comprehensive review of the existing bus lane network is now proposed to ensure that the network is appropriate, understood and enforced. In addition, the review will examine the integration of the bus lane network with trams. The review will be undertaken with key stakeholders, including bus operators, Police and other interests.

The proposed objectives are to:

- Ensure existing bus lane detail and layout are still appropriate to meet objectives;
- Develop a simplified regime in regard to hours of operation;
- Develop improved bus lane markings and signs;
- Examine decriminalisation of Greenways enforcement;
- Examine introducing decriminalised bus lane camera enforcement; and
- Plan for the integration of bus lanes with the tram network.

#### **PT19**

The Council will review the current bus lane network and its operation to ensure it is effective, legible and enforced.

At the same time, bus use is increasing, and new development in and around the city will increase demand further. It will be essential to maintain and improve bus service quality and reliability if targets for sustainable travel are to be met. This will require continuing development and enhancement of bus priority in and around the city over the long term covering corridors both with and without existing priority schemes. Measures such as bus only streets, bus lanes on trunk roads around the edge of the city such as the city bypass and M8, and advanced traffic control systems focused on bus reliability may need to be considered in the future as well as conventional bus lanes.

At this stage, infrastructure to support improved orbital bus services within and around the edge of the city will be considered in partnership with SESTRAN. This would include linking North Edinburgh to other key growth areas in and around the city, with a possible pilot scheme to permit buses to use the hard shoulder on the city bypass and/or M8. Bus priorities in the city centre will be considered in the proposed City Centre Transport Strategy (see Policy CC2).

**PT20**

The Council will promote further bus priorities within the city where needed to maintain and improve public transport service quality and reliability; and will work with SESTRAN to develop bus priority schemes that will support orbital bus services linking key growth areas in and around the city, including consideration of priorities on trunk roads and motorways

**5.4 Rail**

Rail has an increasingly important role in Edinburgh’s regional and national connectivity. At the regional level it can provide high quality services to an expanding labour catchment area, while nationally it provides the main alternative to road-based travel within Scotland and to northern England. It has the potential for significant growth relative to air travel for journeys to London and southern England.

Passenger rail services in, to and from Edinburgh have improved significantly over recent years. In particular, more frequent Scotrail services have led to a situation where the capacity of the infrastructure to accommodate more trains (notably at Waverley station) is a major constraint on further expansion. This is discussed further in section 7.3 ‘External connectivity’ below.



OBJECTIVE

**To consolidate recent improvements and secure further enhancements to passenger railways serving Edinburgh**

POLICIES

Waverley and Haymarket are Edinburgh’s key rail gateways for national, regional and local travel. Both need major improvement to fulfil this role effectively. Without high quality city centre stations providing excellent pedestrian, cycle and local transport connections, as well as adequate capacity to accommodate trains, rail connectivity will deteriorate.

Capacity constraints at Waverley station will be relieved to some extent by a major project funded by the Scottish Executive, due for completion early in 2008. The project will also provide escalators and lifts at Waverley Steps, facilitating pedestrian access and interchange with buses on Princes Street.

Nevertheless, this will provide only temporary relief. The Council wishes to see more substantial improvement of Waverley station as part of a major redevelopment of the Waverley Valley, providing additional train capacity and substantially enhanced passenger facilities. Financing this project is a major challenge.

The Council is also progressing a proposal to redevelop Haymarket station and the surrounding area, to provide a key multi-modal interchange in the west end of the city. The station is already the fourth busiest in Scotland. As a major gateway to the city, the interchange should not only meet connectivity requirements, but should contribute to the public realm and facilitate regeneration in the area.

### PT21

The Council considers the enhancement of Waverley and Haymarket stations to be the most important rail improvements required for the city to develop them as appropriate gateways for the capital, provide effective interchange with other transport systems and ensure they have sufficient capacity to meet future travel demand.

Other major projects directly impacting Edinburgh include:

- The reopening of the Borders rail link to Galashiels and Tweedbank, which the Council is promoting in partnership with Midlothian and Scottish Borders Councils;
- The construction of a railway serving Edinburgh Airport (primarily to facilitate access to the airport from elsewhere in Scotland), which **tie** ltd is promoting on behalf of Transport Scotland; and
- The reopening of the Bathgate-Airdrie route, providing direct access to/from North Lanarkshire, east and west Glasgow, being promoted by Network Rail.

Reopening of the Stirling-Alloa-Kincardine railway, currently under construction, will benefit Edinburgh less directly by releasing capacity on existing passenger routes in south east Scotland.

The Council will continue to press for the reintroduction of passenger trains on the Edinburgh South Suburban Railway and is working with SESTRAN to ensure this is included in the Regional Transport Strategy.

### PT22

The Council will work in partnership with the rail industry, SESTRAN, other Councils, the Scottish Executive, Transport Scotland, developers and others to improve services and promote new rail schemes where appropriate including:

- Edinburgh Airport Rail Link;
- Borders rail link;
- Bathgate to Airdrie link;
- Edinburgh South Suburban line reopening to passengers.

On completion of the major projects identified in policies **PT19** and **19a**, it is likely that the focus of attention should shift to maximising the capability of the existing railway. In particular, further improvement to the Edinburgh to Glasgow route is required to provide much improved end to end journey times, serve major intermediate destinations such as Edinburgh Park effectively and still meet the needs of communities along the route (see Policy **Comp 1**). The level of service provision and reconciling the difficult balance between overall journey times and number of stops are key elements in considering the future of rail services.

Other chapters of this LTS address the movement of goods and external connectivity. However, it is reaffirmed here that the Council will support the use of rail freight, particularly through the Planning process, and by ensuring that domestic waste continues to be moved out of Edinburgh by rail.

One exception to the case for focusing in future on maximising the capability of the existing railway, relates to external connectivity. The Council considers that the case for a new high-speed rail route between Scotland (with Edinburgh Waverley as a hub) and the south of England is now clear. The target should be a journey time well under three hours between Edinburgh and London (Policy **Ext 1**). This must be part of a package including high frequency, reliability and quality of service.

Nevertheless, existing long-distance services to other parts of the UK, such as those provided by the Cross Country network and GNER, will continue to be significant.

## 5.5 Taxis and Private Hire

### BACKGROUND



Taxis are an important component of the public transport system, particularly for local access to long-distance public transport trips, and for use by people with disabilities. As the taxi licensing authority, the Council requires all taxis to meet standards of accessibility for disabled people and wheelchairs, and for drivers to undergo a training course. At present there are around 1,260 such vehicles operating in the city.

By providing a presence at the major bus and rail interchanges they are not only provide the first or last link in many journeys such as long distance travel to or from home, but are also ensure that door-to-door journeys are possible without requiring access to a private car. Wherever possible, taxis are permitted to operate in bus lanes. However, if taxis are to make their full contribution to the public transport system and ensure easy interchange between modes of travel, it is essential that there is a ready supply available at key termini such as Waverley Station and Edinburgh Airport, and that taxi ranks are available where potential customers can expect to find them.

Private Hire Cars (PHCs) are also available in Edinburgh, with about 710 vehicles licensed. PHCs can be hired only by booking in advance and cannot be hailed in the street. They are not required to be accessible to disabled people. Drivers are not required to undergo training, although they must obtain a licence from the Council, as for taxi drivers, dependent on background checks.

### OBJECTIVE

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

### POLICIES

A key element of existing support to taxis is access to bus lanes and Princes Street. PHC operators would like to see this extended to PHCs. This has not been agreed, on the grounds that PHCs are not considered part of the public transport system (because they cannot be hailed in the street); because this would reduce the effectiveness of bus lanes; and because introducing additional categories of permitted vehicles is very likely to



threaten the currently very good record of compliance with bus lane regulations by motorists.

There is also a safety factor for cyclists using bus lanes: bus and taxi drivers have to follow training courses while PHC drivers do not have this requirement

#### **Taxi 1**

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

Provision of taxi ranks depends on demand from the taxi trade, and the use of kerb space in relation to competing demands for example for parking, loading/unloading or bus priority. Time restricted ranks may be appropriate in some locations, for example excluding peak periods on bus priority routes.

#### **Taxi 2**

The Council will work in partnership with the taxi trade to identify and establish suitable locations for ranks.

## **5.6 Community, Accessible and Concessionary travel**

### BACKGROUND

Not everyone can access conventional public or private transport services. This applies not only to people with specific mobility problems, but to people travelling with small children or a lot of luggage, for example. Cost is clearly a factor for many people, particularly those on low incomes.

This section of the LTS sets out the strategy for Community and Accessible Transport. The Council is committed to ensuring that the strategy is implemented, evaluated and reviewed on an ongoing basis in partnership with the Equalities Transport Advisory Group, the voluntary sector, NHS Lothian and the Scottish Ambulance Service.

**Access to vehicles:** Some people can get to the bus stop but have difficulty boarding or alighting from the bus due to the design of the bus or the bus stop infrastructure. The accessibility of taxis varies with both the design of the vehicle and the mobility impairment of those wishing to use them.

**Supply of services:** Although Edinburgh has a comprehensive network of bus services, there are people who cannot reach the nearest bus stop and require a door to door service. Another issue may be a restriction in the number of trips available or the availability of services; for example, Dial-a-Ride services have had a 18% refusal rate due to vehicles being fully booked.

**Home to vehicle:** Potential users may be unable to move out of their homes to reach the vehicle and may require assistance from the service provider. The service needs to facilitate 'through door to through door' travel – ie assist the whole of the journey.

**Affordability of transport:** Those with limited income and who cannot use conventional bus services may not be able to afford the number of trips they wish to make. The current Taxicard is available for those who cannot use conventional bus services but offers a limited number of trips per person. Dial-a-Bus and Dial-a-Ride are not currently part of the Concessionary Fares Scheme and charge significantly more than commercial public transport reflecting the specialised nature of the service.

**Information:** Potential passengers must have access to and understand the information about the different services available.

**Customer care:** Users of special services of this kind require understanding, and in many cases assistance from staff. Often, special training is required. In all cases, people have the right to the courtesy and consideration expected from staff providing any kind of service.

The Council will work to ensure that elderly and disabled people, and people with mobility difficulties are able to get about and take part in everyday activities, and in initiatives specifically designed to support them, as conveniently as possible. There are currently opportunities for some individuals to use buses and taxis. However, there will always be some people unable to use these vehicles and other services are required to support this group. The aim is to minimise the barriers to the full participation of disabled people in economic, social, educational and leisure activities.

However, specialised services generally require funding from the Council's revenue budget, which is severely constrained. At the same time, the Council recognises that there is current unmet demand which could increase in the future, and that disabled people and representative groups are concerned that funding constraints are creating difficulties. The Council is not in a position directly to provide additional funding in this area, but will actively seek to identify any other possible sources of funding. The consultation draft National Transport Strategy discussed facilitating greater revenue funding of public transport services, and this was strongly supported in the Council's response. The possibility of revenue funding through RTPs is mentioned in section 2.3 of this LTS. The Council will also support the extension of the national concessionary travel scheme to specialised community and accessible transport services.

The bus fleet is now much more accessible, with Lothian Buses operating over 50% low floor buses in the city; with current vehicle replacement rates their entire fleet should be low floor by 2010. Currently around 40% of the First fleet operating in the Edinburgh and Lothians areas are low floor vehicles and this proportion is also increasing.

Taxis in Edinburgh are wheelchair accessible and therefore offer accessible transport. However, the type of taxis licensed for use in Edinburgh until recently could not carry the complete range of wheelchairs in use. The Council decided in June 2006 to remove the turning circle requirement for taxis, permitting the licensing of a wider range of accessible types of vehicle as taxis.

In the report *Making the Right Connections: Final report on Transport and Social Exclusion* published by the Office of the Deputy Prime Minister, accessibility is defined in terms of whether or not people can get to services and activities at a reasonable cost, in reasonable time and with reasonable ease. Accessibility also depends on whether transport exists to the service, people know about the transport available, are physically able to use it, trust its reliability, feel safe using it and can afford it.

#### OBJECTIVE

**To provide a sustainable transport system in Edinburgh that is accessible to all regardless of disability, income, age or ethnic group.**

#### POLICIES

The basis of the Council's approach is to maximise accessibility to conventional services, including buses, taxis and in the future trams, as these services provide the greatest choice of travel opportunities.

**CAT 1**

The Council will facilitate the improvement of access to buses, taxis and trams, so that they are available to as many travellers as possible.

Where people require special facilities that cannot be provided by conventional transport, the Council will support a range of specialised services. Currently these are provided by commercial, voluntary and in-house suppliers. Such provision is inevitably expensive, and current budgets are unable to meet demand. To maximise provision within budget constraints, the Council aims to ensure that it is as efficient as possible – without compromising quality and while ensuring access is as equitable as possible. The Council will also seek additional sources of funding for developing service provision further.

**CAT 2**

The Council will continue to work with the voluntary sector, transport providers and other bodies to support accessible transport services; and will seek to develop and improve these as much as possible within current budgets.

**CAT 3**

The Council will seek to maximise the equitable provision of community and accessible transport by:

- a) enhancing its operational efficiency and affordability; and
- b) seeking alternative, additional sources of funding including extension of the national concessionary travel scheme to specialised transport.

At the same time, access to these services should not be constrained simply by lack of appropriate or sufficient information. Particular efforts are required to convey the information in a form suitable to potential users of the services.

**CAT 4**

The Council will provide information for providers and potential users of community and accessible transport on the services available and how to access them, in forms suitable for those with visual impairment and from Edinburgh's ethnic minorities.

To this end, the Council is continuing to integrate in-house transport services with commercial and voluntary sector provision through its Corporate Transport Unit (CTU). The CTU will seek to continue the partnership agreement with Lothian Community Transport Services (LCTS) as representatives of the wider Edinburgh Community Transport Operators Group.

This Partnership Agreement represents a major step forward in ensuring people can access appropriate transport and at an appropriate cost. The Partnership will also lead in delivering consistent, high quality standards and facilitate training to enable the voluntary sector to enhance its current services and to develop new initiatives, thus providing both wider choice of transport to the community as a whole and ensuring value for money. The partnership will seek efficient use of all vehicles and optimisation in fleet deployment. One example of such an initiative is LCTS and CTU joint working to secure a stable network of four co-ordinated, quality assured, voluntary sector minibus pools across the city. This will enable community and voluntary groups to access affordable and accessible transport.

The Council continues to part fund Lothian Handicabs which provides the Dial-a-Ride (DAR) and Dial-a-Bus (DAB) services. DAR offers a door-to-door fully accessible transport

service for the individual and DAB provides a semi-scheduled accessible bus service to specific destinations. The Council also funds Shopmobility which offers a free loan service of wheelchairs and electric scooters to enable those with walking difficulties to access the city centre area as well as other shopping facilities. At present the Shopmobility service operates from a mobile unit within the Princes Street area in the city centre, Ocean Terminal and at The Gyle. The Council's funding to LCTS, Handicabs and Shopmobility amounts to £581,000 per annum.

#### **CAT 5**

The Council will support and fund the provision of services including group travel, Dial-a-Bus and Dial-a-Ride services at current levels subject to budgetary constraints.

#### **CAT 6**

The Council will support and fund the Shopmobility service in Edinburgh at current levels subject to budgetary constraints.

The Council also offers a Taxicard scheme aimed at people physically unable to use buses, giving reduced cost travel by taxi. Currently around 9,000 residents participate in this scheme at a cost of £0.5 million per year to the Council.

#### **CAT 7**

The Council will maintain the Taxicard scheme at current levels subject to budgetary constraints.

Along with community and accessible transport, concessionary travel is extremely important in ensuring older residents and those with mobility difficulties can access the services they need regardless of income or physical ability and thus acts to combat social exclusion. From April 2006, the Scottish Executive has instituted a scheme that provides free bus travel throughout Scotland for people over 60 and people with disabilities. While concessionary travel by bus is now operated and funded by Transport Scotland under the National Free Concessionary Bus Travel Scheme, CEC are continuing to provide the local Rail concession which allows a 50p flat fare for Edinburgh residents between stations in the CEC area.

#### **CAT 8**

The Council will cooperate with the Scottish Executive in the provision of the national concessionary travel scheme and will continue the Local Rail Concessionary scheme subject to budgetary constraints.

## 6 Smarter travel choices

### 6.1 Changing habits

#### BACKGROUND



“Smarter travel choices” cover a whole range of measures that encourage and develop the use of sustainable transport. These include:

- Safer Routes to Schools
- Travel plans for schools and businesses
- Travel awareness and personalised travel advice
- Transport information services and marketing

The primary aim is to inform travellers about the travel choices available and the impact of car use, supported by the provision of equipment and services that can make it as easy as possible for people to benefit from alternatives to car use where practical alternatives exist. The strategy supports the overall aims of the LTS to reduce congestion, and to reduce the adverse impacts of travel. It can achieve this through increasing the mode share of public transport, cycling and walking, and, to some extent, reducing the need to travel at all. It can also assist through promoting car sharing and use of city car clubs.

The strategy is aimed at overcoming some of the barriers to use of alternative modes. Lack of knowledge about bus routes and fares, safety concerns for children walking or cycling to school, and lack of facilities for cyclists can inhibit use of these options. New development provides opportunities for encouraging use of sustainable transport through good design, support for effective travel planning for users of the development and small scale funding of physical improvements.

#### OBJECTIVES

**To improve awareness and understanding about alternatives to car use**

**To ensure that basic facilities are in place in homes, schools, shopping areas and business premises to facilitate alternative choices to car use**

**For the Council, as a major employer, to set an example of best practice in this area**

#### POLICIES

‘Soft’ approaches to tackling transport problems – using marketing and information tools – have been shown to be cost-effective if applied consistently. These approaches are relatively resource intensive however, particularly in terms of the need for skilled staff to apply them. They often require revenue rather than capital funding, creating particular difficulties for local authorities (see section 2.2).

The Council has participated in the Scottish Executive’s ‘Stepchange’ project to test the effectiveness of household travel planning. A pilot scheme in Edinburgh reduced participants’ mode share for car trips to work by 6%. The mode share for bus travel to work increased by 17%.

The Scottish Executive has recently provided funding for each Regional Transport Partnership to employ at least one travel plan coordinator over a two-year period. The Council will work with SESTRAN to ensure that this resource is used effectively to support the policies of this LTS, and to seek additional resources to develop this type of work further.

The Council also needs to set a good example itself. It has a travel plan currently, and is developing a new one for the new Council Headquarters currently under construction at New Street.

Further approaches will be investigated. These could include working with grass-roots groups or business groups to develop transport pledges or new ways of making transport choices that contribute to reducing conflicts between transport users.

#### ST1

The Council will allocate resources to supporting 'Smarter travel choices' in recognition of their contribution to changing travel behaviour, and will pilot new approaches to behaviour change.

## 6.2 Informing travellers

### BACKGROUND

Improved public transport, better conditions for cycling and walking, and traffic restraint have a more beneficial effect when they are implemented in tandem with a public awareness campaign. Travel Awareness campaigns have been implemented successfully under the 'Travelwise' banner. The City of Edinburgh Council is a member of the National Travelwise Association. Marketing of more sustainable modes of transport is an important element of this work. This can also be supplemented by events such as 'In town without my car' day.

This approach needs to be supported by high quality public transport information provision. Traveline Scotland provides a national database for the public to call for public transport information or access using the internet. The Council supports this by maintaining an all operator timetable database, which then feeds into Traveline. At a more local level, real time information informing people of waiting times for their next bus is in place in Edinburgh and being further developed.

A more intensive approach to information provision is through availability of personalised travel advice to individuals. This is much more resource-intensive but can be very effective. Early pilots in the UK achieved a 10% reduction in car driver trips and driver distance, and a 25% reduction in driver time. The Council has trialled such approaches through the EU 'Optimum 2' project.

### OBJECTIVE

**To maximise the provision of information to potential travellers**

### POLICY

#### ST2

The Council, in conjunction with partner organisations, will aim to raise understanding of travel options through travel awareness, information and marketing initiatives.

## 6.3 Business travel plans

### BACKGROUND

Commuting and business travel account for almost a quarter of all travel and, being concentrated at peak times, contribute disproportionately to congestion and air pollution. The Council is anxious that employers help by implementing Travel Plans (TPs)

to encourage their employees to travel to work in ways other than driving alone. Community Planning partners in Edinburgh are committed to introducing TPs.

For many employers there is a good business case for a TP. It can help tackle problems (and reduce costs) related to parking, accessibility, congestion, and recruitment of employees without car access, particularly outwith the city centre. To lead by example, the Council has implemented its own TP, renewed in 2006 in the light of the move to new offices in Market St.

The biggest growth in car travel is from leisure and shopping trips. The Council will therefore continue to work with large leisure and retail operators to ensure that they are fully aware of the effects of the trips that their developments generate and to encourage them to offer alternatives. This could include, for example, increased secure cycle parking, improved access and security for public transport users, encourage home working and home delivery options.

#### OBJECTIVE

##### **For all major offices and activity centres to have Travel Plans**

#### POLICY

The Council does not have the powers to enforce travel planning, but can promote the benefits and support businesses that see advantages in putting such a plan into place. This is most likely to be achieved through the SESTRAN travel plan coordinator funded by the Scottish Executive. However, the coordinator will need support and backup from the Council to ensure that local actions complement travel plan proposals.

The Council will also seek to extend the funding of the coordinator to ensure that long term relationships can be built up with businesses.

#### **ST3**

The Council will work with the SESTRAN Travel Plan coordinator to support and advise businesses in developing travel plans.

#### **ST4**

The Council will work with SESTRAN to seek extension of funding for the SESTRAN Travel Plan coordinator.

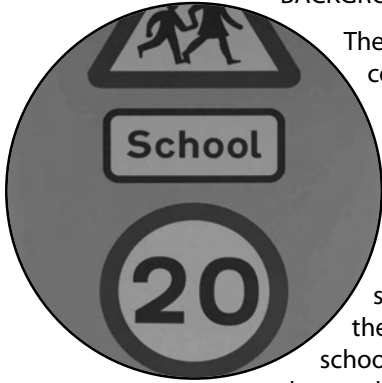
For new developments, the Council is in a position to ensure through the planning process that measures are built in to new developments to minimise the number of car trips generated. In addition to standards for provision of car and cycle parking, and design to support easy access for people arriving other than by car, this can require an agreed Travel Plan for major new developments potentially including travel awareness, infrastructure and service improvement measures. The Council will also seek appropriate funding contributions from developers towards off-site measures required to support TPs including contributions towards travel awareness measures and the infrastructure and services needed to support the TP.

#### **ST5**

The Council will, in planning agreements with developers for new office, retail and residential developments, seek funds for the implementation of agreed Travel Plans aimed at reducing the demand for car travel to/from that development.

## 6.4 Schools

### BACKGROUND



The school run is an area widely perceived as a major contributor to congestion. Increasing walking and cycling to school contribute not only to transport objectives, but to health and social welfare. However, parental concerns about personal and traffic dangers result in extensive car use for travel to school.

The Council has worked extensively with schools to develop school travel plans and safe routes to schools, and provide the facilities to support this. For example, all schools now have 20mph speed limits in their vicinity. However, much of the activity required to reduce car travel to schools requires active participation and commitment of time, often on a voluntary basis, by school staff, parents and children. The Council will continue to encourage and work with schools to promote these activities, with the ultimate goal that every school in the city should have a travel plan in place.

### OBJECTIVE

**For every school to have a Travel Plan promoting safe and sustainable travel to school**

### POLICY

School travel plans extend the safe routes to school concept by adding wider concerns about modal choice, the school run and health objectives to safety priorities. Travel plans can be wide-ranging in scope, but must be tailored to the specific needs of the school. They would usually cover walking, cycling and public transport options and 'hard' and 'soft' measures.

There may be a need for the examination of more wide-ranging concepts that would only be applicable in the context of groups of schools, in particular the use of dedicated school bus services. The potential contribution of these to reducing car travel to school should be examined, including their potential viability. The potential it is likely to be greatest for faith and private schools with large catchment areas and the highest proportion of school journeys by car.

#### ST4

The Council will encourage and support schools in developing travel plans.

#### ST5

The Council will examine with bus operators the potential take-up and commercial viability of dedicated school bus services.

## 6.5 Other measures

### BACKGROUND

There are many other ways of reducing demand for car travel, ranging from teleworking to car sharing. Different measures may be more or less appropriate in different circumstances, but these and other innovative approaches should be considered when developing travel plans or examining the management of the city's transport system.



## OBJECTIVE

**To support innovative measure to reduce travel demand or provide better alternatives to car use**

## POLICIES

**Car sharing, city car club**

Measures to encourage car sharing, and to provide 'city car club' facilities are both elements in the toolkit of measures available as alternatives to conventional single occupant car travel. As such they can be built into Travel Plans and be an available option in awareness and individualised travel planning initiatives (see 'Car travel', section 4.5).

**Teleworking, Home Deliveries**

Options for working or shopping from home are increasingly viable options for at least a proportion of these activities with the increasingly widespread availability of broadband internet services. These options do reduce the need to travel, although some factors may give rise to additional journeys. Home deliveries of goods may well increase, and additional leisure or other journeys may substitute for the journey to work by teleworkers. There is also a risk that internet shopping may undermine the viability of some local shops, requiring longer journeys by those still shopping by 'conventional' means.

One of the activities often seen as most requiring a car is the 'weekly shop'. Home delivery services replace the role of the car as a delivery vehicle. Supermarkets are increasingly offering such services. The Council supports this trend. It is also keen to see further development in this area, particularly scope to have purchases from the full range of city centre shops delivered to people's homes.

**ST6**

The Council will also encourage development of teleworking and of home delivery services, particularly from the city centre and traditional district shopping centres.

## 7 Transport and the economy

### 7.1 Competitiveness

#### BACKGROUND

Connectivity, both internal and external, is widely regarded by policy makers and academics throughout the UK and Europe as one of, if not the most important determinant of city competitiveness. A successful city needs quality internal transport infrastructure to move goods and people quickly and efficiently, as well as frequent, direct external links to connect local businesses to markets around the globe. As with the economy as a whole, the competitive position will be more secure for the long term future if that connectivity is provided in a way that minimises environmental impact and does not undermine the qualities on which the success of the region is based.

Ensuring appropriate connectivity is in place requires action at a number of levels. Within the city, the Council needs to ensure the core role of the city centre as an economic driver is facilitated, and efficient movement within the city provided for business and residents. It needs to ensure that the growth areas essential to the continuing development of the economy (see section 8.2) are accessible. At the regional level, effective access for residents to jobs, and for businesses to labour markets needs to be facilitated through integrated action by a number of local authorities. The establishment of the Regional Transport Partnerships, and emerging city-region planning processes will help these objectives.

In the case of central Scotland a wider level of collaboration has been established between the main cities of Glasgow and Edinburgh aimed at maximising the economic potential of the whole area. An element of their work will set out to identify the transport investment priorities for the two cities with the intention that this will help to influence the forthcoming comprehensive spending review.

#### OBJECTIVE

**To support sustainable transport measures to improve competitiveness**

#### POLICIES

Many of the policies throughout this LTS will contribute towards improved connectivity and hence towards competitiveness objectives. Some more specific policies supporting the economy are also set out in the following sections. In general terms, however, the Council recognises the importance of collaboration at regional, central Scotland and national levels to achieve the investment necessary to sustain and improve competitiveness.

#### **Comp1**

The Council will collaborate with neighbouring authorities, Glasgow City Council, the Scottish Executive and other agencies to promote and lobby for sustainable measures to improve the connectivity and competitiveness of central Scotland.

### 7.2 City centre

#### BACKGROUND

The City Centre is of core importance in sustaining and growing the city's economy as well as being the focus of the city's heritage. The agenda for the city centre is set in the

Edinburgh City Centre Strategy and Action Plan, developed by the partners supporting the Edinburgh City Centre Management Company (ECCMC). The strategy incorporates Public Realm, Accessibility and Environmental Management strands that are particularly relevant to the LTS. It is complementary to the World Heritage Management Plan developed by the World Heritage Trust. To this must be added the interests of city centre residents.

Many of the issues raised are dealt with elsewhere in this LTS. For example, concerns about the quality of the city centre public realm and streetscape are discussed in the 'Streets' section. Many of the infrastructure proposals are included in the 'Public transport' section.

#### OBJECTIVE

**To support an economically strong city centre with excellent accessibility and a high quality environment**

#### POLICIES

There are many demands on city centre street space, ranging from residents' parking to performance space. The Council and its partners have the duty to balance these as best they can. Although much has already been done there remain significant concerns that the balance is not yet right and that improvements in relation to pedestrian facilities, public transport, servicing and deliveries and provision for private transport are still required. Many of these are set out in the ECCMC Action Plan. This includes actions to:

- Improve pedestrian and visitor signage;
- Increase pedestrian priority areas;
- Review existing bus services;
- Develop a shopper bus service;
- Provide new off street car parking, probably underground.

#### CC1

The Council will assist with the implementation of the agreed City Centre Strategy and Action Plan.

The ECCMC Action Plan also provides for the development of a city centre transport strategy. This would set out the vision and future framework for city centre transport. However, such a strategy needs to show how the opportunities presented by the introduction of trams will be used. It cannot therefore be developed until the details of tram construction are known.

#### CC2

The Council will develop a City Centre Transport Strategy when full details of tram construction and design are finalised

### 7.3 External connectivity

#### BACKGROUND

The LTS is primarily concerned with local trips. But as a major economic centre, particularly one peripheral to the main European markets and economic centres, Edinburgh also requires excellent external connectivity. The LTS needs to influence and support the measures being taken at national and regional levels, while ensuring that local impacts are acceptable.

External connectivity depends on all forms of travel, including air and sea. Whilst the Council has no direct control over the motorway and trunk road network, or long distance rail, coach, air and sea services, it will promote the same broad objectives as it does in respect of local travel. These will focus on promoting the quality and capacity of the major gateways such as Edinburgh Airport and the main rail stations, and promoting high quality local accessibility by sustainable transport modes to those gateways. Policy in these areas will be influenced by the same broad objectives as those for local travel, in particular giving priority to measures to promote safe and sustainable travel.

Major connectivity concerns are:

- Improving the reliability and sustainability of travel across the Border, especially to London;
- Promoting better public transport travel choices within Scotland, especially between Edinburgh and Glasgow;
- Maintaining the integrity of key regional connections, particularly across the Forth;
- Providing good accessibility to employment locations in Edinburgh from the extending journey to work area, without generating excessive levels of congestion;

SESTRAN will have a key role in tackling these issues, but the Council must ensure its views and priorities are clearly expressed.

#### OBJECTIVES

**To promote and facilitate the quality of regional, national and international connectivity needed to support the economic objectives of the Edinburgh city-region**

**To mitigate the impact of long distance travel on the local and global environment and transport network as much as possible**

#### POLICIES

##### **Long distance travel**

The key issue for long-distance travel is access to London and to major business and tourism locations abroad. Currently, air takes a significant share of Edinburgh-London travel and this route represents over 50% of Edinburgh airport's passenger market. Growth in air travel is rapid, reflected in continuing expansion at the airport. The Council is concerned about the environmental implications of rapid increase in air travel. It would like to see priority given to direct flights to destinations abroad, which is in any case the fastest-growing segment of the market, combined with support for the principle that air travel should meet its environmental costs.

Conversely, there are concerns about rail capacity on the East Coast Main Line, which limit the scope for long-term growth on this route. Growth of intermediate services using this line could restrict capacity for London-Edinburgh services further. Yet for travel to London this is the most sustainable mode of transport, and it could potentially capture a much greater share of the market than its current 15%. To achieve this, journey times need to be significantly reduced.

European experience suggests that rail becomes competitive with air when journey times are three hours or less, and the Council will support measures to achieve journey time of under three hours between Edinburgh and London. The Council considers this to be achievable in the longer term, but planning needs to start now for this to happen before rail and air capacity becomes seriously compromised.

**Ext 1**

The Council will lobby for investigation of measures to achieve significant reductions in rail journey times between London and Edinburgh.

West Coast Main Line and Cross Country services comprise the other rail links south. Significant improvements have taken place on these routes with more to come, and the Council anticipates that these routes will play an increasing role in linking Edinburgh to the south.

Rail journey times to continental destinations will never be competitive with air, and in the present environment, prices will not be competitive either. The Council will therefore not pursue direct rail connections via the Channel Tunnel.

However, the direct Rosyth to Zeebrugge ferry connection is strongly welcomed, providing a direct link to the continent for passengers and freight. It can also benefit inward tourism. The reduction in service to three times weekly is viewed with concern and the Council will support actions to promote patronage growth on this service. A potential cruise liner terminal at Leith Docks would also benefit tourism in the city.

The airport is growing rapidly, with passenger numbers forecast to increase from 8 million now, to between 12 million and 13.7 million in 2013; and cargo and mail tonnage to rise from 56,000 tonnes today, to 71,500 tonnes in 2013.

Good surface access to and from the airport is essential if the benefits are to be maximised. Currently well over 50% of passengers travel to or from the airport by car, and a further 25% by taxi. The proposed Edinburgh Airport Rail Link, and the Edinburgh tram line should increase the proportion of public transport users significantly. The Council expects that the growth in passenger accessing the airport should be accommodated on the enhanced public transport services rather than through increased car access. The Council will support other measures to assist access to the airport by public transport and bicycle.

Road access improvements to the airport are proposed by BAA. If these are required they should be predicated on clear targets for car mode share to the airport and set within the context of an overall surface access and parking strategy.

An Air Transport Forum is in place for Edinburgh Airport, and has developed a surface access strategy. This Forum has two sub-groups, considering improvements to Infrastructure and Information. The Council is represented on this forum and supports its efforts to improve the attractiveness of more sustainable surface access to the airport. BAA have published a Masterplan for the airport, and have indicated they will produce a surface access strategy at the end of 2006.

**Ext 2**

The Council will work with BAA and other partners to increase significantly the use of sustainable travel modes for access to Edinburgh airport, including the provision of rail and tram links.

**Scotland**

Within Scotland, there is also scope for further development of rail services. The key issue is the Edinburgh-Glasgow corridor. Rail services on this route are well used, but journey times have not improved for decades. The potential benefits to the Scottish economy of improvements to journey times need to be understood and the Council will support studies to examine options for improvement.

**Ext 3**

The Council will work with SESTRAN, SPT and other partners to establish the options and benefits for improving Edinburgh-Glasgow rail journey times

**Regional connectivity**

A new Regional Transport Strategy is in preparation that will provide a framework for the development of regional transport priorities. It is essential for the economic health of the Edinburgh city-region that employers have access to a sufficient labour market. As the area's economy grows, this cannot be dependent solely on car access which would give rise to increasing congestion, and public transport facilities must be developed to serve a wider area.

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

Measures such as rail service improvements, Park and Ride and bus improvements such as services linking major employment destinations outside the city centre are dealt with in the Bus chapter above. A study is currently in progress on the feasibility of a cross-Forth ferry. The Council supports the principle, which should be taken forward by SESTRAN.

As with local travel, the Council will support improvements to regional connectivity that do not increase traffic and congestion pressures in and around Edinburgh itself. Investment that results in more long-term congestion than would otherwise have been the case around the city is not contributing to better connectivity, simply treating a symptom.

In this context, a major issue is the question of an additional or replacement road crossing of the Forth at Queensferry. The Council considered this issue in detail on 24 August 2006. Key conclusions, in the form of comments to the Scottish Parliament's Petitions Committee were:

- To proceed on the basis that a second crossing is required, pending the outcome of studies of the need to replace or augment the road bridge cables;
- To urge that the Scottish Executive's Strategic Projects Review gives full consideration to
  - the option of investing similar sums to the cost of a new crossing in other cross-Forth transport initiatives,
  - a wide range of options for an additional crossing including potential crossings further upstream than Queensferry,
  - evaluating a new crossing on a 'level playing field with other strategic projects, for example improved rail links from Edinburgh to Glasgow.
- To highlight the fact that investment in a potential second bridge will affect future commuting patterns into Edinburgh and that such investment should be considered in the context of a strategic approach that seeks to cater for a growing Edinburgh in the most environmentally sustainable manner possible;
- To note that any additional road-based crossing, whether or not it gives priority to public transport and high occupancy vehicles, is likely to significantly increase cross Forth traffic;
- To ask that environmental issues, including effects on carbon dioxide emissions, are central to any assessment of the impacts of a new crossing;

- To ask that, if a new crossing is promoted;
  - it is constructed to allow future tram use and that in a two crossing scenario both should prioritise buses and high occupancy vehicles,
  - the promoter should be required to put in place a demand management and investment package that will ensure that traffic in Edinburgh will remain at or below the levels that would have been forecast without an additional crossing, and will avoid the increases in traffic forecast with a new crossing.
- To note that there is uncertainty as to the nature and direction of the economic impacts of building an additional crossing.

A further location of concern is the Sherrifhall junction on the city bypass, a trunk road. Access into the city is impeded by congestion at this location, as is strategic traffic using the bypass itself. It is also a barrier for cyclists. There is a clear need for enhancement of the junction, including introducing public transport priorities, and the Council is of the view that this should not be dependent on funding from development as currently proposed by the Scottish Executive.

In the longer term, sustaining the economic health and quality of life provided by Edinburgh and the wider city-region will be dependent on good connectivity provided in a way that does not overload infrastructure or damage the environment.

#### Ext 4

The Council will work in partnership with SESTRAN, the Scottish Executive and other agencies on measures to improve regional connectivity, including across the Forth in a way that supports long-term sustainable growth of the whole city-region.

## 7.4 Movement of goods

### BACKGROUND



The efficient movement of goods and services is fundamental to Edinburgh's economy and the quality of life of its residents. Within the city, the key issues relate to deliveries of goods, particularly to retailers and business premises requiring not only road access, but also locations for loading and unloading. However, current retailing trends, especially use of the internet, are leading to increasing volumes of deliveries to private homes. Major distribution and trans-shipment centres servicing deliveries in the city are mainly located close to the city bypass, or outside the city on the national motorway network.

Freight movement related to construction and manufacturing within the city is more limited in scale, and problems tend to be more localised, close to specific sites. Freight transit traffic mainly uses the motorway network and the city bypass, avoiding built-up areas. However, congestion on these routes due to substantial local traffic can cause delays for goods movement. Congestion can also reduce the efficiency and reliability of servicing traffic within the city.

There are significant rail freight flows across the city, but within it major rail freight movements are confined to the movement of waste to landfill. Use of rail freight access to the Port of Leith is likely to decline further, as the port is redeveloped for residential and general commercial use, with shipping confined mainly to leisure and recreational activities. However, the potential use for transfer of freight including waste should be safeguarded.

There are important requirements for good freight connectivity to national and international destinations. These are considered in Section 8.2 on external connectivity.

#### OBJECTIVE

**To achieve the movement and delivery of goods within and through the city efficiently and safely, with the minimum possible impact on the environment**

#### POLICIES

The Council recognise that there is generally no alternative to local deliveries by road within the city, and that the city's economy can only benefit through facilitation of efficient delivery operations. A number of factors affect efficiency, particularly: congestion, which causes delay and unreliability; inadequate loading/unloading facilities; and access limitations. Efficiency is also affected by the way in which the logistics sector itself is managed, for example the extent of empty running.

Many of the measures proposed to tackle congestion throughout the city will benefit all remaining traffic, including goods. The treatment of goods vehicles should reflect the Street Management Framework set out in **Streets 1**. Freight organisations have sought access for goods vehicles into bus lanes. This is not considered appropriate within the city.

Policies regarding parking and loading are dealt with in the 'Parking' section of this LTS and the parking review undertaken in 2005/6 gave extensive consideration to the needs of business and goods vehicles. It is important that new development provides adequately for servicing of premises. However, at the planning stage, precise servicing requirements may not be known, as they will depend on the logistics requirements of an eventual occupant. The Council will work with freight and logistics organisations on ways to minimise potential problems.

#### **Goods 1**

The Council will identify and address the needs of freight transport users when implementing broader transport policies within Edinburgh, including ensuring through the planning process that new developments include adequate provision for access and loading/unloading. It will only impose curfews where necessary for the protection of local residents

There have been a number of proposals on ways to reduce the impact of goods vehicles, especially in the city centre. These include a service tunnel under Princes Street, or a trans-shipment centre that would reduce the size and/or quantity of goods vehicles needing to access the city.

Against the background of an existing highly efficient and well developed commercial logistics sector, any proposal must not add costs to goods movement within the city that would represent a barrier to retailers and other businesses within the city. It is proposed that the Council examine issues of city centre logistics together with the industry and city centre business interests.

#### **Goods 2**

The Council will work with the industry and city centre businesses to identify problems and potential solutions in relation to city centre logistics as part of the development of a city centre transport strategy (Policy **CC 2**).



On the other hand, goods vehicles and loading/unloading operations can have a significant environmental impact, whether through noise, pollution or visual intrusiveness, so that restrictions are necessary in some circumstances. The Council will work with the freight industry and other partners to achieve the best possible balance, and will consider at the regional level whether a quality partnership with the freight sector would be of mutual benefit.

### **Goods 3**

The Council will work with the industry, SESTRAN and other partners to evaluate the benefits of a 'Freight Quality Partnership' at the regional level.

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

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

In relation to sea traffic, Leith Docks are increasingly being developed for housing and commercial uses unrelated to freight, as set out in the Leith Docks Development Framework. Freight operations will be focused on other ports in the Forth, particularly Grangemouth and Rosyth. The Council considers these moves appropriate for the city and will work with SESTRAN partners on ensuring appropriate access from the city to these alternative locations. This also means that new developments likely to generate coastal and sea freight traffic is best sited where accessible to these alternative ports, rather than in North Edinburgh.

### **Goods 4**

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

- Safeguarding rail access to key industrial sites;
- Ensuring that major new rail freight generating developments are accessible to the rail network where possible;
- Encouraging developments likely to benefit from sea freight are sited to be easily accessible the principal freight-handling ports in the Forth; and
- Working to ensure multi-modal freight operations where possible.

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

### **Goods 5**

The Council will make every effort to ensure that Edinburgh's domestic waste continues to be moved out of Edinburgh by rail, and will examine other ways in which the Council can lead by example.

## 8 Planning and growth

### 8.1 Land use planning

#### BACKGROUND

The distribution of housing, employment, shopping and leisure opportunities across the city and surrounding areas determines travel patterns. The planning system can affect this distribution by managing the redevelopment or change of use of existing land or buildings, or by guiding the location and form of new development. The effect of such changes on travel patterns is incremental, but significant in the medium to longer term. The City's transport and planning policies, therefore, must be consistent with each other and must also fit within the National Planning Framework for Scotland, approved in 2004.

Planning plays a key role in an integrated transport and land use strategy at two main levels:

- The Development Plan, consisting of Structure and Local Plans, sets the policy context for Planning decisions; and
- The Development Management process assesses and takes decisions on specific planning applications.

Planning also deals with conservation issues, concerned with the potential physical effects on the street scene of the transport trends and actions. Edinburgh has particular assets in the World Heritage Site and its other conservation areas, and the quality of the pedestrian environment is of importance throughout the city. Actions affecting these assets must be in line with the Council's wider environmental aspirations as expressed in the Edinburgh Standards for Streets.

#### Development Plan

In Edinburgh, the statutory development plan comprises a Structure Plan and six Local Plans. These Local Plans are gradually being replaced by just two, one covering the main built-up area of the city, the other its rural western area. This Local Transport Strategy has been prepared in the context of the Structure Plan 2015 (approved in 2004) and the most up to date relevant Local Plans. In turn, the objectives, policies and programmes of this Local Transport Strategy will influence future development plans.

A revised Structure Plan is being prepared, but this may be superseded by new city-region planning arrangements under the Planning Bill currently in parliament. A replacement Local Plan covering the built-up area is also being prepared – the Edinburgh City Local Plan. Consultation on both of these took place during May and June 2006. Initial discussion is also taking place on the longer term framework for the city's growth covering the period 2020-2040, and this debate will evolve during the period of this LTS.

The current Structure Plan's approach to transport focuses on reducing trip lengths and the need to travel, especially by private car; and encouraging the increased use of public transport. The Structure Plan aims to protect Edinburgh city centre and town centres from developments likely to damage their vitality and viability. It does this by directing development to some fifteen core development areas (four within Edinburgh, detailed below) which are already, or which have the ability to be, well served by walking, cycling and public transport. It also identifies and requires local plans to safeguard opportunities for the provision of the new transport infrastructure that is required to support these core development areas (see Appendix 2).

The Council's Local Plans set out more detailed site specific policies and proposals. They include parking provision, access for disadvantaged groups and the transport impact of new developments. Local Plans safeguard land for transport proposals, such as stations, road construction, footpaths and Park and Ride sites. They also identify development opportunities, and encourage mixed use developments in appropriate locations; and set the context for managing development, including seeking developer contributions for transport infrastructure and services.

The West Edinburgh Planning Framework prepared by the Scottish Executive provides statutory planning guidance for development in west Edinburgh.

#### OBJECTIVE

**To ensure the LTS proposals and Development Plan are consistent**

#### POLICIES

The Council attaches considerable importance to integrating land use and transport policies as a means to meeting wider objectives.

#### LU 1

The Council will seek to ensure integration of land use planning and transport policies by ensuring that planning policies reflect the aims and objectives of the LTS and vice versa.

#### Development Plan

The Structure Plan and Local Plans set out a range of transport policies. The Structure Plan also sets out a series of transport investment proposals seen as necessary to meet development requirements. These are set out in Appendix 2 together with their status in this LTS. The only changes are to projects based on funding from congestion charging revenue, for which alternative funding sources will be sought. The A71 dualling proposal has been reviewed and is not longer being safeguarded. The Council (together with West Lothian Council) will now progress a package of sustainable transport improvements on the A71.

Parking policies are of particular importance in achieving transport and planning objectives, for example in supporting city centre retailing. Parking standards for new development included in the development plan provide one essential tool, but national, or at least regional policies are required in some areas. For example, parking provided free of charge to users on private sites in business and retail parks has a significant impact on travel choices and decisions, but cannot be addressed at a purely local level.

#### Development Management

Planning decisions for individual developments must be made in accordance with the development plan unless material considerations indicate otherwise. National policy is a material consideration, and in relation to Planning for Transport is set out in SPP17, published in 2005. Advice and guidance on best practice is provided in Planning Advice Notes, especially PAN 75 and PAN 76 relating to planning for transport overall, and the design of residential streets (see Policy **Streets 3**). A Guide to Transport Assessment and Implementation has also been produced by the Executive.

Every development has a transport impact, and the Council will seek to ensure that movement needs generated by new development are met, not only in terms of access to and from the site but also in relation to its wider connectivity. Development should be

designed to fit the aims of the transport strategy, giving priority to sustainable transport and minimising dependence on use of the private car.

The Council will therefore require planning agreements to include contributions from developers towards appropriate off-site transport measures. It will also seek the implementation of travel plans for all developments requiring a transport assessment. PAN75 sets out the approach to incorporating travel plans into planning agreements.

### LU 2

Developers will be expected to contribute towards the cost of providing for movement needs generated by their development, focusing on sustainable transport modes. Road provision should normally be limited to that required to accommodate traffic generated by the development.

### LU 3

The Council will require agreed travel plans for commercial developments requiring transport assessments before granting planning permission

Transport assessments can be of considerable assistance in assessing and dealing with the immediate transport impacts of new developments. However, it may be necessary for developments to support further off-site infrastructure or services. New development is often incremental, with several individual developments taking place in an area over a period of years. Transport to a particular development adds pressure to the transport network and another layer to already complex movement patterns. While this can be assessed and addressed, it is more difficult to anticipate and plan for the future transport demands that will be created when the wider area is developed.

The Council will seek to identify areas where a significant scale of development is expected, through the Local Plan process. Such areas will require masterplans be produced. This process should also seek to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.

A method of fairly attributing the transport requirements of new development to individual proposals can then be developed. This has been carried out in relation to contributions towards the tram project (see section 5.2). The Council will seek to develop the wider application of such methods in light of Transport Assessment and PAN 75 guidance. This will be undertaken in the context of a wider review of the approach to developer contributions.

### LU 4

The Council will develop methods to allocate developer contributions to appropriate off-site transport improvements.

## 8.2 Core development areas

### BACKGROUND

The four core development areas within the city identified in the Structure Plan are: the City Centre; Edinburgh Waterfront, covering Granton and Leith; Edinburgh Park, South Gyle and Sighthill; and Newbridge/ Kirkliston/ Ratho. Stretching beyond the city, growth areas include the 'South East Wedge' into Midlothian and the A8 corridor into West Lothian.

In each of these areas significant transport investment will be required, both in order to enable the new development to be accommodated without causing unacceptable additional congestion, and to ensure that they can be accessed by a choice of transport modes from an acceptably wide catchment area. Development, including that at Edinburgh Airport, will be expected to contribute fairly and fully to its transport impacts and to ensuring that Scottish and local transport objectives and targets can be achieved.

#### OBJECTIVE

**To support development in the major growth areas through facilitating provision of necessary transport infrastructure**

#### POLICIES

##### **North Edinburgh**

Improving access, in particular the implementation of the Edinburgh Tram is very important to secure the success of the North Edinburgh regeneration project and to ensure that major housing developments planned for the area can proceed. The area between the Firth of Forth and the city centre suffers from significant road capacity constraints, which will be exacerbated if the developments proposed for Leith Docks and Granton are not focused around a high proportion of journeys being made by public transport. This will require effective management through the planning process, as well as transport measures.

A study of alternative approaches to managing car use and access is proposed based on best practice in high density development elsewhere in the UK and Europe. It is also proposed that a pilot demand management scheme be developed for this area linking incentives not to own car (city car club, provision of bus season ticket) with improved public transport and potential funding from developers.

##### **LU 5**

The Council will examine a range of approaches to managing car travel demand in North Edinburgh based on best practice and innovation.

A new local access road from Crewe Toll into the Granton development area, bypassing residential roads, is in place. A package of bus-based public transport improvements to this and the other two areas is being implemented as part of the 'Access to Growth Areas' package. By 2010 the Tram will provide a step change in accessibility. However, if Phase 1b of the tram cannot go ahead in the short term due to funding constraints other interim measures may be required. These are most likely to take the form of additional bus infrastructure and services, although these would not be able to provide the quality and level of service of the tram. High quality cycle and pedestrian infrastructure is also essential to ensuring high levels of accessibility to this area.

##### **LU 6**

The Council will examine interim options for better public transport accessibility to North Edinburgh should Tram Phase 1b not proceed in the short term.

##### **LU 7**

The Council will apply strict development control parking standards for new development in north Edinburgh, and will develop appropriate parking controls for the area.

### South East Wedge

The South East Wedge was chosen for major development because of its close proximity to the existing housing and jobs of Edinburgh, thereby minimising the additional travel that will be generated by its new developments.

Nonetheless the development does require further improvements to transport services and infrastructure. Enhancements to walking, cycling and particularly bus service access to the Royal Infirmary of Edinburgh site are now in place. Further improvements will be delivered through the 'access to growth areas' package. However, access to healthcare, especially the Infirmary, is still seen as an issue in the response to consultation on the LTS.

Further public transport improvements will be needed to tackle this issue, and to deal with the transport impacts of the remaining components of the South East Wedge development. In particular improved orbital bus services are likely to be necessary, whilst the proposed Tram line serving this area, would, if it could be delivered, provide a step change in accessibility in the longer term. In the shorter term, interim alternatives to tram may be necessary (see Policy **PT 12**).

### West Edinburgh

In recent years West Edinburgh has seen substantial growth, particularly in office development, including the RBS headquarters at Gogarburn. There is still scope for considerable further development at Edinburgh Park and adjacent areas. Furthermore if, as seems likely, air traffic continues to grow rapidly, Edinburgh Airport will become an even more important generator of surface travel than it is already.

The Edinburgh Tram and the Edinburgh Airport Rail Link will provide a much needed step change in transport connectivity to support the growth of this area – of national importance as recognised in the West Edinburgh Planning Framework. This supports the development of existing key uses but does not support greenfield development before 2020. After 2020 such development remains a possibility subject to a range of criteria which transport investment needs to take into account.

The Fastlink guided busway, and radial local bus services together with Edinburgh Park station now provide good access for today's needs. However, orbital services require significant further strengthening. This will be assisted by the Access to Growth Areas package, as will cycle and pedestrian access to the area. In the longer term, better connections to the regional labour force, and to other areas of economic activity other than the city centre, will require further development of direct links along the city bypass corridor and to major regional centres.

### LU 8

The Council will promote further connectivity improvements to support the West Edinburgh Planning Framework and the Development Plan.

## 8.3 Accessibility planning

### BACKGROUND

Measures of accessibility and the use of such measures to guide locational policy and decision making is potentially a powerful tool in ensuring land use and transport policy integration. For example, by using readily available data they provide the means of assessing how potential policies and decisions will influence the ability of particular groups to access key facilities.

Some examples include:

- access by elderly people without access to a car to hospital outpatient department; and
- access to jobs for unemployed young people.

The Council has already used such techniques to assess potential development locations for a Local Plan, and they are being used to identify shortfalls in bus service provision for this LTS.

#### OBJECTIVE

**To make use of accessibility planning tools to guide location policy and decision-making**

#### POLICY

It is proposed to further develop these techniques and to use them in the development of the Edinburgh City Local Plan and other future development planning work, as well as to guide transport decision-making. It would be beneficial to extend this approach to the wider city-region to ensure that accessibility considerations across boundaries are realistically dealt with, and issue of access to a wider regional labour market, for example, can be understood.

#### LU 9

The Council will develop its capacity to use accessibility planning tools and to promote extension of this capability to the wider city-region in partnership with SESTRAN and the Scottish Executive.

## 9 Appraisal

### 9.1 Consultation

#### CONSULTATION OVER THE LAST FIVE YEARS

Major exercises in opinion research on transport strategy in Edinburgh, including open consultation, market research and focus groups undertaken since 2000 include:

- A series of consultations on the Integrated Transport Initiative (ITI) is shown in the table below. Phase I, the consultation on the LTS 2000 is not covered here.

Design Stage	Consultation Phase	Phase Title	Timing
Selection of Transport Strategy Basis	I	Local Transport Strategy Consultation "Edinburgh's Transport Choices"	1999
Identification of Preferred Transport Strategy	II	Preparatory Market Research	2000
	III	Regional Market Research	2001
	IV	Strategic Regional Consultation "Have Your Say"	2002
Detailed Transport Strategy Design	V	Detailed Scheme Design Consultation	2003

- Opinion research commissioned from MORI by CEC. Fieldwork was undertaken during autumn 2005.

In addition, two rounds of consultation with businesses representing the key sectors of the Edinburgh economy (in 2001 and 2005) have identified transport as critical to Edinburgh's future prosperity.

All the research, undertaken over four years, is very consistent in the level of agreement about the need to tackle congestion and improve public transport in Edinburgh, and about the priorities for transport investment.

In the various stages of research referred to in the table above, identical questions were asked about congestion and public transport. Each stage produced similar levels of response to each question.

#### Question

Question	Range of respondents agreeing
<i>Traffic congestion on Edinburgh's road network will get worse and needs to be reduced...</i>	
...in the city centre	72%-85%
...in other parts of Edinburgh outside the city centre	58%-76%
...on routes approaching the city bypass	53%-75%
<i>Public transport needs to be substantially improved...</i>	
...to Edinburgh city centre	68%-78%
...in other parts of Edinburgh outside the city centre	78%-85%
...on connections to and from Edinburgh	68%-72%



The biggest range relates to congestion at the edge of the city, and this variation may be due to different experiences for those responding to the surveys (all of whom are Edinburgh residents). In terms of how congestion should be reduced, Phase V research identified solutions from respondents. The top three suggestions, each put forward by over 50% of respondents, were all public transport related:

- better public transport;
- cheaper public transport;
- more Park and Ride.

The MORI work undertaken more recently included a number of transport questions amongst other research into attitudes to Council services. The conclusions were very similar to those found in the Stage 1 consultation on this LTS, reported below.

The historic opinion research all appears to show a high degree of consensus that public transport, especially bus services, needs improvement, that congestion needs to be tackled and that transport investment should primarily be focused on sustainable transport. Maintenance of roads and pavements is also seen as being of the highest priority.

Many of the priorities for investment identified in the research described have been put in place since 2000. The quality of buses and bus reliability has significantly improved in this period, as evidenced by the reversal of the long term trend of declining patronage. Real-time information is in place and is being extended further. Four Park and Ride sites around the city are now operational. A number of rail improvements are already in place such as Edinburgh Park station, with progress being made on several others, including the Waverley line and Edinburgh Airport Rail Link. Preferred improvements identified in the research but not implemented relate particularly to bus service quality. While some improvements to services on weekday evenings have been provided commercially, there has been no potential to tackle evening and weekend services, and ticketing issues, more comprehensively due to funding constraints.

#### LTS 2007 STAGE 1 CONSULTATION

A range of consultation activities were undertaken for the new LTS. These took place during January and February 2006. Activities included:

- Distribution of a leaflet, with tear-off questionnaire, in a wide range of public places and on the Council's and Transport Edinburgh's web sites  
20,000 leaflets were circulated;
- Inclusion of leaflet questionnaire in the Evening News on 24 January 2006;
- Advertising and media coverage of the consultation and the availability of the leaflet. All the above resulted in 1,234 responses to the consultation;
- 6 qualitative discussion groups with randomly selected invited members of the public from different areas of the city;
- A detailed questionnaire completed by the Council's 'Citizens' Panel',  
1,000 issued, 607 returned;
- Circulation of an issues paper with attached questionnaire to around 200 organisations. These were drawn from the business community including the Edinburgh Business Assembly, interest groups and community organisations, as well as the Council's Combined Equalities Forum, Community Safety Partnership and Sustainable Development Partnership. 30 questionnaires were returned;
- A presentation to invited representatives of business and other interest groups. 44 organisations were invited, 10 people representing eight organisations attended;

- Workshops, one with transport interest groups (17 invited, 8 attended), and one with Community Councils and other community organisations (40 invited, 18 attended);
- A presentation to the Combined Equalities Forum;
- Individual meetings with a number of key stakeholders;
- Councillors' briefing/ presentation;
- Information for City of Edinburgh Council staff, including e-mail and information on intranet.

The principal conclusions from each element of the consultation are identified below.

### Leaflet questionnaire

The topics considered to be of essential or high priority by the greatest proportion of the 1215 respondents were:

Additional maintenance of pavements	75%
Additional maintenance of roads	73%
Better bus services to other areas (ie other than to city centre)	68%
Reduce air pollution	61%

The topics considered essential or high priority by the fewest respondents were:

Increased city centre parking	26%
More road space for cars	26%

The leaflet provided the opportunity to make further comments. Most of these reflect the priorities shown above, although better co-ordination of bus services, and better bus access to health institutions are highlighted. Also identified are the re-opening of old rail lines, removal or traffic management/ traffic calming measures, and more low floor buses to accommodate wheelchairs and prams.

### Citizen's panel

The objectives included in the three top priorities by the greatest proportion of the 607 respondents to the detailed Citizen's panel questionnaire were:

- To make streets safer for all users;
- To maintain streets, footways and cycleways to ensure they can be used safely and comfortably;
- To support the city's economy by ensuring that people and goods can move around as easily as possible; and
- To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as well as routes for movement whether by car, bus, bicycle or on foot.

The Citizen's Panel questionnaire asked a series of further questions. On bus services, 83% agreed that 'the city has good bus services to and from the city centre', 36% agreed (and 32% disagreed) that 'the city has good bus services to and from other parts of the city'. Similarly, bus services during the working day were generally seen as good, but at weekends and evenings opinion was much more divided.

There was overwhelming agreement that the maintenance of roads and pavements should be a high priority for the Council. 69% agreed (and 16% disagreed) that 'parking and loading regulations should be strictly enforced', matching the conclusions of the 2006 MORI survey. 60% agreed that 'public transport, walking and cycling should be prioritised, even if this sometimes inconveniences motorists'.

The Panel were asked about the city centre. 59% thought that reducing traffic levels in the city centre would make it more attractive for shoppers, residents and visitors, while just 23% thought the traffic arrangements should be left as they are now. However, 47% agreed (and 34% disagreed) that 'there should be fewer restrictions on traffic movement in the city centre than now'.

Hospitals were seen as the most difficult places to access by public transport; comments highlight the new Royal Infirmary in particular.

Many of the Panel responses included comments. These were very wide-ranging – some of the points raised by significant numbers and not referred to in the structured questions included:

- Better public transport integration, including ticketing;
- A balance of views for and against trams;
- Need for more priority for wheelchairs and prams on buses;
- Improved enforcement in respect of various types of traffic infringement.

### **Stakeholders**

The various stakeholder discussions reflected much of the public response, but added a number of important specific issues. In particular, the business community stressed the importance of transport infrastructure to the economy of the city; seen in turn as the driver of the regional economy and critical to the growth of the Scottish economy as a whole. This reflects the 'key sectors' consultation carried out by the Council and mentioned above. The delivery of major transport projects including the trams, rail projects, and the A8000 improvement is crucial. Any disruption of cross-Forth travel due to difficulties with the Forth road bridge would be very damaging. However, there was also a feeling that more needed to be done to improve transport links in the south-west and south-east of the city, rather than just the west.

The city centre also played an important part in the thinking of the business sector – it was crucial that customers, business visitors and deliveries were able to access the city centre and park conveniently. However, the importance of a high quality city centre environment was also recognised.

Community Council input also reflected much of the public response with the priorities identified in the workshops similar to those raised by the public generally. There was more focus on some detailed issues, but also discussion of more strategic approaches such as the need for integration of the public transport system, and better liaison of the different agencies involved with transport (including utilities in respect of roadworks). Representatives from rural west Edinburgh feel particularly strongly that their concerns are not being addressed.

Interest groups clearly reflected their own major concerns, from the importance of good design and sensitivity to the city's built environment, to the need to recognise the importance of freight and delivery and take account of these matters fully in managing street space. The statutory requirements in relation to air quality, and government objectives on climate change were also raised.

### **LTS 2007 STAGE 2 CONSULTATION**

This took place during summer 2006, seeking views on a consultation draft of the LTS. As in Stage 1, there were three principal elements to the consultation: Stakeholder engagement, primarily through the Edinburgh Partnership structure; representative public views through presentations to representatives of Community Councils, interest

groups and the business community; and a wider public input through a leaflet with a summary/ questionnaire with specific questions on the draft LTS. Around 7,000 copies of the leaflet were distributed to those that participated in Stage 1 and to the general public. In addition the draft LTS document was provided to neighbouring Councils, SESTRAN and FETA. The consultation was advertised in the Evening News, Scotsman, and Metro; and was flagged in the summer edition of the Council newspaper Outlook (together with key outcomes of Stage 1 consultation).

Separately from the Council's consultation, the Evening News incorporated a questionnaire on transport issues in the newspaper and website during June.

The response to the consultation was as follows:

- 567 responses were received from the public (371 online questionnaires and 196 leaflet questionnaires);
- Two thirds of the returned questionnaires also contained comments;
- 33 responses were received from stakeholders with detailed written comments;
- 48 stakeholders participated in the 3 LTS presentations;
- Individual meetings were held with NHS Lothian and the Freight Transport Association.

The matters raised in letters and comments included:

- A wide range of public transport matters, some suggesting the Council need to do more to improve quality and integration, some criticising aspects of Council actions;
- Comments both for and against the tram scheme;
- Concern about the scale of resources and services available for Community and Accessible transport;
- The need for greater transparency and community involvement in transport decision-making;
- Support for greater investment in cycle facilities – but some concern about cyclist behaviour;
- General support for the proposed street management framework, with some constructive suggestions for improvement.

### Questionnaires

The questionnaire attached to the leaflet sought opinions from respondents on the main elements of the LTS, as well as providing an opportunity for comment. On every question, agreement with the LTS approach outweighed disagreement by at least 2:1, and in most cases by much more than this. The results are summarised below.

LTS Proposal for Consultation	Percentage of Respondents		
	Agree	Disagree	No Opinion
<b>PUBLIC TRANSPORT</b>			
1. Continue to install BusTracker real-time electronic information signs throughout the city	83%	9%	8%
2. Add new bus lanes and traffic light priority for buses where appropriate	65%	26%	9%
3. Ensure people with prams or in wheelchairs can use buses	88%	3%	9%
4. Promote and expand park and ride sites	73%	7%	19%

LTS Proposal for Consultation	Percentage of Respondents		
	Agree	Disagree	No Opinion
5. Enhance transport services for disabled people	76%	5%	19%
6. Improve bus services linking areas outside the city centre	84%	3%	14%
7. Improve bus services at evenings and weekends	83%	3%	14%
8. Improve access to hospitals particularly the Royal Infirmary	83%	4%	13%
9. Improve public transport in rural west Edinburgh	53%	6%	41%
<b>STREETS</b>			
1. Give priority to different street users depending on the role of the street concerned (eg priority to pedestrians on city centre shopping streets priority to buses on main roads to the city centre)	70%	21%	9%
2. Continue the increased spending of the last few years on road and pavement maintenance	83%	7%	10%
3. Upgrade traffic light control systems to make traffic flow more smoothly	85%	5%	10%
4. Implement the new Parking Strategy which includes introducing parking permits for tradespeople and businesses among other changes	52%	21%	27%
5. Require motorcycle parking at new developments at key on-street locations and at park and ride sites	48%	11%	41%
6. Give more priority to enhancing the appearance of our streets and making them better places to walk and linger	74%	12%	14%
7. Adopt a 'Vision Zero' road safety strategy aiming to have no deaths from road accidents in Edinburgh	79%	7%	14%
8. Expand 20 mph speed zones in places with most accidents	72%	17%	11%
9. Continue to enforce speed limits on main roads using cameras	67%	23%	10%
<b>WALKING/CYCLING</b>			
1. Give pedestrians more priority on streets with high levels of economic and pedestrian activity	82%	12%	6%
2. Increase the number of trips made by foot by providing an attractive convenient and safe walking environment	86%	6%	8%
3. Produce a Cycling Action Plan	69%	13%	18%
4. Increase the number of cycle parking stands especially in shopping streets	72%	12%	15%
5. Continue the Safer Routes to School programme	87%	3%	11%
6. Help schools develop School Travel Plans	82%	3%	15%

LTS Proposal for Consultation	Percentage of Respondents		
	Agree	Disagree	No Opinion
<b>CITY CENTRE</b>			
1. Produce a 'Transport Action Plan' for the city centre setting out how to balance access for all whilst providing a pleasant and safe street environment	79%	8%	13%
<b>AIR POLLUTION AND CLIMATE CHANGE</b>			
1. Update the Air Quality Action Plan to meet statutory requirements by 2010	86%	3%	11%
2. Study the feasibility of a low emissions zone which would stop access to polluted areas by the most polluting vehicles	75%	12%	13%
3. Promote walking cycling and public transport improvements to help reduce carbon dioxide emissions	88%	5%	7%
<b>INTEGRATION</b>			
1. Support expansion of the One-Ticket integrated ticket	86%	3%	12%
2. Integrate tram and bus ticketing	82%	6%	12%
3. Complete bus-to-bus interchange points develop key interchange points between trams and buses and develop Haymarket as a major public transport interchange	75%	9%	15%
<b>REGIONAL TRANSPORT</b>			
1. Continue to lobby for strong rail links throughout the Lothian area including upgrading Waverley and Haymarket stations developing the Edinburgh Airport Rail Link (EARL) the Bathgate to Airdrie rail link the Borders Railway and the South Suburban Railway	87%	4%	9%
2. Support replacement of the Forth Road bridge if necessary and if accompanied by measures to limit traffic growth	52%	29%	19%

A survey was also carried out by the Evening News in June 2006. Responses were received from over 2400 Edinburgh residents. This showed 49% supporting the tram network (36% against), 72% supporting the airport rail link (17% against), and over 70% agreeing that Edinburgh's bus services were among the best in the country. However, 70% considered that car parking in Edinburgh is too expensive. Full results are also included in the Consultation report.

## 9.1 STAG

### BACKGROUND

This following section contains an assessment of the policies contained in this LTS. The assessment provides the justification for the preferred draft strategy that is set out in this LTS and compares this with two alternatives.

The detailed background appraisal work to justify the contents of the Appraisal Summary Table (ASTs) below are not included here but are available in a separate document.

## STRATEGY DEFINITION

**Central Case**

This was predicated on the Base Strategy contained in the Local Transport Strategy 2004.

The scenario attempts to balance the use of limited resources on a range of projects that will reduce congestion, pollution, improve health and safety and provide a transport system that is accessible to everyone thereby moving towards the Council's broader economic, environmental and community objectives.

Crucially, it means the spreading of resources relatively thinly throughout the city on a range of policies and measures to meet a wide range of objectives.

A key issue is the uncertainty surrounding the amount of funding that is likely to be available over the next few years. This factor affects all three scenarios and at this moment in time it has been assumed that funding will remain approximately the same as in the recent past with extra funds available for major schemes such as the tram and rail improvements.

**Alternative One Strategy**

This continues to develop the current strategy but adjusts resources so that an increasing proportion goes to meet particular needs.

The scenario aims to meet the demands of those who do not have access to a vehicle and supporting those who prefer to use alternative modes. It prioritises areas and groups with relatively low car use. The scenario also prioritises improvements in environmental quality, especially air quality and the quality of the city centre environment.

Walking, cycling and public transport improvements are absolutely key. Improving the environment for walking and cycling in particular, is viewed as crucial in efforts to improve accessibility for the less well-off as well as making highly significant contributions to environmental quality.

High priority is placed on improving conditions for the mobility impaired including increasing resources for more accessible and community transport schemes and ensuring that the public transport network is as easy and convenient to use as possible.

Resources are concentrated on travel by people within the city, especially local residents. This means that park and ride is not seen as a priority as it caters primarily for commuters and visitors from outwith the city boundary. Likewise, the focus for rail improvements is for journeys within the city, looking particularly to reopen the South Suburban line. Priority is given to implementing the tram network within the urban area but the link to Edinburgh Airport is seen as less important.

Travel planning is focused on schools, again in key target areas – principally less well off parts of the city where child pedestrian and cycle casualties are likely to be highest. This focus means that less attention would be paid to business travel planning under this scenario.

Air Quality is tackled by prioritising the granting of monies to improve emissions from buses and taxis to Euro IV standard. City Centre environmental policies are also enhanced by introducing much more pedestrian priority, and no further car parking capacity provides further impetus to public transport trips, cycling and walking.

Key targets for resources:

- 1 identifying genuine needs and satisfying unmet demand amongst those who do not have access to a vehicle, especially for journeys within the city that could be made on foot, bicycle or public transport;
- 2 supporting communities where access is available to a private vehicle but choice is often made to use alternatives instead;
- 3 implementation of significant measures to improve environmental quality including street scene and air quality, especially in the city centre.

### **Alternative Two Strategy**

This continues to develop the current strategy, adjusting it to make the most of the existing transport network. The scenario is mainly focused on facilitating better accessibility and ensuring that traffic flow is maintained or improved. It also attempts to improve access for freight with some policies that are additional to the central case.

In an effort to reduce the potential for extra congestion, policies that impede the flow of traffic are discouraged. Street management and maintenance policies are geared towards general traffic flow rather than specifically supporting public transport or other sustainable transport movement. In addition, accessibility is maintained by, for example, maintaining on-street parking in local shopping centres in the expectation that this will contribute to their vitality and viability. Extra short stay car parking over and above that proposed in the central case is provided in the city and local centres in an effort to satisfy the demands of retailers and shoppers who access by car.

In refocusing resources less priority is put on satisfying the 'social need' for supported bus services and services for the mobility impaired. More resources are steered towards the commuter by, for example, supporting park and ride bus services and services to business parks. Linked to this is strong emphasis on business travel planning.

The scenario also proposes a wider range of policy measures to manage congestion in the peaks, some of which have not been used in Edinburgh to date. This includes introducing High Occupancy Vehicle lanes, some of which could replace bus lanes, and allowing heavy goods vehicles to use some HOV and bus lanes too.

Key targets for resources:

- 1 Additional measures to reduce congestion;
- 2 Measures to address perceived and actual accessibility by car for shopping, leisure and other non-commuter trips to the city and local centres;
- 3 Measures to maximise efficient use of road and kerbspace.



APPRAISAL SUMMARY TABLES

The following pages set out draft appraisal summary tables for the central case strategy and the two alternatives.

**Appraisal Summary Table – Central Case**

**Proposal Details**

Name and address of authority or organisation promoting the proposal:		City of Edinburgh Council	
Proposal Name	'Central Case'	Name of Planner	
Proposal Description	Attempts to provide a balanced package that satisfies a wide range of objectives with a limited and uncertain amount of funding over the next few years	Estimated Total Public Sector Funding Requirement	£600 million over 20 years
Funding sought from	N/A	Amount of Application	N/A

**Background Information**

Geographic context	The City of Edinburgh is the capital city, the centre for government and location of Scotland's parliament. It is strategically situated on the southern shore of the Firth of Forth, an estuary of the North Sea on Scotland's east coast. Edinburgh offers a combination of heritage, colour and culture with dramatic contours, long surviving buildings, breathtaking views, green hills, and a compact bustling city centre which have all encouraged a cosmopolitan population.
Social context	In 2001 city had a population of 450,000 living in over 200,000 households. Population is expected to increase 7% by year 2015. The Council area covers 26,000 hectares and is mainly urban in character with around 30% rural. Edinburgh has a large regional hinterland with a further 600,000 inhabitants, many of whom depend on employment, retail, leisure and other uses in the City. 40% of households in the City have access to a car. The working population has higher than average educational achievement and above average income. However, the average situation masks significant pockets of deprivation and parts of the city have qualified for ERDF Objective 2 funding as a result.
Economic context	Edinburgh and the region have continued to experience sustained economic growth over the last 5 years, in spite of a slow-down in the national economy. The number of jobs in Edinburgh is now expected to increase by 15% between 2000 and 2015, an increase on predictions made in 2001. Edinburgh is the major driver of economic success, both for its wider region and for the Scottish economy as a whole. There are however, potential constraints to the continuation of this economic success story. These include labour and skill shortages, high housing and land costs and, especially relevant to this LTS, constraints on the capacity of transport infrastructure leading to congestion and unreliability.

**Planning Objectives**

Objective:	Performance against planning objective:
A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion;	Good: Policies will achieve the objective and there should be reliability and convenience improvements for all modes. However in the absence of congestion charging the magnitude of benefits will be relatively low
B To increase the proportion of journeys made on foot, by cycle and by public transport;	Very good to excellent: Most policies will make a major positive contribution to this objective, especially those for public transport including tram and rail, park and ride and land use planning.

C	To implement the tram project	Good: Air quality policies are a key driver to implementation of tram. Street management, public transport, land use planning and policies to improve city centre environment should also contribute to successful implementation.
D	To reduce the need to travel, especially by car;	Good: Land use planning and travel planning policies will help cut travel distances and public transport/ park and ride will do most to encourage longer distance travel by non car modes.
E	To reduce the adverse impacts of travel, including road accidents and environmental damage;	Good to very good: Most policy sections in the draft LTS will make a major positive contribution to this objective, especially those in the 'safety and health' section. Other policies will help reduce environmental impacts of transport.
F	To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city's built heritage, as well as routes for movement whether by car, bus, bicycle or on foot	Good: Many policies in Part Two do not have an impact on this objective, however, street management, air quality, walking and city environment policies all have beneficial impacts.
G	To improve the ability of people with low incomes or mobility impairments to use the transport system; and	Good to very good: A range of policies will contribute very positively including some in the section on car travel.
H	To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement.	Good to very good: Street management, maintenance, air quality, walking, safety and health and the city centre environment policies all contribute very well
Rationale for selection or rejection of proposal		The Central Case provides a balanced approach to the implementation of a wide range of policies and proposals aimed at meeting a wide range of objectives. The central case will take forward adjusted and updated policies that follow the thrust of policies established and implemented over the past few years. It represents a retrenchment from the 'preferred strategy' that formed the basis of the previous Local Transport Strategy, which had been predicated on congestion charging. It represents an attempt to spread a limited and uncertain amount funding in the next few years over a range of modes and initiatives. To this end it fits closely with national transport policy and notwithstanding concerns about future funding, will make a fitting contribution to each of the Government's five transport criteria on the environment, safety, economy, integration and accessibility.

**Implementability Appraisal**

Technical	There are not expected to be any technical difficulties implementing the policies and proposals contained in the LTS Central Case Strategy.
Operational	There are not thought to be any factors which might adversely affect the ability to implement the strategy's policies over its projected life.
Financial	There are significant changes to the arrangements for funding of local transport infrastructure. Funding for 'strategic schemes' will in future be channelled through SESTRAN. However, the funding available through this route is relatively modest. RTPs will have to bid separately for funding of larger projects which will result in the Council's involvement in promoting investment in transport infrastructure becoming more indirect than is the case currently. At the more local level, there is a serious lack of clarity about how funding for schemes will be sourced. The Council will seek to maximise alternative sources of funding for both revenue and

	capital spending on transport, including searching for innovative approaches.
Public	Results of consultation show that the majority of respondents supported the general direction of the last LTS so the new LTS Central Case adjusts and updates certain elements rather than making a fundamental change of direction. All the research over the last 4 years is very consistent in the level of agreement about the need to tackle congestion and improve public transport, and about the priorities for transport investment.

**Governments objectives for transport**

<b>Environment</b>	<b>Information</b>
Noise and vibration	No policies directly address these issues, however the Street Management Hierarchy should help reduce the impact of noise and vibration. So too will managing the impact of lorry and bus diversions required because of weak bridges and other restrictions on the network.
Air Quality – Nitrogen Dioxide and Particulates	The Council is addressing these issues through its Air Quality Action Plan (AQAP). The LTS provides the framework of policies and measures to help bring the AQAP to fruition. Particulates (PM10s) have not been found to be a problem, however Nitrogen Dioxide is proving to be more intractable, with areas of the city seeing an upward trend in the level of emissions. EU limits set for the year 2010 are likely to be exceeded in a number of places.
Air Quality – Carbon Dioxide emissions	Car ownership and use are less in Edinburgh than in the rest of the country. A relatively high proportion of trips are already made on foot, public transport and by bicycle. Policies to improve and further increase the use of sustainable transport and encourage less use of private vehicles will help reduce CO <sub>2</sub> emissions. Also, it's possible that relatively high incomes in the Edinburgh area mean that the average age of vehicles is younger. The younger vehicles are, the less CO <sub>2</sub> they tend to emit.
Visual Amenity and Cultural Heritage	It is a key objective to recognise the role that streets have not just in moving people and vehicles but also as places that people live and work, relax, shop etc. The street environment is given increasing importance in this version of the LTS, especially the city centre, but also in local centres. A wide range of policies aim to introduce appropriate design and give appropriate priority to different users, helping to make for safe and comfortable movement and use of street space.

**Safety**

Accidents	The general medium term trend continues to be very positive with casualties decreasing at all levels of severity. The decline has been less in more recent years, however Government target reductions for year 2010 have already been met. A key aim of the LTS is to target improvements at vulnerable road users, and policies are in place to maintain and improve safety in a variety of ways including more 20 mph zones, road safety and driver behaviour education, speed cameras, safer routes to school etc.
Security	Scottish Household Survey results show that in general Edinburgh residents feel more secure using public transport than in other parts of Scotland. Policies aim to ensure this will continue. The Council will also take action to improve the pedestrian environment through street lighting and CCTV coverage.

**Economy**

User Benefits	Recent data shows a levelling off of traffic growth in the urban area. A key aim is to improve congestion and reliability through policies that increase use of sustainable transport, however having rejected congestion charging, improvements will be less than anticipated in
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	<p>the previous LTS 'preferred strategy'. Public transport users should benefit from a range of policies. However, the scope for reductions in bus journey time on radial routes into the city centre are limited given that bus lanes and other priority measures have (in the main) already been introduced where possible. Improvements to services and associated infrastructure on orbital bus routes will increase benefits to bus users making these journeys. Improvements to the rail system and park and ride will benefit non-Edinburgh residents in particular, however Edinburgh residents will benefit by seeing traffic levels of in-commuting either maintained at present levels or reduced.</p>
Operator Benefits	Operators will benefit from encouragement to increase public transport use.
Economic Activity and Location Impacts – Local Economic Impacts	It's difficult to predict likely impacts on different sectors of the local economy. Policies ought to contribute to improvements in congestion and reliability but how significant these improvements will be is difficult to judge. New short stay city centre parking policies should help maintain the vitality of the city centre economy. Pressure is likely to be maintained for development in peripheral locations. Policies promote better connectivity to West Edinburgh and the mitigation of the effects of extra traffic in north Edinburgh as a result of Waterfront developments.
National Economic Impacts	Edinburgh's buoyant economy is a significant driver of the national economy. The predicted population increase and continuing increase in in-commuting will put added pressure on transport infrastructure and services. Policies are in place to maintain recent trends which show decelerated traffic growth with increased use in public transport.
Distributional impacts	Policies will not prevent movement of some jobs and services to non-central locations, however other policies are in place to help improve accessibility to these areas, especially for those without access to a car.

**Integration**

Services and ticketing	Policy PT1 supports integration between transport modes and operators within the legal framework allowed. Policies support and develop the 'One Ticket' multi-modal, multi-operator ticket in conjunction with SESTRAN.
Infrastructure and information	Policies identify and enhance interchange points, support park and ride, and propose the development of a comprehensive passenger information strategy.
Land Use and Transport Integration	Policies seek to ensure integration of land-use planning and transport policies. Accessibility planning tools are proposed to be used to help ensure integration. There are specific policies to improve access to west and north Edinburgh. General policies relate to travel plans, developer contributions to transport infrastructure, presumption in favour of access to developments by sustainable modes.
Policy Integration	The LTS has been developed with particular relevance to health, social inclusion and air quality. It is also based on the belief that congestion and reliability improvements will benefit economic development.

**Accessibility and Social Inclusion**

Community Accessibility – Public Transport coverage	The Council now has the tools to assess accessibility issues. It will consider supporting new or improved bus services in partnership with operators including services where there is a demonstrable social need. The LTS also increases emphasis on orbital routes.
Community Accessibility – access to local services on	Planning tools can now assess accessibility on foot and bicycle. A general thrust of the LTS is to improve access by these modes as a

foot and by bicycle	priority and this is reflected in a wide range of walk and cycle policies which should result in safe, convenient and easy access
Comparative Accessibility – access for different social groups	Investment in public transport, cycling, walking and community transport schemes will improve access for those without a car and for the mobility impaired.

**Strategic Environmental Assessment (SEA)**

Summary of SEA outcome	<p>Assessment of the Central Case policy options identified that the majority of the effects of the policies on SEA criteria will be positive. There were a number of negative effects identified which were dealt with through proposed mitigation measures. Several parking policies scored negatively. These policies are aimed at supporting the city centre economy through improvements in perceived accessibility by car. Although perceived availability of spaces may result in more people travelling by car, some of the policies (and also other policies within the LTS) have also been designed to reduce peak hour traffic and improve public transport accessibility. By also increasing accessibility by public transport and other sustainable modes the balance between the level of private and public transport should be maintained.</p> <p>In summary, the evolution of the environment with the preferred LTS policies is likely to have a generally positive environmental benefit, and it is likely that environmentally negative effects would result without its implementation. It is considered that the LTS is doing as much as possible to achieve environmentally positive outcomes whilst delivering Edinburgh’s transport needs within the financial, political and economic constraints incumbent upon the Council.</p>
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**Appraisal Summary Table – Alternative One**

**Proposal Details**

Name and address of authority or organisation promoting the proposal:		City of Edinburgh Council	
Proposal Name	‘Alternative One’	Name of Planner	
Proposal Description	Aims to meet the demands of those who do not have access to a vehicle and to support those who prefer to use alternative modes. Prioritises areas and groups of residents within the city that have relatively low car use. Puts less priority on journeys starting beyond the city’s boundary. Also concentrates resources on improving environmental quality. Policies to encourage sustainable transport provide a common link between improving accessibility and environmental conditions.	Estimated Total Public Sector Funding Requirement	Assumed to be similar to Central Case @ £600 million over 20 years
Funding sought from	N/A	Amount of Application	N/A

**Background Information**

Geographic context	See Central Case
Social context	Ditto
Economic context	Ditto

**Planning Objectives**

Objective:	Performance against planning objective:
A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion;	Neither good nor poor: Similar to central case except that not giving any priority to tackling journeys that start beyond the city's boundaries will increase congestion, unreliability and inconvenience within the city. Giving reduced priority to business travel planning will also have negative effects.
B To increase the proportion of journeys made on foot, by cycle and by public transport;	Good: Again similar to central case but also reflects additional benefits of alternative walking and cycling policies. Again highlights problems of not tackling journeys originating outwith the city and giving limited priority to business travel planning.
C To implement the tram project	Good: Extra impetus from air quality, parking and city centre policies in this scenario is off set by the assumption that tackling external connectivity - connecting tram to the airport - is given low priority.
D To reduce the need to travel, especially by car;	Good: Overall similar to central case. Reflects benefits of extra emphasis on walking and cycling policies, but also problems that will arise from not giving priority to reducing or encouraging transfer to public transport for journeys from outwith the city.
E To reduce the adverse impacts of travel, including road accidents and environmental damage;	Good: Air Quality and city centre policies bring additional benefits but again are off set by failure to give any priority to journeys coming in to the city, and business travel planning.
F To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city's built heritage, as well as routes for movement whether by car, bus, bicycle or on foot	Good: Street management, safety and health policies are more beneficial than the central case, but park and ride and maintenance policies are less effective in satisfying this objective.
G To improve the ability of people with low incomes or mobility impairments to use the transport system; and	Very good: Overall more beneficial than the central case. Improving accessibility for the mobility impaired is a key part of this alternative. Walking, public transport and community transport policies are all key elements.
H To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement.	Very good: Very similar to the central case
Rationale for selection or rejection of proposal	This strategy has been rejected because it fails to provide a balance that satisfies the wide range of objectives. Whilst it provides some environmental benefits and very good accessibility and social inclusion policies it fails to tackle the needs of commuters, visitors and businesses adequately (especially those coming into the city from beyond its boundaries) by having a limited effect on congestion and journey reliability. It demonstrates that by concentrating resources on a limited range of priorities, disbenefits are likely to arise in areas that are not given any priority.

**Implementability Appraisal**

Technical	There are not expected to be any technical difficulties with the policies and proposals contained in Alternative One.
Operational	There are not thought to be any factors which might adversely

	affect the ability to implement the strategy's policies over its projected life.
Financial	There are significant changes to the arrangements for funding of local transport infrastructure. Funding for 'strategic schemes' will in future be channelled through SESTRAN. However, the funding available through this route is relatively modest. RTPs will have to bid separately for funding of larger projects which will result in the Council's involvement in promoting investment in transport infrastructure becoming more indirect than is the case currently. At the more local level, there is a serious lack of clarity about how funding for schemes will be sourced. The Council will seek to maximise alternative sources of funding for both revenue and capital spending on transport, including searching for innovative approaches.
Public	Results of consultation show that the majority of respondents supported the general direction of the last LTS. This alternative fails to tackle adequately the wide range of issues that research over the last 4 years has shown to be important to the public.

**Governments objectives for transport**

**Environment**

Noise and vibration	Greater emphasis on improving the quality of the street environment (especially of the city centre) implies that the Street Management Hierarchy would be even more important under this alternative than the central case. This implies a bigger reduction in the impact of noise and vibration in 'sensitive' environments.
Air Quality – Nitrogen Dioxide and Particulates	The Council is addressing these issues through its Air Quality Action Plan (AQAP). Under this alternative more resources are directed to ensuring that measures proposed in the AQAP come to fruition. Parts of the city which are currently seeing an upward trend in the level of NO <sub>2</sub> emissions would be tackled as a high priority and funding would be available for further emission reduction measures. EU limits set for the year 2010 would consequently be far less likely to be exceeded.
Air Quality – Carbon Dioxide emissions	This scenario gives added emphasis to supporting sustainable transport and encouraging less use of private vehicles. This will help reduce CO <sub>2</sub> emissions more than the central case.
Visual Amenity and Cultural Heritage	Further emphasis is given to the role that streets have not just in moving people and vehicles but also as places that people live and work, relax, shop etc. More resources will support a wide range of policies which aim to introduce appropriate design and give appropriate priority to different users, helping to make for safe and comfortable movement and use of street space.

**Safety**

Accidents	In this alternative resources are prioritised on specific road safety problem areas especially those areas that are relatively deprived. This is in contrast to the central case where resources are spread more thinly throughout the area. Added emphasis is given to targeting vulnerable road users in a greater effort to increase journeys on foot and bicycle, especially in socially excluded areas.
Security	Greater priority is given to socially deprived areas where crime and fear of crime are more likely to discourage people from making journeys they feel they need to make.

**Economy**

User Benefits	As resources are directed elsewhere there is less importance given to reducing congestion and improving reliability especially through measures such as park and ride. Whilst there is increase emphasis on orbital bus routes, these are focused on linking socially deprived
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Operator Benefits	<p>areas to job opportunities and health facilities rather than attempting to relieve congestion by providing public transport alternatives. The result is likely to be the acceleration in traffic growth just at the time that growth appears to be levelling out.</p> <p>Bus operators are more likely to benefit from this option as subsidy is increased for more socially necessary services, particularly on orbital routes.</p>
Economic Activity and Location Impacts – Local Economic Impacts	<p>As with the Central Case it is difficult to predict likely impacts on different sectors of the local economy. However policies could result in increased congestion and unreliability and therefore act against the local economy. No further short stay city centre parking is provided in this alternative which could put pressure on city centre retailing. Policies could also undermine the viability of developments in north and west Edinburgh, although in this scenario the tram is still seen as an important measure as it should not only help reduce social inclusion and improve environmental quality, but also encourage a shift from private vehicles.</p>
National Economic Impacts	<p>Edinburgh's contribution to the national economy could be undermined as congestion and reliability fail to improve or deteriorate.</p>
Distributional impacts	<p>This scenario is more likely to encourage dispersal as more congestion encourages business to try and locate in less congested areas. However there would be increased emphasis on linking dispersed job opportunities to deprived areas by public transport</p>

**Integration**

Services and ticketing	<p>There would be greater emphasis on integration of services, to give more support and encouragement to those using public transport already, and to improve accessibility for socially deprived persons.</p>
Infrastructure and information	<p>There would be greater emphasis on these aspects, though park and ride would not be seen as a priority.</p>
Land Use and Transport Integration	<p>Policies still seek to ensure integration of land-use planning and transport policies. Accessibility planning tools are proposed to be used to help ensure integration, especially for links from deprived areas. There is likely to be increased pressure for dispersed employment however there remains a strong presumption in favour of access to developments by sustainable modes.</p>
Policy Integration	<p>Policies developed with increased relevance to health, social inclusion and air quality compared to the central case.</p>

**Accessibility and Social Inclusion**

Community Accessibility – Public Transport coverage	<p>The Council now has the tools to assess accessibility problems. In this scenario the Council will support new and improved bus services, possibly in partnership with operators especially where there is social need.</p>
Community Accessibility – access to local services on foot and by bicycle	<p>Greater emphasis is put on improving local access on foot and by cycle especially in socially excluded areas.</p>
Comparative Accessibility – access for different social groups	<p>Increased investment in public transport, cycling, walking and community transport schemes will improve access for those without a car and for the mobility impaired.</p>

**Strategic Environmental Assessment (SEA)**

Summary of SEA outcome	<p>Whilst many Alternative One policies were environmentally beneficial, they were ultimately rejected for financial, political or economic reasons. Some measures such as Low Emission Zones were assessed in full and are being considered more fully by the City Council, and others were taken into the LTS as it developed.</p>
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**Appraisal Summary Table – Alternative Two**

**Proposal Details**

Name and address of authority or organisation promoting the proposal:		City of Edinburgh Council	
Proposal Name	'Alternative Two'	Name of Planner	
Proposal Description	Continues to develop the current strategy, adjusting it to make the most of the existing transport network. The scenario is mainly focused on facilitating better vehicular accessibility and ensuring that traffic flow is maintained or improved. It also attempts to improve access for freight with some policies that are additional to the central case.	Estimated Total Public Sector Funding Requirement	Assumed to be similar to Central Case @ £600 million over 20 years
Funding Sought From	N/A	Amount of Application	N/A

**Background Information**

Geographic context	See central case
Social context	Ditto
Economic context	Ditto

**Planning Objectives**

Objective:	Performance against planning objective:
A To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion;	Neither good nor poor: Many alternative policies are poor in comparison to the central case. Only alternative 'car travel' policies come out more positively by increasing convenient access for (potential) car users.
B To increase the proportion of journeys made on foot, by cycle and by public transport;	Poor: Parking and maintenance policies expected to have very undesirable impacts. Car travel and public transport policies will also go against this objective.
C To implement the tram project	Neither good nor poor: Very similar to central case except that additional parking, city centre environment and street management policies may undermine successful tram implementation.
D To reduce the need to travel, especially by car;	Neither good nor poor: Policies on maintenance, walking, car travel, parking, public transport and the city centre environment discourage reduction on travel relative to the central case
E To reduce the adverse impacts of travel, including road accidents and environmental damage;	Neither good nor poor: Car travel and parking policies will have serious implications. Street management, maintenance, park and ride, public transport and city centre environment are all less effective than in the central case
F To recognise the many roles that streets have for the community – as places that people live and work, as areas that people meet, shop and relax, as a setting for the city's built heritage, as well as routes for movement whether by car, bus, bicycle or on foot	Neither good nor poor: Freight movement policies have the potential to benefit this objective, but this is off set by the continuing and possibly increasingly intrusive nature of many vehicular movements in this alternative.

G To improve the ability of people with low incomes or mobility impairments to use the transport system; and	Poor: Efforts not to impede vehicular flow with additional road crossings etc and refocusing resources away from additional measures for the mobility impaired will have negative impacts on this objective.
H To ensure that the road, footway and cycle network are of a standard suitable for safe and comfortable movement.	Neither good nor poor: Freight movement policies have the potential to benefit this objective, but this is off set by the continuing and possibly increasingly intrusive nature of many vehicular movements in this alternative.
Rationale for selection or rejection of proposal	This alternative does not represent a balanced package of measures as it prioritises vehicular accessibility, especially car, over other modes of transport in a way that impacts negatively on more sustainable modes as well as on health, safety, and the environment. Attempts not to impede the free flow of traffic anymore than it is at the moment will have negative impacts on sustainable transport, especially pedestrian movement in the city and local centres. Likewise, to increase the supply of parking in the city centre and local centres over and above the levels proposed in the central case will increase congestion on approach roads if not in the centres themselves.

**Implementability Appraisal**

Technical	There are not expected to be any technical difficulties with the policies and proposals contained in Alternative One.
Operational	There are not thought to be any factors which might adversely affect the ability to implement the strategy's policies over its projected life.
Financial	There are significant changes to the arrangements for funding of local transport infrastructure. Funding for 'strategic schemes' will in future be channelled through SESTRAN. However, the funding available through this route is relatively modest. RTPs will have to bid separately for funding of larger projects which will result in the Council's involvement in promoting investment in transport infrastructure becoming more indirect than is the case currently. At the more local level, there is a serious lack of clarity about how funding for schemes will be sourced. The Council will seek to maximise alternative sources of funding for both revenue and capital spending on transport, including searching for innovative approaches.
Public	Results of consultation show that the majority of respondents supported the general direction of the last LTS. This alternative fails to tackle adequately the wide range of issues that research over the last 4 years has shown to be important to the public.

**Governments objectives for transport**

**Environment**

Noise and vibration	This scenario aims to make the most of the infrastructure available, reduce congestion by limiting restrictions on vehicular capacity and opening up prioritised road space to general use. This scenario is therefore less likely to reduce noise and vibration in 'sensitive' and other areas. As efficient freight movement is a priority, weak bridges and other restrictions will quickly be resolved.
Air Quality – Nitrogen Dioxide and Particulates	Improving air quality would be less of a priority in this scenario. Efforts to implement the Air Quality Action Plan (AQAP) would be undermined by extra traffic generated as a result of additional city centre parking spaces. Problems could also be exacerbated in local centres. Moving from bus priority to selective High Occupancy Vehicle lanes could also reduce use of public transport which will undermine air quality.

Air Quality – Carbon Dioxide emissions	Car ownership and use are less in Edinburgh than in the rest of the country, however this could change under this scenario. Whilst the average age of vehicles is likely to be less, increased numbers and use could undermine local efforts to reduce CO <sub>2</sub> levels.
Visual Amenity and Cultural Heritage	Again these would have less importance. Whilst it would not be proposed to give vehicles a free reign in the city centre and elsewhere, the likely increase in traffic and parking areas will result in negative impacts as safe, comfortable movement and use of street space start to be undermined.

**Safety**

Accidents	Whilst more 20 mph zones, road safety and driver behaviour education, speed cameras, safer routes to school etc. may continue to be implemented, it will be more of struggle for these measures to be effective as traffic increases and vulnerable road users become more vulnerable still.
Security	Unlikely to be different from the central case, except that the physical presence of pedestrians and cyclists helps reduce security problems and in this scenario there are likely to be fewer of these people around.

**Economy**

User Benefits	In this alternative there is likely to be extra capacity for vehicles as restrictions are relaxed. There is more emphasis on moving commuters, particularly from outside the city, and accelerated investment in park and ride could benefit these people greatly whilst helping to cut traffic in the city. This ought to reduce congestion and improve reliability, however the concern is that more traffic could be generated, filling up road space and negating the initial benefits. Bus users could be worse off as selective bus lanes are converted to High Occupancy Lanes. Rail users from outside the city would disbenefit from a shift in investment to stations and new services within the city.
Operator Benefits	Bus operators would be disbenefited as travel by private vehicle becomes relatively attractive.
Economic Activity and Location Impacts – Local Economic Impacts	In the medium/long term congestion and reliability are unlikely to be any better in this scenario. This will maintain pressure on certain sectors of the economy to decant from the urban area. Additional short stay city centre parking (over and above that proposed in the central case) will generate more traffic and undermine the case for public transport including the tram. Access to west and north Edinburgh are likely to remain difficult.
National Economic Impacts	Medium/long congestion and reliability issues will undermine Edinburgh’s role in being a driver of the national economy.
Distributional impacts	Policies will not prevent and may accelerate the movement of some jobs and services to non-central locations.

**Integration**

Services and ticketing	Central case policies would still be in place to support better integration, however efforts would be undermined if fewer people are encouraged to use public transport.
Infrastructure and information	This scenario accelerates park and ride provision, however there is less importance given to bus interchange.
Land Use and Transport Integration	Medium/long term congestion and reliability problems could help undermine integration between policies. Policies to boost business travel planning, favouring access to developments by sustainable transport could also be undermined. Longer term vitality and viability of the city centre could be threatened as off peak traffic increases.

Policy Integration	This scenario presents a less joined up approach to policy integration. Health, social inclusion and air quality would all be threatened.
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**Accessibility and Social Inclusion**

Community Accessibility – Public Transport coverage	The scenario gives reduced emphasis to new public transport services and routes which means the density of the network is unlikely to increase.
Community Accessibility – access to local services on foot and by bicycle	Walking and cycling will become less attractive, safe and convenient options as parking etc. becomes easier in local and city centres.
Comparative Accessibility – access for different social groups	Reduced investment in public transport, cycling, walking and community transport schemes will diminish access for those without a car and for the mobility impaired.

**Strategic Environmental Assessment (SEA)**

Summary of SEA outcome	Many Alternative Two policies dis-benefited the environment and were rejected at an early stage. In general Alternative Two was less beneficial and few if any policies were assessed in detail in the SEA and taken into the Local Transport Strategy.
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**9.3 Strategic Environmental Appraisal (SEA)**

BACKGROUND

Under the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004 the LTS was required to be subject to a Strategic Environmental Assessment (SEA). Although the Environmental Assessment (Scotland) Act 2005 came into effect on the 20th February 2006 Responsible Authorities preparing qualifying plans & programmes before 19th February 2006 are still required to follow the provision set out in the 2004 Regulations. This SEA began in December 2005, and as such is subject to the 2004 regulations.

The purpose of SEA is to ensure that the environment is given fair consideration when developing the LTS. This was achieved by documenting the current state of the environment and identifying, assessing and mitigating any significant environmental effects arising from the LTS plans and programmes whilst the LTS itself was being developed.

The scope of the SEA was to consider the impact of the LTS on a range of environmental areas during the lifetime of the LTS. The SEA is required to focus attention on the environmental areas likely to be significantly affected by the LTS. It is also a requirement for the SEA to develop and test the significant environmental effects of a range of potential alternative LTS policy options. The purpose of this is to establish whether the LTS objectives could be achieved in a more environmentally beneficial or less environmentally damaging manner through the use of alternative policies. The SEA Environmental Report describes the key findings of the SEA process. It has been prepared by independent consultants commissioned by the Council.

SIGNIFICANT EFFECTS

The assessment of the effects of the LTS on the current (baseline) and future state of the environment generally found that the LTS is not likely to have a significantly adverse effect on the environment. Where the SEA identified that policies contained within the LTS were likely to affect the environment these effects were likely to be beneficial. Furthermore, the SEA determined that without implementation of the LTS policies degradation of the state of the environment is likely.

Consultation was conducted with the 3 Statutory Consultees (Historic Scotland, the Scottish Environmental Protection Agency and Scottish National Heritage) during February and March 2006 through the SEA Scoping Report, as required by the Regulations. As such their views have been incorporated into the SEA Environmental Report.

Following consultation, the SEA determined that nine environmental areas were likely to be significantly affected by the LTS and therefore these were taken forward for further examination through the SEA:

- Biodiversity, Flora and Fauna;
- Population (personal security and accessibility, mobility and severance);
- Human health (road safety and health);
- Soil;
- Water;
- Air quality;
- Climate;
- Cultural, archaeological and architectural heritage & townscape; and
- Noise.

**ASSESSMENT OF ALTERNATIVE POLICY OPTIONS**

The SEA requires that alternative policy options are developed, and as part of the SEA and STAG (Scottish Transport Appraisal Guidance) process two alternative strategies initially containing a total of forty five indicative alternative policies were developed. The two alternative strategies examined as part of the STAG process are referred to in Part 1 (Section 5) and Part 2 (Section 9.2) of the draft LTS. From these forty five indicative alternative policies, six more focused alternatives were selected for further assessment through the SEA process. In other respects, representing as they did a change of emphasis rather than principle, these alternative policies did not produce significantly different environmental impacts from the Central Case Strategy and have not been considered further in the SEA. Others were discarded because they were deemed to be technically, environmentally, socially or financially unfeasible; or because they had already been incorporated into the LTS as a result of the SEA Scoping Report.

The six alternative policies chosen for further assessment were examined against significance criteria based on SEA Guidance provided by the Scottish Executive and other UK bodies, the environmental baseline and advice from statutory consultees. The options were then scored for their overall likely impact on each of the nine significant environmental areas.

As can be seen in the table below, the SEA found that of the six alternative policy options, one had a very negative effect on the environment, one had a negative effect and the remaining four were likely to have a positive environmental effect.

**Overall Scale of Environmental Significance for Alternative LTS Options**

Alternative LTS Option Assessed	Scale of Environmental Significance
Option 1: Low Emissions Zone.	Positive
Option 2: New approaches to speed reduction.	Positive
Option 3: Increasing road network capacity.	Very negative
Option 4: No implementation of Tram route line 1b.	Negative

Option 5: High intensity 'Demand Management' including Smarter Choices Programme and High Occupancy Vehicles in bus lanes.	Positive
Option 6: Focusing public transport improvements on orbital routes and routes serving local centres.	Positive

Elements of three alternative LTS options which could achieve significant positive environmental effects (options 2, 5 and 6) have been incorporated into the LTS where it is practical to do so. In terms of option 5, the Smarter Choices programme of measures in the LTS has been strengthened, but policies to permit HOVs in bus lanes are unlikely to be incorporated in the LTS due to issues of safety (particularly for cyclists), enforcement and potential impacts on bus services.

The feasibility of an LEZ (option one) is being examined in more detail through the Council's Air Quality Action Plan (AQAP) as part of a wider study of low emission strategy options. Any implementation would be dependent on the outcome of this study and the effectiveness of other measures in the AQAP.

On environmental grounds alone it seemed reasonable not to adopt option 3 and option 4 which are likely to have a negative impact on the environment.

#### MITIGATION

A key element of the SEA was the development of mitigation to prevent or reduce the impact of adverse environmental effects. The SEA identified five main areas of deficiency whilst the LTS was being drafted:

- Insufficient incorporation of measures on road safety education/ awareness;
- Conflict between some of the LTS policies; in particular speed reduction measures conflicted with air quality objectives;
- Air quality could benefit from more focused policies, especially referring to cleaner burning buses;
- Tendency to concentrate strongly on radial and park & ride services focussed on travel to the city centre potentially at the cost of more localised services e.g. orbital routes;
- LTS policies underestimated the value and role of Smarter Choices and did not fully exploit its potential.

In order to address these deficiencies and prevent adverse environmental effects, the SEA recommended new policies for inclusion in the LTS (alternative options 2, 5 and 6). A further 29 mitigation measures were also proposed by the SEA to reduce the impact of any adverse environmental effects arising from the LTS.

#### CONCLUSION

The SEA process has to date demonstrated that few major adverse environmental affects will result from the City of Edinburgh Council LTS, and that appropriate measures have been taken at the policy drafting stage to prevent or reduce any impacts as far as practicable. Indeed the SEA has demonstrated that without the balanced package of LTS measures the impact on the environment could be adverse and would reverse the steady environmental progress that has been made in Edinburgh with regards to sustainable transport and demand management over the last ten years.

## 10 Action Plan

### 10.1 Actions

The following table sets out the proposed action plan. It identifies the achievement measures, and potential sources of funding. Funding sources identified in *italics* indicate that funding is not committed, and are suggested sources only. This Plan is supplemented by the Parking Action Plan included as Appendix 3 of the LTS. See page 139 for acronyms.

	<b>Action</b>	<b>Achievement Measure</b>	<b>Funding</b> <i>Italics: funding not budgeted</i>
<b>Governance and funding</b>			
A1	Produce annual monitoring/action plan update report	Publish late 2007 and each following year	Internal
A2	Develop framework for transport consumer and stakeholder engagement	Initial proposals for consultation mid 2007	Internal
<b>Streets</b>			
A3	Consult on and agree Street Management Framework, guidance and indicators	Initial guidance agreed mid 2007	Internal
A4	Develop an exemplar streetscape scheme in (a) the city centre or a major local shopping street and (b) an existing residential area	Funding agreed autumn 2007. Proposal in place for (a) or (b) by end 2007, 2nd by end 2008	<i>To be determined</i>
A5	Work with developers to implement an exemplar scheme for a major new development	Proposal in place by end 2007	<i>Developers</i>
A6	Develop coordination arrangements to ensure effective application of 'Standards for Streets'	Arrangements operating from end 2006	Internal
A7	Institute professional development in streetscape design for engineers and planners involved in transport/traffic scheme design	Regular training courses starting 2007	<i>CEC CDD Training</i>
<b>Maintenance</b>			
A8	Complete and implement Asset Management Plan including prioritisation system reflecting Street Management Framework and other factors	Strategy completed January 2007	CEC rev
A9	Extend annual TRACS survey of the condition of the network to include bus lanes	Immediate	CEC rev
A10	Continue to investigate the Council's powers to improve the co-ordination and quality of streetworks by public utilities; and lobby for new legislation, if required	On-going	Internal
<b>Air Quality</b>			
A11	Continue to monitor air pollutant levels and traffic levels at key locations across the city	Annual reports	CEC revenue
A12	Develop a Low Emissions strategy to promote the objectives of the Air Quality Action Plan	In progress: Strategy developed end 2006	CEC revenue
A13	Continue Green Fleet Policy and use alternative fuels as a first option when service delivery requirements, cost and fuel supply issues are acceptable.	On-going (Corporate Transport Unit)	None additional

A14	Consider and, if appropriate, use the powers available to carry out roadside emission testing.	Include in AQAP review	CEC revenue
<b>Safety and Health</b>			
A15	Implement the actions identified in the Road Safety Plan 2003-2008	Report annually in LTS Annual Report	CEC capital SESTRAN
A16	Continue a programme of local safety schemes through the AIP programme	On-going	RS
A17	Continue the prioritised implementation of 20mph speed limits	On-going	CEC capital
A18	Complete the introduction of 20mph speed limits (part-time, where appropriate) outside all primary and secondary schools	2008	CWSS
A19	Establish priorities for implementation of other speed limit revisions in accordance with the Street Management Framework	On-going	Internal
A20	In collaboration with Lothian and Borders Police, promote appropriate road safety education and awareness-raising through various channels for all road users	On-going	LBP
A21	Agree sponsorship of 'Pass Plus' or similar scheme for training of new drivers	Agree approach end 2007	CEC revenue
A22	Continue Safer Routes to School work, expanding the programme to include other priority schools, as funds permit	On-going	CWSS
A23	Continue to provide cycle parking at schools as required upgrading to covered facilities where feasible	Report annually in LTS Annual Report	CWSS
A24	Complete programme of making school 'keep clear' zigzag markings enforceable	Complete end 2008	CEC CWSS
A25	Develop working arrangement with SESTRAN and Lothian Health to promote healthy travel	To be developed with SESTRAN	Internal initially
<b>Walking</b>			
A26	Develop a Pedestrian Design Guide and use it to inform the design of traffic management, maintenance schemes and new developments	Draft: end 2007	Internal
A27	Continue to implement a programme of providing and improving pedestrian phases at existing traffic signalled road junctions	On-going Report annually in LTS Annual Report	CEC capital
A28	On-going programme of installing pedestrian crossings including raised crossings where appropriate	On-going Report annually in LTS Annual Report	CEC Maint
A29	Provide dropped kerbs and tactile paving at controlled and then uncontrolled pedestrian crossings	All crossings treated by 2011	CEC Maint
A30	Build pedestrian improvements in to the design of new or modified CPZs	Report annually in LTS Annual Report	CPZ Impl
A31	Lobby Scottish Executive for legislation to tackle footway parking.	In progress	Internal
A32	Beginning in areas of highest pedestrian activity, conduct a pedestrian audit of city streets and then prioritise and programme	First two streets and forward programme mid 2008	Audit - CEC revenue Impl –



	enhancement measures to the standards set out in the Pedestrian Design Guide. Each audit will allow for removing unnecessary street furniture		<i>CEC Maint</i>
A33	Prepare a core path plan in terms of the Land Reform Act 2003.	Complete February 2008	Internal
<b>Cycling</b>			
A34	Produce a detailed cycling and cycle parking action plan	Draft: Summer 2007	Internal
A35	Review cycle parking in city centre and implement increased provision	Review: Spring 2008	<i>CEC capital</i>
<b>PTW</b>			
A36	Monitor and where necessary improve parking provision for powered two-wheelers in the city centre and district centres and require motorcycle parking with new developments	Report annually in LTS Annual Report	Internal
<b>Car travel</b>			
A37	Invest in upgraded UTMC system	Completion: Spring 2008	SESTRAN
<b>Parking</b>			
A38	Implement the actions identified in the 2006 Parking Strategy – see separate Parking Action Plan (Appendix 3 of LTS)	See Parking Action Plan	CEC Parking
A39	Monitor the use of the designated city centre locations for parking, uplift and set down of coach passengers, including those which will cater for left hand drive coaches. If there is a demand identify further facilities	Review: Spring 2008	CEC Parking
<b>Park+Ride</b>			
A40	Implement bus-based P+R at Straiton/ Burdiehouse	Site completed 2007	SESTRAN
A41	Extend the Ingliston P+R site	Extension completed 2008	SESTRAN
A42	Develop and implement P+R at Hillend	Site completed 2008	SESTRAN
A43	Monitor usage and review the potential for further bus-based park and ride sites, and for expanding those sites already delivered	On-going. Report annually in LTS Annual Report	SESTRAN revenue
<b>Integrated public transport</b>			
A44	Agree tram and bus integration arrangements in terms of fares, ticketing and service patterns	In place for start of tram operation	SE (tram)
A45	Develop the range of, and the access to, multi-modal, multi-operator, multi-journey tickets	Ongoing	SESTRAN
A46	Develop, produce and distribute information material for visitors to encourage use of public transport, walking and cycling	Agree range of material and production milestones mid 2007	<i>To be determined</i>
A47	Implement current BusTracker programme	Complete 2007	SESTRAN
A48	Report on BusTracker effectiveness, accuracy, extension to other operators, channels, forward programme	Report Mid 2007	Internal
A49	Implement further corridors and sites for BusTracker	Progressive implementation: 2007-11	<i>SESTRAN, Operators</i>

A50	Finalise and implement the Public Transport Information Strategy	Finalise: January 2007 Ongoing implementation	Internal
A51	Provide information to the Traveline Scotland service	Ongoing	Internal
<b>Tram</b>			
A52	Implement Phase 1a of Edinburgh tram	Trams operational July 2011	SE
A53	Implement Phase 1b of Edinburgh tram	Trams operational: July 2011	SE
A54	Identify funding for Phases 2 and 3	Funding strategy: early 2008	CEC revenue
A55	Initial feasibility study for SE tram interim solution	Feasibility study: end 2008	CEC revenue
A56	Identify priorities for further tram development and extensions	Include in RTS 2007	SESTRAN
<b>Buses</b>			
A57	Feasibility study for orbital bus services to serve growth areas including infrastructure requirements	Feasibility study 2008	SESTRAN
A58	Identify and consult on bus route development priorities including evening/ weekend services	Prioritised proposals Autumn 2007	BRDG Developers
A59	Study of accessibility to hospitals etc	End 2007	Internal
A60	Explore potential of demand responsive services to serve situations of low demand in terms of time of time and location	Report to CEC on UK best practice Autumn 2007	CEC revenue
A61	Implementation of the 2004 Access to Growth Areas package	Complete in 2008	SESTRAN
A62	Review the hours of operation of bus lanes and other bus priority measures	In progress: complete in 2008	CEC revenue
A63	Develop and implement programme for further bus priority measures	Programme mid 2007	Devt – Internal Impl – SESTRAN/ Operators
A64	Develop and implement decriminalised bus lane camera enforcement	System in place in main bus lane corridors 2008	SESTRAN
A65	Develop and implement further bus stop upgrading programme	Programme Spring 2007 Implement 2007 onward	CEC capital
<b>Rail</b>			
A66	Support LTS rail policies through RTP and lobbying of SE/Transport Scotland	Report annually in LTS Annual Report	Internal
A67	Lobby govt for significant improvement to long-distance rail travel times, especially reducing Edinburgh-London times to 2½ – 3 hours.	Report annually in LTS Annual Report	Internal
<b>Community and Accessible Transport</b>			
A68	Maintain current levels of Community Transport, subject to budgetary constraints.	On-going Budget provision	CEC revenue
A69	Seek additional sources of funding for Community and Accessible transport	On-going	Internal/Partners
A70	Ensure that trams are designed to be as accessible as possible for passengers.	Trams meet disability requirements	Tram

A71	Carry out consultation on CAT vehicle specifications	Complete end 2008	CEC revenue
A72	Carry out consultation with operators and users on improved training for volunteers and Council employees.	Complete end 2008	CEC revenue
A73	Seek agreement on operational standards of CAT services.	Complete end 2008	CEC revenue
A74	Maintain the availability and capacity of Dial-a-Bus and Dial-a-Ride across Edinburgh within available budget.	On-going Budget provision	CEC CAT
A75	Maintain Shopmobility service in Edinburgh within available budget.	On-going Budget provision	CEC CAT
A76	Seek operational efficiencies in sharing and utilising the fleets of vehicles operated by the Voluntary Sector, the City of Edinburgh Council, Scottish Ambulance Service and NHS Lothian Divisions, used to provide community and accessible transport services.	Report 2009	CEC revenue (potential saving)
A77	Form a voluntary sector vehicle pool structure in the four quadrants of the city.	In place end 2008	CEC revenue
A78	Identify means of voluntary sector bidding for NHS and Council contracts.	In place end 2007	CEC revenue
A79	Maintain utilisation of the taxicard scheme at current levels subject to budgetary constraints.	On-going	CEC CAT
A80	Prepare and implement Information Strategy for community and accessible transport services to assist users and suppliers.	In place end 2008	CEC CAT
A81	Lobby for extension of the national travel concession scheme to: specialised community transport; regular visitors to healthcare facilities	On-going	Internal

**Travel Awareness**

A82	Continue to be an active member of Travelwise	On-going	Internal
A83	Seek funding for household travel management schemes	On-going	Internal
A84	Continue development of employer travel plans	On-going	SESTRAN
A85	Implement a targeted travel awareness/ smarter travel campaign	To be determined with SESTRAN	SESTRAN

**Travel Plans**

A86	Continue to implement the travel plan (TP) for Council staff and put in place new TP for new HQ.	New travel plan early 2007	Internal
A87	Review Council staff travel policies to ensure long distance travel by Council staff minimises environmental impacts while maintaining efficient service delivery	Report early 2008	Internal
A88	Continue to require TP measures as a planning condition in those developments where a transport assessment is required	On-going. Report annually in LTS Annual Report on developments where TPs required	Developers

A89	Develop travel plans at all schools in conjunction with Safer Routes to Schools activities	On-going	CEC CWSS
A90	Examine how TPs can be applied to other major travel generators, such as leisure facilities and retail centres	Report on options early 2008	Internal
<b>City Centre</b>			
A91	Develop City Centre Transport Strategy including an Action Plan	Spring 2008	CEC revenue
A92	Evaluate the effectiveness of current pedestrian signage systems and expand as appropriate	Mid 2008	To be determined
A93	Increase the amount of pedestrian priority areas	2 new pedestrian priority areas in Phase 1 of Capital Streets	To be determined
A94	More convenient travel around city centre by public transport	Feasibility and funding options mid 2008	To be determined
A95	'Capital signs' road signs	Remaining phases in place April 2007	CEC capital
<b>External connectivity</b>			
A96	Work with SESTRAN partners to develop and implement the Regional Transport Strategy	Completion of RTS April 2007	CEC revenue
A97	Manage implementation of the A8000 upgrade	Completion: end 2007	Scottish Exec
A98	Work with other organisations to help expand the direct passenger and freight ferry service between the Forth and the European continent	Report annually in LTS Annual Report	Internal
A99	Work with SESTRAN partners on cross-Forth ferry proposals	Study commissioned	SESTRAN
<b>Land Use Planning</b>			
A100	Develop and use an index of sustainable transport accessibility to assist: <ul style="list-style-type: none"> <li>• allocation of development sites in Local Plans;</li> <li>• consideration of major planning applications;</li> <li>• assessing developer contributions to improved transport infrastructure</li> </ul>	Agreed approach Summer 2007	Internal
A101	Update 'Movement and Development' guidance	End 2007	CEC revenue
A102	Review the scope and mechanisms for achieving developer contributions to sustainable transport infrastructure, and develop guidance for inclusion in development plans	Report and draft guidance by mid 2008	Internal
<b>Monitoring and Targets</b>			
A103	Work with SESTRAN and Scottish Executive to develop better congestion monitoring indicator(s)	End 2008	To be determined
A104	Work with other Council department, SESTRAN, Scottish Executive to develop greenhouse gas monitoring indicator(s)	End 2007	To be determined

## 10.2 Monitoring

A detailed monitoring scheme to underpin the proposed annual LTS monitoring report has been developed. The list of proposed indicators, together with the baseline data associated with each, is set out below where data is currently available. In each case, a desired direction of movement for the indicator has been identified if the measure is to contribute towards the LTS objective. For some indicators, specific numeric targets have been identified – these are set out in detail in section 10.3. The table below lists indicators related to each of the detailed objectives included in the LTS.

A number of further indicators will need to be developed, and these are discussed at the end of the list below.

### INDICATORS IN PLACE

Streets	Indicator	Desired direction					
Street light repairs completed within seven days of being reported	88.3% in 2004/5	Up					
Percentage of road network that should be considered for maintenance treatment	56.3% in 2004/5	Down					
<b>Maintenance</b>							
Percentage of council and private bridges with a weight or width restriction (SPI)	5.3% in 2004/5	Down					
<b>Climate change and Air Quality</b>							
Greenhouse Gas emissions from road transport	To be developed (See page 137)	Down					
Annual average nitrogen dioxide trends at locations within the city centre Air Quality Management Area	Location	Current trend in emissions					
	Westmaitland St/Palmerston Place	Upward					
	Princes St	Upward					
	Roseburn Terrace/Roseburn Street junction	Upward					
	Haymarket Terrace	Upward					
	Gorgie Rd/Murieston Rd junction	Same					
	York Place	Same					
	North Bridge	Same					
	Queen St/Frederick St junction	Downward					
	Leith Walk	Downward					
Queen Street/North Castle St	Downward						
Gorgie Road/WhitePark	Downward						
Taxis and private hire vehicles (phvs) meeting different Euro Emission Standards	2006 data						More Euro 4
	Pre Euro	Euro 1	Euro 2	Euro 3	Euro 4	Unidentified Total	
Taxis	2 (0.2%)	34 (2.7%)	313 (25.0%)	854 (68.3%)	40 (3.2%)	7 (0.6%)	1250
PHVs	18 (2.3%)	21 (2.7%)	133 (17.2%)	563 (72.8%)	27 (3.5%)	11 (1.4%)	773
Lothian Buses vehicles meeting different Euro Emission Standards	2006 data – Lothian Buses						More Euro 4
	Pre Euro	Euro 1	Euro 2	Euro 3	Euro 4	Total	
	63 (10.2%)	33 (5.4%)	202 (32.8%)	317 (51.5%)	0 (0%)	615 (100%)	

Number of vehicle fuelling outlets with Liquid Petroleum Gas (LPG), biodiesel and other 'alternative fuels'	Fuel	Outlets within the City of Edinburgh, 2006	Up
	LPG	5	
	Biodiesel	0	
	Natural Gas	0	
	Bioethanol	0	
	Electric	0	
	Hydrogen	0	

**Safety**

Road accident casualties	See targets table in section 10.3	Down
Adults who feel, or would feel, very or fairly safe when travelling by bus in the evening	Edinburgh: 65% very or fairly safe	Up
Schools with 'Safer Routes to School' measures and/or mandatory 20 mph speed limits	32 schools have had measures implemented under the Safer Routes initiative. 119 are covered by mandatory 20mph limits. There are 155 primary, secondary and special schools in total	Up

**Walking**

Modal share of journeys to work	See targets table, section 10.3	Up
Modal share of journeys to school	See targets table, section 10.3	Up
Number of signalised pedestrian crossings	2006: There are 300 signalised pedestrian crossings in Edinburgh. Of these 196 are pelicans, 27 toucans and 77 puffins.	Up
Number of uncontrolled (zebra) pedestrian crossings	2006: 36 locations with uncontrolled (zebra) crossings. At 16 the crossing stretches across both directions of travel of the carriageway. At 20 locations the pedestrian crossing is broken by a pedestrian refuge usually in the centre of the road	Up
Number of signalised road junctions with pedestrian phases	2006: 210 signalised road junctions. 130 have full pedestrian facilities, 69 have partial pedestrian facilities, 11 have no pedestrian facilities	More with pedestrian phases

**Cycling**

Modal share of journeys to work	See targets table, section 10.3	Up
Modal share of journeys to school	See targets table, section 10.3	Up
Kilometres of off road cycle facilities	2006: 75 kilometres	Up
Number of pedal cycle parking facilities provided by the Council	Put in place in 2005/6: 25 cycle racks providing 50 spaces in 5 schools	Up

**Car**

Modal share of journeys to work	See targets table, section 10.3	Down
Modal share of journeys to school	See targets table, section 10.3	Down
Traffic crossing outer and middle cordons around the city in different time periods	328,119 vehicles cross the outer cordon and 261,755 cross the middle cordon <i>Average daily total, Monday to Sunday, 24 hour, two directions, 2005.</i>	Down
	82,999 (outer cordon) and 60,145 (middle cordon) <i>Average weekday am peak total (6am to 10am), two directions, 2005</i>	Down
	106,211 (outer cordon) and 81,500 (middle cordon) <i>Average weekday pm peak total (3pm to 7pm), two directions, 2005</i>	Down

Number of city centre on-street pay and display parking spaces	2006: 3069 in the Central Area Controlled Zone and 2956 in the Peripheral Area	Down (but more off-street)																				
Average maximum weekday use of on-street pay and display parking spaces	April 2006: 55% in the Central Area Controlled Zone	Up																				
Number of city centre off-street pay-for public parking spaces and average maximum weekday use of those spaces	April 2006: Total of 5344 with an average peak midweek occupancy of 71%.	Up																				
Number of official park and ride parking spaces with public transport services to the city centre	<table border="1"> <thead> <tr> <th>Site</th> <th>Main ride mode to city centre</th> <th>Services to city centre 7am-9am</th> <th>Parking spaces</th> </tr> </thead> <tbody> <tr> <td>Ferrytoll, Fife</td> <td>Limited stop and stopping buses</td> <td>16</td> <td>1040</td> </tr> <tr> <td>Ingliston</td> <td>Limited stop and stopping buses</td> <td>14</td> <td>535</td> </tr> <tr> <td>Hermiston</td> <td>Limited stop and stopping buses</td> <td>29</td> <td>450</td> </tr> <tr> <td>Newcraighall</td> <td>Trains and stopping buses</td> <td>4 trains/7 buses</td> <td>560</td> </tr> </tbody> </table>	Site	Main ride mode to city centre	Services to city centre 7am-9am	Parking spaces	Ferrytoll, Fife	Limited stop and stopping buses	16	1040	Ingliston	Limited stop and stopping buses	14	535	Hermiston	Limited stop and stopping buses	29	450	Newcraighall	Trains and stopping buses	4 trains/7 buses	560	Up
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Newcraighall	207	Number of cars parked, weekday																				
Cost of Parking for 2 hours in the City Centre and Peripheral Controlled Parking Zones, relative to Retail Price Index.	2006 at 2006 prices: Central Area Controlled Zone parking £3.60 Peripheral Area £3.20	No change																				
Number of residents and shared use parking spaces for each subzone of the Controlled Parking Zone	<table border="1"> <thead> <tr> <th></th> <th>Central Spaces</th> <th>Peripheral Spaces</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>894</td> <td>5 778</td> </tr> <tr> <td>1A</td> <td>492</td> <td>5A 848</td> </tr> <tr> <td>2</td> <td>235</td> <td>6 1265</td> </tr> <tr> <td>3</td> <td>560</td> <td>7 785</td> </tr> <tr> <td>4</td> <td>772</td> <td>8 831</td> </tr> </tbody> </table>		Central Spaces	Peripheral Spaces	1	894	5 778	1A	492	5A 848	2	235	6 1265	3	560	7 785	4	772	8 831	Up		
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**Public transport**

Modal share of journeys to work	See targets table, section 10.3	Up												
Modal share of journeys to school	See targets table, section 10.3	Up												
City of Edinburgh population within 30 minutes of major places of employment by public transport between 8am and 9am weekdays	<table border="1"> <thead> <tr> <th>2006 location</th> <th>Population (and percentage of total population)</th> </tr> </thead> <tbody> <tr> <td>City Centre</td> <td>402,682 (89.8%)</td> </tr> <tr> <td>Haymarket</td> <td>393,522 (87.7%)</td> </tr> <tr> <td>Leith Docks</td> <td>147,455 (32.9%)</td> </tr> <tr> <td>Granton</td> <td>142,115 (31.7%)</td> </tr> <tr> <td>Edinburgh Park</td> <td>110,754 (24.7%)</td> </tr> </tbody> </table>	2006 location	Population (and percentage of total population)	City Centre	402,682 (89.8%)	Haymarket	393,522 (87.7%)	Leith Docks	147,455 (32.9%)	Granton	142,115 (31.7%)	Edinburgh Park	110,754 (24.7%)	Up
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2006 Hospital	Population (and percentage of total population)													
Western General Hospital	225,122 (50.2%)													
Royal Infirmary of Edinburgh	97,086 (21.6%)													
Number of Lothian Buses journeys	January to December 2005: 103 million (includes some journeys on LB network outside Edinburgh)	Up												

Percentage of population within 6 minutes of a bus stop with one bus at least every 13 minutes	2003/4: 44%	Up		
Cost of single bus journey and a day ticket relative to the Retail Prices Index	2006 at 2006 prices: £1 for a single journey; £2.30 day ticket (Lothian Buses)	Down		
Use of railway stations in Edinburgh	Station	Entries and exits in 2004/05	Interchanges	Up
	Waverley	14,219,772	617,653	
	Haymarket	1,571,356	232,958	
	South Gyle	83,284		
	Dalmeny	39,983		
	Edinburgh Park	72,887		
	Newcraighall	21,218		
	Curriehill	10,807		
	Wester Hailes	5,456		
	Kingsknowe	5,483		
	Slateford	5,362		
Number of taxis and PHVs	2006: 1260 taxis and 773 private hire vehicles are licensed to operate in Edinburgh.			N/A
Number of Dial-A-Bus and Dial-A-Ride trips per year	2005/6: 63,201 Dial-A-Bus trips; 45,855 Dial-A Ride trips			Up
Use of Shopmobility	2005/6: Facilities were used 7237 times with Scooters hired 3416 times, manual wheelchairs 3008 times and electric vehicles 813			Up
Use of Taxicard	2005/6: There are 8,434 Taxicard holders who made an average of 20.35 trips in a year, making a total of 171,693 journeys			Up
Percentage of low floor accessible buses	Approximately 60% of Lothian Buses and 50% of First's buses operating in Edinburgh (2006)			Up
Number of bus stops with 'Clearway' restrictions and profiled kerbs	There are around 2400 bus stops in the City. 1400 now have 24 hour Clearway markings			Up

**Smart travel**

Number of schools with active travel plans	2006: 30 schools (all primary) have a travel plan; 17 have draft travel plans (all primary) out of 155 schools in total including primary, secondary and special schools	Up
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**Economy**

Number of destination airports served by direct scheduled and charter flights from Edinburgh Airport	September 2006: 73	Up		
Number of direct trains per weekday to 6 main cities	December 2005 – June 2006	Up		
	Destination city	GNER	Virgin Trains	Scotrail
	London	18		1
	Birmingham		21	
	Manchester		3	
	Leeds		8	
	Newcastle	19	8	
	Glasgow	8	1	76
Number of official, regular guided tour buses	109 departures from Waverley Bridge every day from 17th June to 28th August 2006. Between 81 and 84 departures everyday from 8th April to 16th June and 29th August to 29th October 2006			Up



Average weekday rail journey time Edinburgh to London	The average weekday timetabled rail journey from Edinburgh Waverley to London King's Cross is 4 hours 42 minutes. The fastest train from Edinburgh is the 10.30 departure which takes 4 hours 25 minutes	Down
Average weekday rail journey time Edinburgh to Glasgow	The average weekday timetabled journey time from Edinburgh Waverley to Glasgow Queen Street is 50 minutes	Down

**Land use**

Population within 10 minutes access on foot to a local grocer and within 30 minutes by public transport to a supermarket		Population	% of population	Up
	Walk to local grocer	423,242	94.3%	
	PT to supermarket	316,341	70.5%	

**INDICATORS TO BE DEVELOPED**

A number of key indicators need further development, as discussed elsewhere in the LTS. These include:

- Greenhouse gases – further work is proposed to examine alternative approaches (see section 3.3).
- Congestion – indicators of changing levels of congestion have to date been based on proxy measures such as traffic levels and modal share, and on modelling. More direct congestion approaches to monitoring congestion are proposed, to be based on journey times and/or reliability, covering public transport and general traffic if possible. Possible techniques will be developed with SESTRAN and Scottish Executive.
- City centre traffic – this is a key issue for the city, but any indicator must recognise the economic value of some of the traffic using the city centre. It is proposed that an indicator focusing on through traffic and/or commuters and all day parking should be developed. This is likely to require number-plate recognition technology which could be linked with the city's upgraded traffic control system (see section 4.5). This indicator should be developed in the context of the city centre transport strategy (see section 7.2).
- Street Management and Streetscape – these form key elements of the LTS, but monitoring requires further development in parallel with the development of the Framework included as Appendix 5 and the Asset Management Plan (see section 3.1).
- Travel by people with mobility problems – while indicators for the usage of various forms of accessible transport are included, a measure of the relationship between travel by people with mobility problems and the population in general was proposed by LTS consultees. Further work is needed to identify an appropriate and reliable measure.

### 10.3 Targets

Targets for 2010 are shown in the table below. Longer term targets will be developed in the context of the NTS and the RTS.

		Trend data			LTS 2007 target
<b>Modal split - All journeys by CEC residents</b>	Walk	1999	2000	2004	25% in 2010
	Cycle	24%	24%	23%	
	Public transport	2%	1%	2%	
	Car	16%	17%	19%	
	Other (taxi etc)	57%	56%	54%	
		2%	2%	2%	47%
		1%	2%	2%	2%
<b>Modal split – School travel</b>			2001	2003/4	60% in 2010
	Walk		52%	56%	
	Cycle		<1%	1%	
	Public transport		17%	17%	
	Car		31%	26%	
					19%
					17%
<b>Modal split – travel to work</b>			2001	2004	25% in 2010
	Walk		15%	22%	
	Cycle		4%	4%	
	Public transport		25%	27%	
	Car		54%	46%	
					6%
					30%
					39%
<b>Modal split – shopping (citywide)</b>	Walk				32% in 2010
	Cycle				
	Public transport				
	Car				
					5%
					18%
					45%
<b>Car travel</b>	Citywide traffic	5% total increase 2001-5			<10% increase 2001-2010 To be developed focusing on through traffic and commuters
	City centre traffic				
	Congestion	Modelled data only for congestion delays			Target based on delay/reliability to be developed
<b>Air quality</b>	Pollutants	2005: standards not met at some location in AQMA			Meet standards by 2010
	Climate change				To be developed
<b>Road safety</b>	All casualties	2002-05 average compared to 1994-98			By 2010 compared to 1994-8 average
	Children	43% KSI 2002-5 average			
		Deaths 49%			Deaths: 50% reduction to 9
		KSI 36%			KSI: 40% reduction to 174
		Slight 23%			Slight: 25% reduction to 1600
					KSI: 50% reduction to 23 by 2010 (compared to 1994-98 average)
<b>Walking</b>	Pedestrian accidents	13% reduction 2002-05 average compared to 1994-98			40% reduction by 2010 per km travelled (compared to 1994-8 average)
<b>Cycling</b>	Cycle accidents	22% reduction 2002-05 average compared to 1994-98			50% reduction by 2010 per cycle-km (compared to 1994-8 average)

## Glossary and Definitions

A8000	Link road from M9 to Forth Road Bridge (currently being upgraded as M9 extension)
Accessibility	Measure of the ability to reach one or more specified destinations from a particular place or to reach a particular place from one or more destinations
Accessible transport	Transport that can be used by people with mobility handicaps
AIP	Accident investigation and prevention
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
ASL	Advanced stop line (for cyclists)
AST	Appraisal summary table (part of STAG, qv)
BAA	BAA Ltd, owners of Edinburgh Airport
BRDG	Bus route development grant (Scottish Executive funding stream)
Bustracker	Real time information system for bus services
CAT	Community and Accessible transport
CCTV	Closed circuit Television
CPP	Community Planning Partnership
CPZ	Controlled Parking Zone
CTU	City of Edinburgh Council corporate transport unit
CWSS	Cycling, Walking and Safer Streets
DDA	Disability Discrimination Act
EARL	Edinburgh Airport Rail Link
ECCMC	Edinburgh City Centre Management Company
ECTOg	Edinburgh Community Transport Operators group
ELSP	Edinburgh and Lothians Structure Plan
ERI	Edinburgh Royal Infirmary (Petty France) (qv NRI)
EVOC	Edinburgh Voluntary Organisations Council
Fastlink	Guided busway between Broomhouse and Sighthill
FETA	Forth Estuary Transport Authority (responsible for the Forth road bridge)
GNER	Great North Eastern Railway, franchise holder on the East coast main line
HOV	High occupancy vehicle
ISA	Intelligent speed adaptation – in-vehicle systems to limit speeds
ITI	Integrated Transport Initiative (from LTS 2004)
Kerbcraft	Road safety training programme for 5-7 yr old children
LCTS	Lothian Community Transport Services
LEZ	Low emission zone
LTS	Local Transport Strategy
Modal Split	Proportion of travel by each transport mode, eg Car, Bus, Cycle etc
MORI	Market research company
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Nitrogen oxides

NPF	Scottish Executive National Planning Framework
NRI	New Royal Infirmary (Petty France) (qv ERI)
NTS	National Transport Strategy
One-ticket	SESTRAN integrated ticketing arrangement
Optimum 2	EU funded 'smarter travel' project
P+R	Park and Ride
PAN	Planning Advice Note (Scottish Executive)
PHC	Private Hire Car
PTW	Powered two wheelers (motorbikes, mopeds and scooters)
Public Realm	The parts of the city (whether publicly or privately owned) that are available for everyone to see and use without charge 24 hours a day, including streets, squares and parks.
RTP	Regional Transport Partnership: statutory partnership of local authorities established under the Transport (Scotland) Act 2005
RTS	Regional Transport Strategy: required from all RTPs (qv) for Scottish Executive approval and funding of major transport schemes
SCOOT	Traffic light control system
SDU	City of Edinburgh Council Sustainable Development (qv) Unit
SEA	Strategic Environmental Appraisal
SEEL	Scottish Enterprise Edinburgh and Lothians
SESTRAN	South East Scotland Transport Partnership (qv RTP)
SfC	Services for Communities: Department of the Council
SfS	Standards for Streets: CEC guidance publication
SHS	Scottish Household survey
SMS	Mobile telephone text messaging service
SPI	Statutory Performance Indicator
SPP	Scottish Planning Policy (Scottish Executive)
SPT	Now Strathclyde Partnership for Transport, the west of Scotland RTP (qv)
SRTS	Safer Routes to Schools
STAG	Scottish Transport Appraisal Guidance (Scottish Executive requirement for supporting funding)
Sustainable Development	Development which aims to minimise the impact of human activity on the environment as a whole, whilst supporting economic and social progress.
Sustainable Transport	Transport modes that meet the definition of sustainable development (qv). Usually Walking, Cycling and Public Transport modes considered together
TEL	Transport Edinburgh Ltd (CEC owned holding company for bus and tram interests)
TP	Travel plan (for a business, school or household) – sometimes referred to as Green Travel Plans
TRACS	Traffic and condition survey (measures the surface condition of roads)
Transport Scotland	Scottish Executive agency responsible for rail, trunk roads and motorways in Scotland
Travelwise	National travel awareness campaign
UTMC	Urban traffic management and control system
Vision zero	No deaths from road traffic accidents

# APPENDIX 1

## LTS 2004 Action Plan monitoring detail

### LTS 2004 ACTION PLAN

#### PUBLIC TRANSPORT

Base Strategy	Current position
PTP1 Implement the Quality Bus Corridor (QBC) (A7, A701 and A199) scheme, including the provision of Public Transport Interchange points.	Largely complete. Interchange provision
PTP2 Implement bus priority measures on the A702 corridor.	Complete
PTP3 Implement the Access to Growth Areas package funded by the Public Transport Fund award for 2003 – 2006.	Funding has been extended to 2007. The bus stop improvements within the Access to Growth Areas package were completed in December 2004. Work on the majority of bus priority measures that are part of the Access to Growth Areas package will be completed by March 2007.
PTP4 Implement the West Edinburgh Busway measures.	Now renamed “Edinburgh Fastlink”. Was opened in December 2004. Peak journey times between the Gyle and the West End by up to 15 minutes. Received “Scottish Transport Project of the Year” award in November 2005.
PTP5 Implement Real Time Information on the QBC and expand this, with operator contributions, to additional corridors.	“Bustracker” Real Time Passenger Information system in place at 90 stops on Leith to Straiton Quality Bus corridor in November 2004. Now being followed up by a further 150 signs on major bus corridors.
PTP6 Bid to the Scottish Executive for funds to “Kick Start” a number of new bus routes that have the potential to become profitable after a limited period of public subsidy.	Bus Route Development Grant of £2.007m has been used to upgrade or extend six Lothian Buses plc services. The services are: 17, 24, 30, 35, 37, and 49. Using City Growth money Queensferry bus service (from 3 BPH to 4) enhanced in partnership with First. Currently preparing new Bus Route Development Grant bids with a target service introduction in Autumn 2006.
PTP7 Publish a Bus Service Information Strategy that will include the Council’s minimum standards of bus service information provision within Edinburgh.	Consultation on initial draft complete. Second round of consultation due in Spring 2007
PTP8 Continue to provide information to the Traveline Scotland service.	On-going
PTP9 Publish a Bus Friendly Design Guide to ensure a consistent standard of infrastructure provision.	Published in June 2005.
PTP10 Implement the Council’s Central Edinburgh Traffic Management measures, including the removal of general traffic westbound in Princes Street, as modified after consideration of the Reporter’s recommendations.	In place (with further modifications)
PTP11 Subject to available funding, extend selective vehicle detection and priority at all traffic signals in the city where this would benefit bus services.	60 junctions on Leith to Straiton Quality Bus Corridor have been equipped with SVD as part of “Bustracker” system. Further junctions are being equipped as part of Access to Growth Area funding.

PTP12 Upgrade bus stops in the city in terms of parking control, passenger amenity, security and accessibility. This will require a prioritisation process, with heavily used stops receiving highest priority. Funding is currently available for 100 stops.	Access to Growth Area funding used to improve over 100 bus stops. Currently a programme of improving around 50 stops is underway.
PTP13 Identify all bus stops where parking obstructs bus passengers seeking to board or alight buses, at any time of day. Introduce appropriate bus stop clearways, which may be associated with short bus boarders, so that passengers can reach the bus unimpeded.	Clearway marking programme is underway.
PTP14 In co-operation with Lothian and Borders Police, develop and implement bus lane camera enforcement.	Still under development.
PTP15 Review the hours of operation of bus lanes and other bus priority measures in order to rationalise arrangements wherever possible, in order to aid understanding and enforcement and ensure that priority is being provided when it is required.	Currently underway.
PTP16 Seek to expand the range of, and the access to, multi-modal, multi-operator, multi-journey tickets available in the SESTRAN area, through participation in the One-Ticket company.	On-going.
PTP17 Complete the programme of major interchange improvements in the City Centre to facilitate convenient and easy transfer between transport modes.	Largely complete.
PTP18 Implement bus-based Park and Ride arrangements at Straiton/Burdiehouse, Ingliston and Hermiston.	Ingliston and Hermiston open; Straiton awaiting finalisation of land acquisition.
PTP19 Implement Lines 1 and 2, the north and west Edinburgh tram lines, by 2009.	On course for trams running by 2011.
PTP20 Complete the Parliamentary Bill procedure for the South East Edinburgh tram line (Line 3).	Was dependent on congestion charging; not pursued following referendum.
PTP21 Work with operators to ensure that trams and buses are integrated in terms of fares, ticketing and service patterns.	Transport Edinburgh Ltd established to develop and ensure integration
PTP22 Continue to participate actively in the planning process for the redevelopment of Waverley Station and Haymarket Station and secure developer contributions wherever appropriate.	On-going. Waverley station phase 1 redevelopment started March 2006; Haymarket study on-going due for completion June 2007.
PTP23 Continue to work with Midlothian and Scottish Borders Councils to promote the Parliamentary Bill procedure for the Borders Railway and secure opening of the route for services.	Bill passed. Work continuing on finance package.
PTP24 Work with its SESTRAN partners to develop and prioritise other rail and tram schemes across the region, and to take advantage of funding opportunities as these arise, to deliver these projects.	On-going, now through formal regional transport partnership.
PTP25 Work with the Scottish Executive, the rail industry and SESTRAN partners as appropriate to ensure that the Bathgate – Airdrie maximises benefits for rail users travelling to and from Edinburgh.	On-going through SESTRAN.
PTP26 Work with the Scottish Executive, the rail industry and Edinburgh Airport on the implementation of a rail link to the airport to ensure maximum benefits for the travelling public.	Parliamentary Bill introduced to parliament March 2006, promoted by <b>tie</b> .

PTP27 Explore the potential of demand responsive services to serve situations of low demand, both in terms of time of time and location. This will take the form of a review of the results of current (2003) Department for Transport work on this topic, followed by additional work, specific to Edinburgh, if the national work appears promising.	No action to date.
<b>Preferred Strategy</b>	
In addition to the actions listed in the Base Strategy, in the Preferred Strategy, the Council would deliver the following improvements:	Most of these not acted on to date as Preferred strategy not selected at 2005 referendum.
PTP28 Supplement the existing bus service network in terms of frequency and coverage in order to address existing unmet demand and provide better alternatives to car use.	No action.
PTP29 Evaluate the use of congestion charging revenue to take initiatives on public transport fares in line with the objectives of the Local Transport Strategy.	No action.
PTP30 In partnership with the operators, extend bus priority to remaining, appropriate, parts of the network.	Studies completed on potential locations for priority.
PTP31 Complete the bus stop improvement programme.	No action.
PTP32 Increase the number of Public Transport Interchange points in the city.	No action.
PTP33 Monitor usage and review the potential for further bus-based park and ride sites, and for expanding those sites already delivered.	Funding in place for expansion of Ingliston site.
PTP34 Seek to achieve integrated timetabling between bus and other public transport modes, including tram.	Action through TEL (see PTP21 above)
PTP35 Deliver Tram Line 3 (by 2012), and possibly extensions outwith Edinburgh to nearby centres, in collaboration with SESTRAN partners.	No action.
PTP36 In partnership with other SESTRAN local authorities and other appropriate bodies, implement proposals for better regional rail links and services to and through Edinburgh.	No action.

COMMUNITY AND ACCESSIBLE TRANSPORT

CAP1 Produce a Community and Accessible Transport Strategy by the end of 2004 to set out clearly the actions to be implemented to improve provision under this transport sector in consultation with transport providers (including NHS and Scottish Ambulance) and users.	Draft strategy produced but not taken forward as no additional funding available without Preferred strategy.
CAP2 Work in partnership with community and accessible transport providers and users to identify projects to be implemented through the funding package available under the Preferred Strategy.	Not acted on as Preferred strategy not selected at 2005 referendum.

PARKING

<b>Base Strategy</b>	
PP1 Produce a Car Parking Strategy for Edinburgh covering all aspects of car park policy and management by the end of 2004. This will include a	A new Parking Strategy was reported to the Executive of the Council on 9 May 2006. It covers all aspects of parking in

review of policy towards off centre major traffic generators, the operation of the resident parking scheme, a review of development control parking standards for new development and a revision of the hierarchy for producing on-street parking.	Edinburgh. See 'Parking' chapter of this LTS
PP2 Implement city centre extended CPZs in consultation with local residents and businesses, in areas where demand for parking on street exceeds available supply over the period 2005-2007.	Hearing on CPZ extension completed. Implementation programmed for 2006 – 2008.
PP3 Conduct a rolling review of parking management in areas with parking problems. This will include the operating hours of the existing CPZ.	Dealt with in Parking Strategy (PP1).
PP4 In the light of changing shopping habits and the problems caused for bus operation, to extend parking controls to main roads on Sundays where appropriate.	Dealt with in Parking Strategy (PP1).
PP6 Implement a phased extension of CPZs as required. Monitor effects on modal split, resident reaction, trade (where appropriate) and financial viability.	Dealt with in Parking Strategy (PP1).
PP7 Continue implementing district centre parking management schemes, in the order of priority derived in the short term.	Parking scheme implemented for Morningside/Bruntsfield and Newington area.
<b>Preferred Strategy</b>	
PP8 Implement one or more new city centre off-street car parks.	Funding being sought.

WALKING

<b>Base Strategy. In the short Term, the Council will:</b>	
WP1 Develop a Pedestrian Design Guide and use it to inform the design of traffic management, maintenance schemes and new developments.	Not started.
WP2 Produce a walking strategy detailing targets and actions for improving the pedestrian environment by mid 2005.	Draft version prepared. See 'Walking' chapter of this LTS
<b>Throughout the period of the strategy, the Council will:</b>	
WP3 Related to funding availability, pursue a prioritised programme of providing and improving pedestrian phases at existing traffic signalled road junctions.	On-going.
WP4 Related to funding availability, continue with a programme of installing pedestrian crossings including raised crossings where appropriate.	On-going.
WP5 Related to funding availability, set a target for the provision of dropped kerbs and tactile paving at all controlled and then uncontrolled pedestrian crossings, and work to meet this target. All new or revised schemes will be designed to reduce street clutter to a minimum.	On-going; no target set.
WP6 Build pedestrian improvements into the design of new or modified CPZs, and subject these designs to an audit against policy (see also chapter on Parking)	On-going.
WP7 Subject those routes with the highest numbers of pedestrian accident claims to a more intensive maintenance regime. This work to be priority funded from the Council's current maintenance revenue budget, and a clawback from savings in compensation payments for trips and slips. (See also Chapter 6.11, Maintenance.)	On going as part of Asset Management.



**Preferred Strategy**

WP8 Beginning in areas of highest pedestrian demand, conduct a pedestrian audit of city centre streets and then prioritise and programme measures to enhance, to the standards set out in the Pedestrian Design Guide. Each audit will allow for removing unnecessary street furniture.	Not acted on as Preferred strategy not selected at 2005 referendum.
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CYCLING

**Base Strategy**

CP1 As funds are made available, design and then develop the cycle network so that no resident of Edinburgh lives more than 400m from the nearest route. The network may include sections of road with 20-mph speed limits as well as fully segregated sections. The South Central Edinburgh Cycle Network, and North – South and East – West routes across the city centre, will be priorities for implementation, as these are the areas with the highest levels of cycle use at present.	On-going.
CP2 Increase levels of cycle parking in the city and district centres. The Council will prioritise areas for the installation of cycle parking based on observed levels of demand.	On-going.
CP3 In traffic management and other schemes, make a presumption in favour of replacing roundabouts (other than 'mini' roundabouts) with traffic signals, as these are safer for pedestrians and cyclists.	On-going.
CP4 In new schemes and developments, presume against the use of roundabouts for the same reasons.	On-going.
CP5 Review existing roads with a series of existing cycle facilities and/or bus lanes. Based on this review, implement a programme of low cost improvements aimed at filling gaps in facilities and at maximising the quality of provision for cyclists along the roads concerned. Particular attention should be paid to on-road cycle lanes where parking is permitted.	Review Complete.
CP6 Continue with the programme of advanced stop lines and cycle lanes, with the aim of providing either or both at all traffic signal controlled junctions meeting the criteria set out in Appendix 1 by 2006.	Complete.
CP7 Complete the remaining National Cycle Network route in the city by 2005, subject to funding availability.	Complete – though further upgrades required.
CP8 Produce a detailed cycle strategy and action plan by mid 2005.	Some survey work undertaken – but task not complete.
CP9 Identify locations where cycle routes are accessed by steps and, as an interim measure, introduce narrow ramps beside the steps so that cyclists can push rather than carry their bikes.	Not undertaken.
CP10 Review and expand the Council's 'Cycle Friendly Design Guide', including illustration of good practice examples and detailed criteria for the installation of advanced stop lines.	Prepared. To be published in 2007.
CP11 Install loop or microwave detection of cyclists at one or more pilot toucan crossings to reduce delays to cyclists. If pilot schemes prove successful install loops or microwave detection of cyclists at remaining toucan crossings.	Not yet undertaken.

CP12 Assist with the funding of and publicity for a pilot installation of highly secure cycle lockers in at least one suburban rail station.	Not yet undertaken.
CP13 Work to finding a solution to the problem of cycle parking in city centre tenement buildings.	Working with Edinburgh Stair Partnership on the issue of cycle parking in tenement properties, cycle racks have been installed within two properties in 2006 as a pilot study. The results of this project have been made available to tenement owners.

**Preferred Strategy**

CP14 Complete the cycle network for the City and the replacement of roundabouts with traffic signals, by 2012.	Not acted on as Preferred strategy not selected at 2005 referendum.
Run a publicity and awareness campaign to promote the benefits of cycling, and awareness by all road users of rights and responsibilities in relation to cycling.	Not acted on as Preferred strategy not selected at 2005 referendum.

**PTW**

PTW The Council will continue to monitor and where necessary improve parking provision for powered two wheelers in the city centre and district centres and require motorcycle parking with new developments.	On-going.
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**ROAD SCHEMES**

A71 Dualling from Edinburgh City Boundary to Calder Junction. This scheme was developed for road safety reasons. However, the imposition of a 50-mph speed limit on this section of the A71 has improved its safety record. Dualling would be very expensive and would facilitate car based commuting in a corridor with substantial potential for bus and rail based park and ride. A review of the scheme has been carried out and has led to the recommendation that this scheme should no longer be pursued as a Council proposal. This recommendation will be subject to planning committee approval in relation to the removal of the safeguarding of a route in the Development Plan. This removal, subject to approval, will necessitate the undertaking of a road safety audit to establish if remedial work is required to the existing route.	No longer safeguarded. Improvements being funded by through SESTRAN.
A70 Currie Bypass. A review carried out in late 2003 concluded that the existing safeguarded alignment offers poor value for money and that an amended alignment should be safeguarded. This scheme would include a new link road from the existing A70 east of Bridge Road to the bypass, along with bus priority and traffic management on the existing A70 and parallel residential roads. This proposal will be subject to planning committee approval with reference to the refinalised Rural West Edinburgh Local Plan 2003, again in relation to safeguarding land.	The finalised Rural West Edinburgh Local Plan 2003 contains an alignment which differs from that subsequently approved. The later alignment is a material consideration. Post adoption changes, to cover Edinburgh Airport are proposed and the latest alignment could be included in the changes. No date has been set for these changes.

**MAINTENANCE**

MP1 Devise a measure of the quality of the network and monitor this.	On-going
MP2 Modify its maintenance prioritisation system to allocate greater weight to maintenance on bus routes, major junctions and in areas of heavy pedestrian	Prioritisation system modified. Done once per year.

traffic, as identified in Plan1. Bus routes, principal roads and heavily used footways will be inspected manually at least once per year.	
MP3 Undertake an annual TRACS survey of the condition of the network, including bus lanes.	On-going.
MP4 Expand its existing GIS-based pavement management system (PMS) so that accurate records are kept of the condition of the network and of the works programmed to improve that.	On-going.
MP5 Broker a "concordat" with the utility companies to improve co-ordination and quality of streetworks.	Consultation with utilities on-going.
MP6 Continue to investigate, through the Scottish Executive and the Procurator Fiscal, the Council's ability to use existing legislation to improve the co-ordination and quality of streetworks by public utilities; and to lobby for new legislation, if required.	On-going. New Transport Act likely c2007 that will introduce new legislation.
MP7 Review the need for maintenance of centre-lines in all residential streets, with particular regard to the potential speed of traffic and the possibility of overtaking.	No action to date.

Streetscape

MP8 When placing new signs, work on the presumption that these should be mounted on existing sign poles or lamp columns, or adjacent walls, before placing new poles.	On-going.
MP9 Remove all redundant sign poles.	Limited action to date.
MP10 Increase the detail of its maintenance monitoring system to improve consistency in recording defects in footways and carriageways, worn or missing lining and coloured surfacing, missing or redundant signage; missing dropped kerbs, locations where obstructive parking is a regular problem, and obstructive street furniture.	On-going.

Bridges

MP11 Assess the load carrying capacity of all bridges.	97% completed.
MP12 Carry out an audit of footbridges to identify safety and accessibility improvements	Audit report completed identifying possible improvements for accessibility and public security. An audit of all underpasses to be carried out in 2006 to identify safety and accessibility improvements. This audit will identify and quantify disabled access and public safety improvements required.
MP13 Introduce pilot scheme for improved bridge inspection and prioritisation of maintenance. Inspect all bridges at two yearly intervals	The bridge inspection pilot scheme has been completed and all bridges are now inspected using the Bridge Condition Indicator (BCI) system
MP14 Formulate a maintenance programme to address those most in need	Annual maintenance programmes produced targeting bridges most in need of maintenance.

SAFE ROUTES TO SCHOOLS

**Base Strategy**

SRP1 Throughout the period of the Strategy, the Council will deal with day to day issues relating to Safer Routes from schools not included in project works.	On-going.
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In the short term, the Council will:

SRP2 Continue with its Safer Routes to School work, expanding the programme to include other priority schools, as funds permit.	On-going. In 2005-06 the following improvements were installed as part of Safer Routes to School work: <ul style="list-style-type: none"> <li>• Puffin and zebra crossings</li> <li>• New paths</li> <li>• Links from National Cycle Network</li> <li>• Footway improvements to aid pupils walking to school</li> <li>• Vehicle Activated Signs to warn vehicles of pedestrians</li> <li>• Improvements at School Crossing Patrol locations including Variable Message Signs, pedestrian islands and dropped kerbs.</li> </ul>
SRP3 Implement 20-mph speed limits at primary schools where appropriate, as funds permit.	By the end of March 2006, 99 primary schools and 22 secondary schools will be within a full or part time 20mph zone.
SRP4 Continue to provide cycle parking at schools as required.	On-going.
SRP5 Complete the programme of making school keep clear zigzag markings enforceable.	On-going.

**Preferred Strategy**

The Council will carry out the measures listed in the Base Strategy, and will in addition:	
SRP6 Carry out Safer Routes to School project activities at all schools.	Not acted on as Preferred strategy not selected at 2005 referendum.
SRP7 Implement each Safer Routes to School Plan.	Not acted on as Preferred strategy not selected at 2005 referendum.
SRP8 Develop Travel Plans at all schools in conjunction with Safer Routes activities	School Travel Plans has been developed for 17 schools, with a further 17 primary schools having a School Travel Plan at a draft stage.
SRP9 Monitor the success of a sample of school travel plans, to benefit from this information in implementing future SRTS projects.	Not acted on as Preferred strategy not selected at 2005 referendum.

TRAVEL AWARENESS

**Base Strategy**

The Council will:	
TAP1 Continue to be an active member of Travelwise.	On-going.
TAP2 Carry out a pilot household travel management scheme.	Carried out as part of participation in the EU OPTIMUM2 project. The work was completed in March 2005. For participants this type of travel assistance reduced the mode share for car trips by 6%, particularly to work. The mode share for bus travel to work increased by 17%.
TAP3 Continue to increase travel awareness through its work on School Travel Plans and Employer Travel Plans.	On-going through the activities identified.

**Preferred Strategy**

The Council will:	
TAP4 Implement a targeted travel awareness campaign.	On-going: being undertaken through the EU OPTIMUM2 project.

	30 large employers, with around 70,000 staff are involved.
TAP5 Carry out a large scale household travel management scheme.	Not acted on as Preferred strategy. Not selected at 2005 referendum.

TRAVEL PLANS

**Base Strategy**

The Council will:

TPP1 Continue to implement its own Travel Plan (TP) and monitor its effects.	The Council monitors business mileage every six months to provide feedback to departments on use of cars. Preparation of a Travel Plan for the new Council Headquarters is underway to encourage staff moving to the new site to use sustainable modes.
TPP2 Continue to require TP measures as a planning condition in those developments where a transport assessment is required.	On-going.
TPP3 Review its own staff travel policies to ensure that long distance travel by Council staff minimises environmental impacts while maintaining efficient service delivery.	On-going. Council's business travel is reviewed on a regular basis.
TPP4 Produce a short guidance note for developers and internal use on the Council's requirements for TPs in new development.	On-going.

**Preferred Strategy**

The Council will:

TPP5 Survey all employers outwith the city centre with more than 250 employees to see if they require improved bus, pedestrian and cycle access to their sites. Draw up a prioritised programme of improvements accordingly.	Not acted on as Preferred strategy. Not selected at 2005 referendum.
TPP6 Implement the prioritised programme of access improvements developed above.	Not acted on as Preferred strategy. Not selected at 2005 referendum.

ROAD SAFETY

The Council's road safety programme is set out in detail in the Road Safety Plan (2003-2008). Only key elements are in the LTS action plan below:

**Base Strategy**

RSP1 Continue a programme of local safety schemes through the AIP programme	On-going.
RSP2 Promote the benefits of 20-mph speed limits in areas where they are proposed.	On-going. 20 mph schemes have been promoted through presentations to the Local Development Committees, 44,000 leaflets delivered to residents and a website showing the proposals. The speed reduction message has been displayed on the backs of parking tickets.
RSP3 Prioritise areas, including the city centre, for the implementation of 20-mph speed limits.	Extensive programme of 20mph zones implemented. 24 schemes in residential areas were completed in 2005-6, as well as the schemes associated with safer routes to schools.
RSP4 Introduce, where practical, 20-mph speed limits (part-time, where appropriate) outside primary schools, particularly as these relate to Safer Routes to Schools projects.	By the end of March 2006, 99 primary schools and 22 secondary schools will be within a full or part time 20mph zone.

RSP5 Continue to refine the Council's speed management strategy, as a key component of the Road Safety Plan.	A strategy for implementing the reductions in speed limits on defined roads has been authorised. A survey of city roads with speed limits of 40 mph or more was carried out and proposals for reducing speed limits, based on national guidelines were prepared.
RSP6 In collaboration with Lothian and Borders Police, promote appropriate road safety education and awareness-raising through various channels for all road users.	On-going.
<b>Preferred Strategy</b>	
RSP7 Extend the 20-mph/30 mph concept citywide, as enforcement technology permits.	Extensive programme of 20mph zones implemented.
RSP8 Introduce reduced speed limits on 'country lanes' which are important routes for pedestrians, cyclists and/or horseriders, particularly those forming part of the National Cycle Network.	Not acted on as Preferred strategy. Not selected at 2005 referendum.
RSP9 Seek to participate in trials of in-vehicle speed enforcement technology, should there be opportunity to do so in Scotland.	Not acted on as Preferred strategy. Not selected at 2005 referendum.
RSP10 Apply 40-mph speed limit to non-urban single carriageway roads with a significant traffic function when enforcement appears practicable.	Not acted on as Preferred strategy. Not selected at 2005 referendum.
RSP11 Introduce traffic calming schemes on sensitive sections of main roads, such as shopping centres and outside school entrances, where appropriate.	See RSP4 above.

CITY CENTRE

Many actions have been progressed by the City Council in collaboration with the City Centre Management Company. Transport-related initiatives identified in the LTS 2004 were:	
CC1 The Central Edinburgh Traffic Management scheme.	Has been implemented, with modifications following introduction.
CC2 Streetscape improvements in the Old and New Towns, funded jointly by the City Council and by SEEL.	Castle Street completed. St Andrew Square funded.

REGIONAL TRANSPORT STRATEGY

RP1 The Council will Work with SESTRAN partners to implement the Regional Transport Strategy	On-going.
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UK AND INTERNATIONAL CONNECTIONS

AP1 The Council has asked transport initiatives edinburgh (tie) to provide a tram line to Edinburgh Airport. It is planned that this line will be opened by 2009.	In hand (see PT19).
In addition, the Council will:	
AP2 Work with BAA and Lothian Buses plc on the adoption of a Quality Partnership for bus services to Edinburgh Airport.	Formal QP not pursued – support to LB in developing airlink bus service.
AP3 Work with the South East Scotland Transport Partnership (SESTRAN), the Scottish Executive, Strategic Rail Authority, long-distance train operators and other relevant organisations to improve their services.	On-going.
AP4 Seek to ensure that the location and detail of any Edinburgh Parkway station: • act to encourage a shift to rail travel to an extent	Parkway station concept not pursued by train operators to date.

<p>that the benefits outweigh the adverse impacts of any car travel generated</p> <ul style="list-style-type: none"> <li>• support efforts to improve local rail services, and</li> <li>• do not exacerbate road congestion</li> </ul>	
<p>AP5 Work with other organisations to help expand the direct passenger and freight ferry service between the Forth and the European continent.</p>	On-going
<p>AP6 Monitor the use of the designated city centre locations for parking, uplift and set down of coach passengers, including those which will cater for left hand drive coaches. If there is a demand identify further facilities.</p>	On-going.

**POLICY LINKS – LAND USE PLANNING**

Throughout the period of the Strategy, the Council will:

<p>LUPP1 Once developed (see 'Short Term'), use an index of sustainable transport accessibility to:</p> <ul style="list-style-type: none"> <li>• inform the allocation of development sites for specific uses through the Local Plan process;</li> <li>• assist in the consideration of significant planning applications; and</li> <li>• assist in determining the scale and nature of developer contributions to improved transport infrastructure.</li> </ul>	Not yet in place (see LUPP2).
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In the Short Term, the Council will:

<p>LUPP2 Develop an index of accessibility throughout the city, based upon ease of accessibility by sustainable transport.</p>	Being developed for this LTS.
<p>LUPP3 Review the scope and mechanisms for achieving developer contributions to sustainable transport infrastructure, and include the details in development plans and the next Local Transport Strategy, as appropriate.</p>	On-going.
<p>LUPP4 Produce Supplementary Planning Guidance for developers on travel plans and related developer contributions.</p>	Not started. See also TPP4 above.

**POLICY LINKS – AIR QUALITY**

Throughout the period of the LTS, the Council will:

<p>AQPP1 Implement Traffic Management measures that assist in reducing vehicle emissions.</p>	Implementation of the new CPZ will commence in Sept. 2006 and is targeted for completion in April 2008. Upgrades to traffic signals have been made at Haymarket, Roseburn Ardmillan and North Bridge. Further changes being implemented as a result of CETM.
<p>AQPP2 Continue to monitor air pollutant levels and traffic levels at key locations across the city.</p>	On-going.
<p>AQPP3 Run updated traffic scenarios using the Edinburgh Driving Cycle Emissions model</p>	This model is now obsolete. Sfc are developing the Council's Land Use/ Transport Interaction model to indicate the impact of land use changes on traffic emissions.
<p>In the short term, the Council will:</p>	
<p>AQPP4 Work to form Emission Reduction Partnerships with bus operators and investigate the use of conditions of contracts for Supported Bus Services to achieve emission reductions.</p>	An emission reduction partnership was signed by Lothian buses.

AQPP5 Investigate a revision to the taxi licensing conditions to ensure that emissions from taxis are reduced and LPG conversions are acceptable.	Not started.
AQPP6 Continue its Green Fleet Policy and use alternative fuel as a first option when service delivery requirements, cost and fuel supply issues are acceptable.	Council is continuing to implement its Green Fleet Policy.
AQPP7 Seek voluntary action to reduce emissions from goods vehicles.	To be considered in developing low Emission Strategy.
AQPP8 Consider and, if appropriate, use the powers available to carry out roadside emission testing.	No action.
AQPP9 Assess the benefits of battery electric cars, as used in the Th!nk@bout Edinburgh project.	Completed in June 2005. Conclusion was that battery electric cars were useful for journeys in urban areas.
In the medium to longer term, the Council will:	
AQPP10 Keep under review the requirement for a Low Emissions Zone as the Air Quality Action Plan is implemented.	Pilot study being undertaken.
AQPP11 If congestion charging is introduced, provide grants to operators of public transport, taxis and goods vehicles with diesel engine vehicles, to fit equipment to reduce exhaust emissions over the 2006 – 2010 period.	Not acted on as Preferred strategy not selected at 2005 referendum.
AQPP12 Develop a strategy for tree planting within or next to road corridors to reduce noise, dust and some airborne gas pollution.	No action.

POLICY LINKS – BUSINESS AND THE LOCAL ECONOMY

In the short term, the Council will:	
EDP1 Implement a programme of measures to improve access to major growth areas by public transport, foot and cycle. (The 'access to Growth Areas' package 2003-2006, funded from the Scottish Executive's Public Transport Fund).	Largely implemented (see PTP3).
EDP2 Take action to improve access to traditional local high streets by foot, cycle and public transport, and to make these streets more 'pedestrian friendly'. (See LTS 2004 Chapters 6.3, 6.7, 6.8).	The delivery of the CETM scheme has improved accessibility for public transport, pedestrians and cyclists in the city centre. A cycle route has been provided along George Street linked to the nation cycle route. Pedestrian improvements have been provided with improved crossing facilities, improved lighting and reductions in traffic on a number of streets including the busiest pedestrian one on Princes St. One major benefit is improved access for public transport to Princes St with the re-opening of Hope St-Princes St link.
EDP3 Continue to support the development of Travel Plans, and examine whether similar initiatives can be applied to other major travel generators, such as leisure facilities, business parks, and retail centres (see LTS 2004 Chapter 6.14).	On-going. Applied during review of development applications.
EDP4 Work to ensure that information and other services are readily available that meet the needs of visitors to allow them to use public transport, walking and cycling (see LTS 2004 Chapters 6.3, 6.6, 6.8).	Leaflet currently being prepared in multiple languages.



## APPENDIX 2

### ELSP 2015 Investment strategy monitoring detail

Investment proposals included in the Edinburgh and Lothians Structure Plan 2015 are set out in the following table together with their current status.

#### ELSP Action Plan

#### LTS 2007

#### Schedule 2 – Transport investment

Ref	Action/Investment	Timing	Status
E1	North Edinburgh tram loop	(M) 2009	Royal assent received. Business Plan being prepared – funding availability may require phased introduction. Operation commencing late 2010
E2	City – Edinburgh Park – Edinburgh Airport – Newbridge tram	(M) 2009	Royal assent received. Business Plan being prepared – funding availability may require phased introduction. Operation commencing late 2010
E3	City – Cameron Toll – New Royal Infirmary – and beyond – tram	(L) 2013	Initial consultation and route choice complete. Line to be safeguarded. No funding available – funding options and interim bus-based solutions to be examined.
E4	Tram extension Newbridge – Queensferry	(L)	No funding available. Safeguard route.
E5	Orbital route – probably bus priority route	(M)	No funding available. Feasibility study to be undertaken.
E6	South Suburban loop – rail	(M)	Council working with partners to promote re-opening to passengers.
E7	Edinburgh Airport rail link and station	(L)	Bill introduced to parliament March 2006. Opening planned 2011.
E8	Waverley Rail station	(M)	Improvement programme in progress to provide additional platform.
E9	New rail stations (Edinburgh Park, Newbridge)	(S)/(L)	Edinburgh Park completed. Newbridge safeguarded.
E10	Ring of strategic Park + Ride sites	(S)-(M)	Various completed. Todhills/Sheriffhall complete 2006. Funding in place for Ingliston extension, Straiton, Lothianburn (feasibility), Wallyford (feasibility).
E11	Dalmeny Chord rail link	(L)	Safeguarded. Not required if EARL implemented (see E7).
E12	North Edinburgh Bus Corridor Improvements	(M)	Initial planning funded by SESTRAN in 2006/7 (see Appendix 6).
E13	A8000 improvement	(M) 2007	Under construction. Due for completion Autumn 2007.
E14	Bus priority and cycle/walking networks	(S)	Various proposals being progressed. See LTS Action Plan.
E15	A71 Upgrade	(M)-(L)	No longer required.
E16	Edinburgh Airport Road links	(M)	Details to be developed following BAA Masterplan publication July 2006.

In addition, infrastructure requirements necessary to support growth area development were set out in Schedule 3 of ELSP Action Plan 2. These are summarised below with their current status.

**ELSP Action Plan**

**LTS 2007**

Schedule 3 - Development-related investment

<b>Action/Investment</b>	<b>Timing</b>	<b>Status</b>
<b>NEWBRIDGE, KIRKLISTON, RATHO</b>		
West Edinburgh tram – reserve land for route/halts	(S)-(M)	Included in Rural West Local Plan.
West Edinburgh tram system	(M)	See E2 above.
<b>WATERFRONT</b>		
Land reserve for tram (route and halt facilities)	(S)-(L)	Adopted NE Edinburgh Local Plan, Draft Edinburgh City LP.
North Edinburgh tram system	(M)	See E1 above.
Public Transport improvements (Ferry Road/Central corridor)	No timing given	See E12 above
Spine Road	(S)	Complete
<b>SOUTH-EAST WEDGE</b>		
Public transport link (Biomedipark, Greendykes)	(S)-(L)	Funded (transferred to SESTRAN). Implementation expected 2007/08.

## APPENDIX 3

### Parking Strategy Review Action Plan

Parking Action Plan

Extract from Parking Strategy Review approved by the City of Edinburgh Council in May 2006

<sup>1</sup>Timescales: Short term = 0 – 3 years, precise timescale given.  
Medium term = 3 – 5 years.  
Long term = 5 – 20 years

Items that are flagged 'depends on resources' depend on resources in both the City Development and Council Solicitor's Departments.

\* subject to outcome of further, statutory (legally-required), consultation

Item in **bold** in funding source column – indicates significant financial implication

<b>Action Plan</b>		<b>Policy Links</b>	<b>Priority</b>	<b>Timescale<sup>1</sup></b>	<b>Funding/ Resources</b>	<b>Geographical Area</b>
<b>MARKETING AND PUBLIC RELATIONS</b>						
<b>AP1. Implement improved car parking signage in the city centre and on arterial routes leading into the city.</b>	P1	High	In progress	<b>Capital budget</b>	City centre and arterial routes into the city centre	
<b>AP2. Overhaul and extend the parking Variable Message System.</b>	P1	High	Short term, by April 2007	<b>SESTRAN and off street operators funding</b>	City centre and arterial routes into the city centre	
<b>AP3. Undertake marketing to improve knowledge of parking facilities in the city.</b>	P1	High	Short term – ongoing	Revenue budget	All locations	
<b>AP4. Continue to monitor the training and monitoring of parking attendants to ensure best practice is maintained.</b>	P2, P3	High	Throughout	Part of Enforcement Contract	City wide	
<b>AP5. Improve the information provision at parking machines and on signs to make more customer friendly.</b>	P1	High	In progress	Revenue budget	Citywide	
<b>AP6. Introduce a new style of Traffic Regulation Order advertising for the notices that are posted on street and advertised in the press. The new notices will include a plain English description and, where possible, easy to understand diagrams of proposals.</b>	P1	High	By end 2006	Staff time	All	
<b>OFF-STREET PARKING</b>						
<b>AP7. Work with the private sector and car park operators to develop and construct underground or multi-storey (either traditional or automated) public off street car parks in appropriate locations in the city centre. Initially facilitate a pilot underground car park in Chambers Street. The principal longer term goal is to provide one or more car parks in the George Street/NW city centre area.</b>	P4	High	Chambers St.- short term. Others - Medium/ long-term	<b>Capital Budget; Developer contributions; Scottish Executive; private funding</b>	All locations	

	<p><b>AP8. Alongside any proposal for new public off street car parking, review the potential to remove nearby on street parking and achieve public realm improvements, improvements for non car users, increases in the supply of residents' and disabled parking bays. Any such review will take account of the role of on street public parking in meeting local parking demand.</b></p>	P9	n.a	Throughout	<p><b>Capital budget; external funding;</b></p>	City centre
	<p><b>AP9. Work with parking operators to encourage them to meet best practice (ParkMark™) standards in off street parking provision in existing car parks.</b></p>	P1	Medium	Short term by end 2008	Staff time	City centre
	<p><b>AP10. Through the planning system, seek to achieve same best practice standards to be met in any new off street car park development.</b></p>	P1	Medium	Short term, by end 2007	Developer contributions	All locations
	<p><b>AP11. Investigate, and negotiate with appropriate operators the use of off street car parks by local residents at times of low demand (e.g. overnight, weekends).</b></p>	-	Low	End 2008 (conclude negotiations)	Staff time	Residential locations with high stress near car parks
	<p><b>AP12. Ensure that any new leases on existing Council owned car parks include a pricing structure that discourages all day and contract parking while facilitating overnight use by residents.</b></p>	P5, P6	n.a.	Ongoing	Staff time	Existing Council owned off street car parks
	<p><b>AP13. In reviewing development control parking standards ensure these require any new city centre off street car parks to have a pricing structure that discourages all day and contract commuter parking while facilitating overnight use by residents.</b></p>	P5, P6	n.a.	Ongoing	Staff time	City centre car parks
<b>PARK AND RIDE</b>						
	<p><b>AP14. Resolve issues to allow Straiton Park and Ride to open by 2007.</b></p>	P7	High	Short term, end 2007	<b>Scottish Executive/ SESTRAN capital</b>	City periphery.
	<p><b>AP14a. Expand Ingliston P+R to cater for increasing demand.</b></p>	P7/P8	High	Short term, by 2008	<b>Scottish Executive/ SESTRAN capital</b>	City periphery.

<p><b>AP15. Develop proposals for the expansion of other existing Park and Ride facilities so that these improvements can take place as and when demand justifies this.</b></p>	<p>P7, P8</p>	<p>Medium</p>	<p>Throughout</p>	<p><b>Scottish Executive/ SESTRAN capital</b></p>	<p>Suburban/periphery areas.</p>
<p><b>AP16. The Council will support neighbouring local authorities' work to implement additional Park and Ride sites to serve Edinburgh, where these can be demonstrated to relieve congestion without significant detriment to existing through bus services.</b></p>	<p>P7, P8</p>	<p>n.a.</p>	<p>Throughout</p>	<p><b>Scottish Executive/ SESTRAN capital</b></p>	<p>Neighbouring authorities.</p>
<p><b>AP17. Work with bus operators to develop and market competitive ticketing strategies for park and ride, such as family pricing or combination parking and bus tickets.</b></p>	<p>P7</p>	<p>Medium</p>	<p>Throughout</p>	<p>Staff time</p>	<p>Edinburgh Park and Ride sites.</p>
<p><b>ON-STREET PARKING AND LOADING</b></p>					
<p><b>AP18. Conduct an annual review of tariffs and occupancies where charges apply to on street parking, and adjust as appropriate.</b></p>	<p>P14, P15, P20</p>	<p>n.a.</p>	<p>Throughout</p>	<p>Staff time</p>	<p>All locations with paid on street parking.</p>
<p><b>AP19. Permit liveried vans and goods vehicles to load and unload in residents' bays.*</b></p>	<p>P11</p>	<p>High</p>	<p>Short term, June 2007 subject to TRO</p>	<p>Staff time</p>	<p>All.</p>
<p><b>AP20. Make pay and display bays in the CPZ free of charge for use after 5.30 pm on weekday evenings subject to a significant proportion of city centre shops extending their opening hours to 1830.*</b></p>	<p>P11, P14, P15, P20</p>	<p>High</p>	<p>Short term, end 2006</p>	<p>Staff time; £500,000</p>	<p>CPZ.</p>
<p><b>AP21. Introduce guidelines to inform decisions on the allocations of on street parking space.</b></p>	<p>P11</p>	<p>High</p>	<p>Short term – Immediate</p>	<p>Staff time and additional survey costs</p>	<p>All.</p>
<p><b>AP22. Review layout of bays, signs and pay and display machines in streets with high numbers of successfully disputed Penalty Charge Notices.</b></p>	<p>P2, P3</p>	<p>Medium</p>	<p>Ongoing</p>	<p><b>Staff Time and Revenue budget</b></p>	<p>Predominantly city centre.</p>
<p><b>AP23. Initiate dialogue with the Scottish Executive and other Scottish LAS on the potential introduction of a graduated penalties system according to the severity of the offence. Introduce such penalties if/when enabling legislation is passed.*</b></p>	<p>P3</p>	<p>Medium</p>	<p>Short term – end 2006 (dialogue)</p>	<p>Staff time</p>	<p>Citywide.</p>

AP24. Continue to employ a Fraud Prevention Officer to investigate parking related fraud and pursue prosecution where appropriate.	-	High	Short term – Immediate	Revenue Budget	City wide.
AP25. Develop prioritised, costed programme of effective parking restrictions to improve pedestrian accessibility and mobility at all times, to improve junction capacities and to reduce delays on bus routes.*	P10, P11, P27	High	Short to medium term – all sites identified by end 2007	Staff Time and Revenue budget	All.
AP25a Introduce a citywide ban of double parking (subject to enabling legislation).	P10	High	Short Term – in progress	Staff Time and Revenue budget	All.
AP26. Introduce a citywide ban of all footway parking, with appropriate exceptions at specific locations. Any exceptions must maintain pedestrian accessibility.* (Subject to enabling legislation).	P10, P11	High	Short term advertise order by end 2007	<b>Staff Time and Revenue budget</b>	All.
AP27. Apply parking and loading controls at “pinchpoints” on key bus routes in the city centre on Sundays.	P11	High	Short term – by June 2007	Staff time	CPZ.
AP27a. Extend the observation period for loading and unloading for liveried goods vehicles to 10 minutes	P2, P11	High	Short Term – immediate effect	<b>Revenue Budget – increase in enforcement costs</b>	All.
AP27b In discussion with the police, review the potential for adopting a common enforcement regime on Greenways and other routes	P2, P3	Medium	Short Term – by end 2008	<b>Staff time</b>	All.
CONTROLLED PARKING ZONE					
AP28. Introduce visitor permits for all residents in the CPZ (see Annex 3 for further information), and a higher allocation of visitor permits for residents with needs for a carer to park to provide care for them.*	P18	High	Short term – depends on resources	Staff time and CPZ charges	CPZ.
AP29. Introduce a tradesperson permit (see Annex 2 for more details).*	P17	High	Short term – depends on resources	Staff time and CPZ charges	CPZ.

AP30. Introduce business permits for businesses in the Peripheral Controlled Zone and the Extended Controlled Zone (see Annex 2 for more details).*	P17	High	Short term – depends on resources	Staff time and CPZ charges	CPZ.
AP31. Limit the number of residents' parking permits per household to two and change the permit pricing structure; and reduced cost of a first resident's permit for environmentally-friendly vehicles.* (See Annex 2 for more details)	P16	High	Short term – depends on resources	Staff time	CPZ.
AP32. Subject to discussion with care providers extend eligibility and amend nature of (places where parking permitted - time limit s, price) the Essential User permit. New groups eligible could include some Health and Social Care careworkers.	P16	High	Short term	Staff time	CPZ.
AP33. Monitor the pilot shared-use bays in Heriot Row and Moray Place and, subject to the criteria in AP21, roll out shared-use bays across the controlled parking zone.*	P11, P18	High	Short term – in place	Staff Time and Revenue budget	Existing CPZ locations.
EXTEND SHARED USE					
AP34. Further survey work and consultation on possibility of longer operating hours for residents' bays.	P15, P28	High	Short term – by September 2007	<b>Staff Time and Revenue budget</b>	CPZ and major bus routes.
AP35. Continue to roll out the planned extension to the CPZ. Monitor its effects on parking within and outwith the new zone.	P11	High	Short term – complete end 2008	<b>Revenue budget (already committed)</b>	CPZ Extension area.
AP36. Investigate and prioritise the need for new CPZs and/or further extensions to the existing CPZ, subject to criteria such as minimum size, resident demand and financial viability. First reports on Gyle by end 2007.	P19	Medium	Short to medium term.	<b>Staff Time and Revenue budget</b>	Areas outside CPZ Extension area.
AP37. Ensure that as far as possible the ratio of residents' permits to spaces is equitable in each zone of the CPZ.*	P19	High	Medium term, by end 2009	Staff time	CPZ.



AP38. Consolidate the CPZ order and update the articles of the order to take into account recent changes.*	-	High	Short term – depends on resources	Staff time	CPZ.
AP39. Allow city car club users to park in residents' parking bays (currently affects 40 vehicles).*	P11	Medium	Short term – depends on resources	Staff time	CPZ.
AP40. In association with changes to development control parking standards for new city centre housing, consider the removal of the right to residents' permits from residents of developments granted planning consent after a cut-off date.	P23	High	Short term	Staff time	CPZ.
DEVELOPMENT CONTROL (ISSUES TO BE CONSIDERED BY DC PARKING STANDARDS WORKING GROUP)					
AP41. Review the standards governing the amount of parking permitted in new developments.	P21, P22	High	Short Term, by end 2006	Staff time	All
AP42. Review the current Development Control parking standards for car-free or low car ownership housing in order to improve their effectiveness.	P23	Low	Short Term, by end 2007	Staff time	All.
AP43. Review the current Development Control parking standards and the approach to providing parking in very large high density flatted developments (e.g. Leith Docks).	P23	High	Short Term, by end 2006	Staff time	All.
AP44. Produce new supplementary planning guidance on urban design principles for parking associated with new developments.	P22	Medium	Medium term	Staff time	All.
AP45. Continue to require minimum levels of cycle parking in new developments.	P26	High	Throughout	None	City wide.
DISABLED DRIVERS AND OTHER ROAD USERS					
AP46. Seek to provide at least one mandatory disabled parking space is provided on street within 200 metres of all major public buildings that do not have any off-street parking. This will be on the basis of an average of one space per building.*	P25	High	Short term	Staff time	All.

Policy description	Policy ID	Priority	Timeline	Capital budget	Geographic scope
<b>AP47. Survey and prioritise the demand for cycle parking in the city and district centres by means of a short in-house survey. Prioritise these locations and install a minimum of 20 new cycle parking spaces (50 Sheffield stands) per year for five years, and then review.</b>	P26	High	Short term, starting autumn 2006 and ongoing		City wide
<b>AP48. Pilot cycle parking in tenements. Monitor its success and resident perceptions, and then consider a rollout.</b>	P26	High	Short term – Immediate	Pilot already committed	Tenement locations
<b>AP 49 Review parking and loading restrictions operating in cycle lanes.</b>	P30	Medium	Short Term by end 2008	Staff time	

## APPENDIX 4

### Responses to Stage 2 Consultation

The tables below summarise the main points raised during the consultation in summer 2006.

#### QUESTIONNAIRES

Topic	Comment from Questionnaires	Response	Change to LTS
<b>Buses</b>	<b>Better policing and enforcement of bus lanes.</b> Cars driving and parked in them. Separate from regular traffic if necessary.	Agreed. Already included in LTS section 5.3	Already included in LTS
	<b>Greenways cause congestion and frustration</b> for other road users. Not enough bus traffic to justify.	Greenways and other bus priorities demonstrably successful in increasing bus patronage (and in some cases improving car journey times through improved traffic management). Without reliable and attractive bus services, car use and congestion will increase more rapidly.	None
	<b>One integrated ticket for all bus companies</b> First and Lothian (as a condition of operating license)	Integrated ticketing an aspiration, but significant legal and competition issues in implementation. LTS seeks expansion of the SESTRAN one-ticket scheme.	Generally already included
	<b>Bus tracker is inaccurate/unreliable</b>	Performance is being monitored but in general the system is welcomed and extension sought.	Review of reliability and further development included in LTS
	<b>More cycle route provision</b>	Supported. Development of cycling action plan included in LTS.	Generally already included
<b>Cycling</b>	<b>More off-road/segregated cycle paths</b>	Supported. Development of cycling action plan included in LTS.	Generally already included
	<b>Need for greater enforcement of cyclists behaviour.</b> On pavements, running red lights etc.	Primarily a matter for Police. LTS includes on-going support for cycle training and education, especially in schools in cooperation with Police and others	None
	<b>Car travel/ Congestion</b>	<b>Should resurrect congestion charging for entering the city.</b> Council should have courage to introduce scheme without referendum as in London.	Council are committed to accept referendum decision of 2005.
<b>Trains</b>	<b>Re-open South Suburban Railway</b>	Supported. Policy already in LTS.	Already included in LTS
	<b>Need suburban railway system</b> to connect outlying areas	Primary benefits likely to be to connect areas outside the city. Existing rail proposals supported; further development will be identified through regional transport strategy.	Generally already included

<b>Trams</b>	<b>Support for tram system</b>	Noted. LTS already includes objective supporting tram implementation	Already included in LTS
	<b>Negative comments about the re-introduction of trams.</b> As they were unsuccessful in the past. They are a waste of money.	Trams considered an important element of future transport system, needed to improve p.t. quality and cope with increasing p.t. demand. Have been successful in many other cities in UK, Europe and North America. Merits or otherwise of tram proposals already extensively debated in parliament. But final implementation will depend on acceptance of business case – ie ensuring they make financial sense.	None
	<b>Against tram proposal as bus and train improvements would be better.</b> Covering wider area and more people, so giving better value for money.	Trams part of integrated transport system – an aim of the LTS is to ensure a coordinated approach to tram, bus and rail provision improves accessibility throughout the city.	None
	<b>Don't want/need trams</b>	See comments above.	None
<b>Road Safety</b>	<b>Stop installing/remove existing speed bumps</b> They are uncomfortable for passengers, slow down emergency vehicles, damage cars, increase noise and pollution. Not appropriate everywhere. Don't reduce accidents.	Aim is to reduce speed to reduce number and severity of accidents. Speed reduction does reduce accidents. Also makes walking and cycling more attractive. Surveys show 75% support for principle. Agree that measures need to be considered in consultation with local residents – new neighbourhood management arrangements being developed by Council and discussed in LTS may assist.	None
<b>Forth Crossing</b>	<b>Against new (2nd) Forth Road Bridge</b> as would encourage personal vehicle commuting and increase traffic. Replacement would be ok.	Noted. CEC position on Forth bridge agreed by Council in August and is set out in LTS (section 7.3).	None
	<b>Support for new Forth Bridge, without qualification of limiting traffic growth</b>	Noted. See above.	None
	<b>Build a new tunnel</b> (using prefabricated design). Quicker and cheaper to build than bridge. Cheaper to maintain and greater longevity.	No preference for bridge or tunnel indicated in LTS. Will be a matter for FETA and Scottish Executive based on technical assessment and cost.	None
<b>Public Transport</b>	<b>Integrated public transport ticketing.</b> Including tickets for bus/ P+R/ train/ tram. Advance purchase possible. Stop each operator having their own season tickets	See integrated ticketing point above. Integration with trams promoted in LTS – structures have been put in place by CEC to maximise integration.	Generally already included
<b>Parking</b>	<b>Stop cars parking on pavements.</b> Properly enforce offence. Often occurs after wardens hours.	Agreed to be significant concern. Legal issues about ability to enforce in certain circumstances. Included in Parking Strategy Action Plan within LTS.	Already included

<b>Air Quality and the Environment</b>	<b>Buses are very polluting.</b> Should be checked for emissions	Pollution from buses, as from cars, is reducing as tighter EU emissions standards are introduced over time. Low emissions strategy for all vehicles currently being developed as part of Council's Air Quality Action Plan (see LTS section 3.3)	Generally already included
<b>Powered Two Wheelers</b>	<b>PTW's should be allowed to use bus lanes.</b> Edinburgh lags behind other cities in this. Would give better use of roads space especially at peak times. Would cut down on accidents.	Not accepted, principally on safety grounds with a particular concern about the impact on cyclists using bus lanes.	None

STAKEHOLDERS

<b>Commun. involvement</b>	Need for greater transparency on transport strategy decisions Greater engagement on maintenance decisions	Accept – need to link with SFC agenda and neighbourhood management.	Section 2 of Part 2 amended with additional para (2.2).
<b>Transport Users Forum</b>	Establish representative transport consumer forum covering all modes	Accept principle of transport consumer engagement; include action to develop and consult on proposals	Included in revised s2.2 (see above) and Action Plan
<b>Targets</b>	Should maintain LTS 2004 targets	Targets need to be achievable.	Revised 2010 targets included in LTS
<b>Street Management</b>	Various refinements – ‘home zones’ (for/against); deliveries, cycles, consistency with safety section (4.1), quality criterion, speed limits for rural roads. Consult on proposals	Accept - updated Framework in final LTS, for consultation	To be included with Final LTS as ‘Interim Framework’ for further consultation
	Include policy commitment to integrated street management	Accept concept – Street Management framework is basis.	Include in Streets 1 and supporting text
<b>Climate change</b>	Strengthen discussion, include policy and indicator	Accept. Indicator needs to be developed.	Text added in Pt 1, and Pt 2 s3.3 inc policy.
<b>Cycling Marketing</b>	Add policy supporting marketing efforts and training/encouragement measures	Accept	Additional text & policy added to s4.3
<b>P+R</b>	Need ‘North Edinburgh’ site	Need for consideration of A90 site accepted in context of possible extra Forth crossing capacity – NB Burnshot safeguarding deleted in 2004 SP	Include ref to examination of potential A90 site as part of wider review of future P+R expansion. Action Plan reference to further P+R devt will include this.
<b>Tram</b>	Support line 3 and extensions more robustly (linked with Structure Plan)	Accept; reinforced by promotion of interim bus-based solution	Strengthen text in s5.2, reword Line 3 policy

	Oppose principle/Inappropriate to include as not yet approved	Trams approved in principle by Council, Parliament, Scot Exec. Implementation and details still clearly subject to further approvals.	No change
<b>Rail</b>	Highlight Waverley, Haymarket projects more.	Accept – identify as 1st priority rail schemes.	Add text and policy to s5.4 on rail
<b>Community and accessible transport (CAT)</b>	Greater priority for CAT funding required to tackle current unmet needs	No change feasible in current funding structure, but commitment to seek further funding sources.	Strengthen text on alternative funding options and reword policy CAT3.
<b>Concession scheme</b>	National concession scheme should be extended to CAT transport, and regular/ frequent hospital attendees. Also young people/students	Forward to Scot Exec.	Include reference in text that this is supported (end of s5.6, and s6.4).
<b>PNR parking</b>	Add action to lobby for charging for parking on private devts (esp retail)	Approach understood – but already rejected by national government	Text added to s8.1

DISCUSSION SESSIONS

<b>Buses</b>	Desire for a clearer, simpler bus network with connecting orbital and radial routes. Less competition so less congestion.	Orbital routes given strong emphasis in LTS. Competition not a major issue in Edinburgh; LTS also promotes maximum integration.	Generally already included in LTS
	Fewer buses in the congested city centre area. Bus routes should be more spread out and more orbital routes.	City centre is area of maximum bus usage; but see above in relation to orbital routes. Major changes to route pattern would require significant Council revenue support – unlikely to be feasible.	None
	Quality of bus infrastructure is poor. Often old, smelly and unpleasant with poor ride quality. Bus stops blocked by parked cars. Bus drivers behaviour can be unpleasant. Antisocial behaviour of passengers. Does not encourage bus use.	Lothian Buses have very young bus fleet. Various policies within LTS recognise need to overcome barriers to bus use. Bus use is growing.	None
<b>Road Safety</b>	Need for greater enforcement of traffic and speed offences. Police need to make more efforts to control speeding, obstruction of yellow boxes, use of mobile phones etc.	Issue is Police resources. Need to find ways of maximising self-enforcement (hence road narrowing, speed humps etc in 20mph zones).	None
	Opinions voiced over public dislike of physical traffic calming features such as road narrowing and speed humps. Narrowing creates congestion. Humps are uncomfortable and create problems for buses and emergency vehicles. Need for greater community consultation on schemes.	Aim is to reduce speed to reduce number and severity of accidents. Speed reduction does reduce accidents. Also makes walking and cycling more attractive. Agree that measures need to be considered in consultation with local residents – new neighbourhood management arrangements being developed by Council and discussed in LTS may assist.	None

<b>Air Quality</b>	Desire for greater use of cleaner alternative fuels for public transport including buses and trams eg hydrogen fuel cells, wind-generated electricity.	Low emissions strategy currently being developed.	Reference to low emission strategy already included
	Buses are a major cause of air pollution problems, especially when stationary in traffic. Need to address bus congestion and fuel to solve air quality problems. Commercial operators should invest in cleaner vehicles.	Commercial operators such as Lothian Buses are investing substantially in buses meeting latest emission standards. Further development in context of air quality action plan and low emission strategy currently being developed (LTS s3.3).	Generally already included
<b>Cycling</b>	Desire for better infrastructure provision for cyclists. More off-road lanes with cyclists segregated from buses and general traffic. Smoother cycle lanes. More cycle parking.	Agreed and supported within LTS. Key issue is funding.	Already included
<b>Other</b>	Taxis should have greater emphasis and priority in the LTS document and be considered as a mode of public transport alongside buses and trams.	Taxis are considered a form of public transport in the LTS (s5.5)	Already included
	Concern over funding for LTS schemes, especially minor work programmes such as cycling. Desire for more funding for bus support, cycling schemes etc.	Agreed. Funding highlighted in the LTS as a key issue.	Already included
<b>Parking</b>	Desire to address inconsiderate parking e.g. parking on pavements and around schools, blocking accesses and bus lanes, causing congestion and creating safety problem.	Agreed. Included in parking strategy.	Already included
<b>Public Transport</b>	Need for integrated public transport ticketing system to include all bus and train companies, trams and taxis. A payment card system like Oyster Card in London.	Integrated ticketing an aspiration, but significant legal and competition issues in implementation. LTS seeks expansion of the SESTRAN one-ticket scheme.	Already included
	Need for better publicity and marketing information of public transport services. Especially for visitors and those arriving in city for the first time who are unfamiliar with the system.	LTS Policy PT5 has exactly these aims.	Already included
<b>Maintenance</b>	Need for better maintenance standards and quality of workmanship. Repair quality needs better management.	Recognised as key concern. Asset Management Plan referred to in LTS s3.2 aims to maximise effectiveness of constrained maintenance budget	Already included
	Desire for greater emphasis on pavement maintenance.	Sections 3.1 and 3.2 relate maintenance prioritisation to types of street user.	Already included
<b>Powered Two Wheelers</b>	Powered Two Wheelers should be given greater emphasis in the LTS. They should be allowed in bus lanes. Also should be considered more like cyclists than cars in terms of congestion and safety issues.	Not accepted, principally on safety grounds with a particular concern about the impact on cyclists using bus lanes.	None

<b>Street-scape</b>	Desire for moves towards better streetscapes through greater consideration of shared surfaces and mixer-court streets. Support for concepts such as naked streets with removal of unnecessary street furniture and clutter.	Agreed. Significant emphasis on this issue in LTS, especially recognition of Standards for Streets and need for appropriate street management framework (s3.1)	Already included
<b>Access to Services</b>	Need for greater consideration of travel to hospital especially the new RIE. More buses not through city centre, use of parking charges to fund buses, management of parking supply etc.	Recognised as a key concern. Discussed in s5.3 of LTS. Key problem is resources to support such services.	Already included



## APPENDIX 5

### Interim Street Management Framework

#### Introduction

The Council maintains and manages different types of road in different ways according to factors such as the volume of traffic they carry and their role for public transport. The draft street management framework set out here is intended to make the Council's approach to maintenance and management more open. Initially the framework will be primarily used to inform maintenance prioritisation and the setting of speed limits.

In relation to maintenance the framework will be used to ensure that high priority is given to the roads in the city with the greatest importance in terms of their economic and movement functions. This supports safety and physical condition criteria. For speed limits the framework will build on the approach set out in the LTS 2004, seeking to manage speeds according to the role of streets. The emphasis is on setting 20mph as the normal speed limit for residential streets but also extending this to appropriate shopping streets.

It is intended to develop the framework further to help inform wider street management, for example the way that different road users are provided for on different types of road.

The draft LTS 2007-2010 contained a draft street "hierarchy". The draft framework set out below has been based on the hierarchy and on consultees comments.

The draft framework is based on three broad characteristics of streets:

- 1 The extent to which they have a strategic role for public transport or general traffic, and whether they have any other specific traffic roles (especially for emergency services)
  - strategic roads
  - secondary roads
  - other roads – mainly minor residential streets
- 2 The nature of the development fronting the road/street and the amount of pedestrian activity.
  - shopping streets/high pedestrian activity
  - tenement streets/medium pedestrian activity
  - other urban streets
  - rural roads
- 3 The role of the street in the heritage of Edinburgh and whether it warrants the use of special materials.

Because many different combinations of these characteristics can occur, the resulting framework of street types is quite complex. A simplified version of the framework, setting out its key elements, is presented in table 1.

TABLE 1: DRAFT STREET MANAGEMENT FRAMEWORK: STREET CATEGORISATION <sup>a</sup>

Character of street frontage/role for pedestrians					
	Shopping streets High pedestrian flows (H)	Tenements and minor shopping - Medium pedestrian flows (M)	Low density - frontages - Low pedestrian flows (L)	Main urban roads with limited frontage access/ Few junctions (F)	Rural roads (R)
	Streets/roads with many junctions				
	Street category number <sup>c</sup>				
<b>Role of street for public transport and other traffic</b>	1H	1M	1L	1F	1R
<b>Strategic Network:</b> 'A' class roads, roads with intensive bus services or the highest general traffic levels, or roads signed as strategic routes into or out of the city/city centre.					
<b>Secondary network:</b> Other roads, important for public transport and/or with a more than local role for general traffic.	2H	2M	2L	2F	2R
<b>Local Streets and minor rural roads:</b> Other urban streets (except type 4) – mainly residential streets, also minor rural roads <sup>b</sup> .	3H	3M	3L		3R
<b>Service roads and Lanes:</b> Roads mainly providing service/rear access to businesses or houses	4				
<b>Cycleways</b>	5				
<b>Footpaths</b>	6				

Notes

- a) **Streets important to Edinburgh's heritage**  
Appropriate road types will have a conservation or heritage sub-category for streets or paths important to Edinburgh's heritage.
- b) Local streets used by a bus service or being key emergency service routes would form a sub-category of type 3
- c) Numbers/letters are for use in referring to street type. See text on application of street management framework.

# Application of the draft Street Management Framework

## 1. Maintenance priorities

### 1.1 Carriageways

Priority according to the strategic role of the street, highest priority for category 1 streets, followed by category 2. Lower priority for local streets and minor rural roads. Extra priority for streets with large numbers of pedestrians and local streets carrying bus services.

### 1.2 Footways

Higher priority for shopping streets, and other streets where numbers of pedestrians are expected to be higher.

### 1.3 Footpaths and cycleways

Higher priority for footpaths and cycleways expected to be busier

## 2. Speed limits

As discussed in chapter 4.1, the approach to speed limits in the city would be as follows:

### 2.1 Urban Areas

20 mph

Secondary streets with large numbers of pedestrians (category 2H), local streets (categories 3M and 3L) and appropriate service roads/lanes (category 4). Some strategic routes with high pedestrian numbers (category 1H) where feasible.

30 mph

Most urban main roads – categories 1M, 1L, 2M, 2L; strategic routes with high pedestrian numbers (category 1H) where 20 mph is not feasible.

40 mph

Selected high standard urban roads, principally categories 1F and 2F, also on some rural main roads depending on safety considerations.

### 2.2 Rural areas

Generally limits in rural areas will be 50 or 60mph. However lower limits will be considered for safety reasons, including on roads with a designated function as part of cycle, walking or horse-riding routes.

## 3. Traffic Management

It is proposed to develop guidelines setting out in broad terms how the Council will seek to implement the objectives of the LTS when carrying out traffic management or other schemes on different categories of street. The intention would be to list an order of consideration of traffic management objectives on the various categories of road and to indicate relative priority of the objectives. However the listing and prioritisation would not be rigid. For example there will often be trade-offs between protecting public transport from congestion, providing adequate loading and short stay parking. Details of these trade offs will need to be decided on a scheme by scheme basis and will involve consultation with local communities and interest groups.

## APPENDIX 6

### SESTRAN funding programme 2006-7

PROJECTS IN EDINBURGH COVERED BY SESTRAN 2006 CAPITAL GRANT OFFER

<b>Bustracker Extension</b>	Grant for 2006 – 07	Grant for 2007 – 08
	£693,000	0
Bustracker Extension - Package 1. Edinburgh Corridors. Provision of 40-50 new Real Time Information (RTI) displays, plus junction priority for buses and selected bus boarders on key corridors in Edinburgh (A1, Portobello Road/High Street, A70, links to Western General Hospital).		
<b>Bustracker Extension</b>	Grant for 2006 – 07	Grant for 2007 – 08
	£313,000	0
Bustracker Extension - Package 2. Provision of around new 20 RTI displays at key bus stops in Midlothian (Dalkeith, Bonnyrigg, Penicuik) and East Lothian (Musselburgh, Tranent, Cockenzie).		
<b>Edinburgh – Strategic Bus Priority</b>	Grant for 2006 – 07	Grant for 2007 – 08
	£50,000	0
Preparation of detailed design drawings of bus infrastructure on the Waterfront corridor, to enable construction works next year.		
<b>Cycling – Key Connections to Edinburgh</b>	Grant for 2006 – 07	Grant for 2007 – 08
	£300,000	£100,000
Addressing strategic barriers to cycling on the periphery of Edinburgh (eg City Bypass junctions). 2006/7: A8 corridor (and other cross-boundary routes, subject to cost) facilities upgrade. Design work on A90, A71 (Calders Junction), and Newcraighall area. 2007-2008: Cycling links between Fort Kinnaird and Musselburgh and on A8 between Edinburgh Airport and Ratho Station.		
<b>Ingliston Park and Ride</b>	Grant for 2006 – 07	Grant for 2007 - 08
	£150,000	£1,750,000
Design and construction of scheme to expand Ingliston Park and Ride site.		
<b>UTM &amp; C Parking Guidance Systems</b>	Grant for 2006 – 07	Grant for 2007 - 08
	£1,370,000	£300,000
Implementation of a new Urban Traffic Management and Control System (UTMC) incorporating Parking Guidance and strategic variable messaging. 2006–07: parking guidance and Variable Message Signs (VMS). VMS outside city bypass: route guidance, travel, incident and car park occupancy information. Parking guidance - city centre VMS signs guiding drivers to car parks with space. 2007–08: UTMC upgrade - Improved ability to incorporate bus priority in signals, to respond to incidents in real time, and to manage air quality.		
<b>Link to New Edinburgh Royal Infirmary</b>	Grant for 2006 – 07	Grant for 2007 - 08
	0	£600,000
Sustainable transport link from the new Edinburgh Royal Infirmary to Greendykes.		
<b>A701 Straiton Park &amp; Ride</b>	Grant for 2006 – 07	Grant for 2007 - 08
	0	£3,000,000
Construction of a park and ride site at Straiton.		