

# Sustrans Scotland response to the draft Edinburgh City Mobility Plan

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## Executive summary

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Whilst there are areas in which we recommend improvements, the CMP is ambitious and forward-thinking, reflecting the urgency of the climate emergency and the importance of creating healthier, happier places that are affordable and accessible for all. We look forward to working with City of Edinburgh Council in delivering on its vision.

It is welcome that the CMP is being developed alongside the City Plan 2030, reflecting the





A recent example of this best practice approach to developing integrated transport networks can be seen in the Amsterdam's integrated 'Traffic Networks' plan (initially created as part of Amsterdam's 2005 LTS & now in its third iteration).<sup>iii</sup>

As set out in the timeline section, this Strategic Transport Plan should be completed by 2022. This is vitally important to ensure that the major active travel and public transport projects identified are delivered in a timely fashion, and to meet W K H & R X Q F L O ¶ V F R P P H Q G D E O H vision.

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## Public transport

Sustrans Scotland strongly supports moves to provide easy connections between different active and sustainable modes. Improved and new transport interchanges, including mobility hubs for major new developments, will ensure that trips using multiple modes of transport are convenient and efficient. Such trips will be further supported by improvements to smart ticketing, with cycle hire and public transport being paid for using a single smartcard. Shared transport options combine with public transport and active travel to provide an attractive alternative to car ownership, and should be used alongside demand management interventions to encourage a shift away from household car ownership.

The expansion of the tram network in Edinburgh will take vehicles off the road and make it easier for people to travel sustainably. Sustrans Scotland hopes that lessons have been learnt regarding the safe design of tram infrastructure to minimise the risk to people on bikes. To ensure this, we would highlight the importance of detailed, early, and meaningful liaison

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particularly given air pollution impacts of private

temporary active travel infrastructure that enables physical distancing during the Covid-19 pandemic.<sup>iv</sup>

Sustrans Scotland also welcomes the commitment to mitigate conflict between those walking, cycling and wheeling on shared footways and other shared spaces (policy measure 18).

( [ L V W L Q J U R X W H V R I W K L V Q D W X U H D U H D Y D O X D E O H F R P S R Q H Q W and where these can be improved, they should be. New routes should be designed to anticipate and avoid such conflict, with shared use facilities only being included over short distances, if absolutely unavoidable.

## Low Traffic Neighbourhoods

Improvements to the arterial corridors in and out of the city centre (and between areas of the city along key routes that avoid the city centre) for public transport and active travel will be most impactful when accompanied by a low traffic neighbourhoods programme to be delivered in all residential areas of the city.

Low traffic

be ambitious in its delivery targets for the 2022 and 2025 visions. The Covid-19 pandemic adds additional urgency to this, as reducing vehicle speeds and volumes in residential areas will make it easier to provide more space for physical distancing.

## Reducing journey distances

Where arterial routes are designed to facilitate continued access to other areas of the city by public transport and active modes, steps should also be taken to reduce the need for cross-city travel, by ensuring most services can be accessed within a 20 minute walk. This will

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A 20-minute neighbourhood approach should be required along with other low traffic neighbourhood measures for all major new developments, and should be used to inform measures to improve access to the city centre and eight town centres of Edinburgh. Sustrans Scotland recommends that this should be a key feature both of the CMP and the City Plan 2030.

## Electric charging points

Whilst electric vehicles will form part of a net-zero transport system in 2030, modal shift away from private cars is still vital to reduce congestion, improve health, and create better places for people.

The location of charging points, and of car parking provision, should be considered carefully to ensure that vehicle movements are minimised within low traffic neighbourhoods, with parking located to the periphery wherever possible. New charging infrastructure locations should not obstruct footways or cycle infrastructure, and charging points should not be installed on roads where future active travel or public transport infrastructure would require their removal.

## Last mile deliveries and distribution centres

Sustrans Scotland welcomes the planned development of a network of distribution centres to facilitate last-mile deliveries by sustainable modes, covering both new developments and existing residential and commercial areas across the city. The locations of these hubs should feed into and draw upon the Strategic Transport Plan (see above), to ensure the smooth flowing of goods and people along key corridors.







## People Friendly Streets:

- <sup>2</sup> 17 ±Strategic Cycling Network: As noted above, Sustrans strongly recommends the focus of future network development shifts squarely to the creation of a comprehensive network of direct, fully segregated routes on arterial routes (backed up by systematic implementation of Low Traffic Neighbourhoods).
- <sup>2</sup> 18 ±Shared-space Conflict: Sustrans recommends pedestrian/cyclist conflict be avoided wherever possible in all new schemes.
- <sup>2</sup> 22 ±Improving Safety: Sustrans would welcome additional detail on this measure.
- <sup>2</sup> 23 ±Accessible Active Travel: Sustrans recommend a more concrete focus on specific measures relating to this. It could include providing dropped kerbs at every crossing, for example. A stronger reference to users of wheelchairs or mobility scooters, as well as to integrating the needs of the visually impaired would be very welcome.
- <sup>2</sup> 26 ±Managing Vehicle Access: Sustrans strongly support and welcome measures to restrict vehicle access in city centre & throughout the city. It is suggested that further measures could be included to:
- + Systematically discourage non-essential journeys through the city centre.
  - + Systematically target rat-running through residential streets.
- <sup>2</sup> 28 ±Rationalise Deliveries: Further clarification would be welcome on mechanism proposed for rationalising deliveries ±i.e. regulation/voluntary scheme.
- <sup>2</sup> 33 ±Autonomous Vehicles: Sustrans note that widespread adoption of AVs could reduce space for active travel and improved public realm, and may impact pedestrian & cyclist safety and priority. AVs will also contribute further to particulate air pollution. Clarity is required on how AVs will help to deliver the aims of the CMP. Sustrans UHFRPPHQG WKDW μ6XSSRUWLQJ WKH GHYHORSPHQW RI¶ FRXO LPSDFWV RI¶ RU VLPLODU 6XVWUDQV DOVR UHFRPPHQG UHPRY technology will be adopted.
- <sup>2</sup> 34 ±Inconsiderate/Illegal Parking: Recommend scope of this is extended to include vehicles obstructing cycle lanes.
- <sup>2</sup> 35 ±Marketing & Travel Information: We suggest consideration of:
- + A standalone thematic section on proposed behaviour change policy measures.
  - + Inclusion of more specific policies on community engagement and behaviour change in addition to marketing.

Additional Measure:



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## Appendix 2: Key Performance Indicators & Targets

### People Objective KPIs:

#### Objective/Indicator - Improving Travel Choices:

- <sup>2</sup> As noted, clear & ambitious modal share targets are urgently required.
- <sup>2</sup> Targets should be set to meet or exceed current & emerging best practice.
- <sup>2</sup> We also suggest inclusion of an indicator evaluating local area-specific access to Active Travel network as well as to public transport. This would allow investment in increasing access to active travel & public transport networks to be appropriately focussed on deprived areas.
- <sup>2</sup> We also recommend consideration of a KPI/target for car ownership.

#### Objective/Indicator - Improving Road Safety:

- <sup>2</sup> Sustrans suggest an accident rate KPI/target is included, and this be further broken down by travel mode in order to target & evaluate reductions in accidents per mode. This could potentially also be broken down by mode.

- 2 Indicators should also apply to all travellers within the city including those not accounted for in citywide household/postal surveys ie tourists & people commuting into the city from elsewhere.

## Place Objective KPIs:

### Objective/Indicator - Reduce Emissions:

- 2 Strongly recommend inclusion of air pollution KPI/targets, and suggest these be grouped with noise impact KPIs/targets to highlight the cumulative nature of these key traffic related externalities.
- 2 For both noise & air pollution KPIs/targets should:
  - + \* R E H \ R Q G W K H D Q W L F L S D W H G O H Y H O R I μ Q D W X U D O F K D Q J H
  - + Include consideration of role each mode/type (Buses/coaches, trams, taxis/PHCs, HGVs, active travel etc) can play in achieving targets.
- 2 Particulates: Inclusion of a KPI/target on particulate emissions is critical.

### Objective/Indicator - Reduce Vehicle Dominance/Quality of Streets:

- 2 Very much recommend this as a KPI/target area, and strongly recommend the number & breadth of indicators includes:
- 2 Parking:
  - + In line with emerging European best practice, strongly recommend adoption of a explicit KPI/target for modest but achievable year-on-year on-street parking reductions across the city centre, perhaps 2-3%/a.
  - + In support of this, strongly recommend inclusion of explicit KPI/target for modest but achievable % reduction in on-street parking as part of all city centre placemaking/active travel/roads renewals projects, perhaps 10%.
  - + Recommend reducing/tightening parking standards in new developments
- 2 Street Quality:
  - + A KPI should be included to evaluate quality of place, & this should apply to both existing & new streets
  - + We recommend the quality of streets (and perceptions of streets reclaimed) be measured using Place Standard / Public Life surveys

