

A panoramic view of Edinburgh, Scotland, featuring the Temple of Antonine in the foreground. The temple is a circular structure with six columns, situated on a hill overlooking the city. The cityscape includes various buildings, a prominent clock tower, and a large dome. The sky is blue with scattered white clouds. The text "Transport 2030 Vision" is overlaid on the right side of the image.

Transport 2030 Vision

◆ EDINBURGH ◆
YOUR COUNCIL - YOUR FUTURE

Contents

Foreword	1
Our vision	2
Vision outcome 1	3
Vision outcome 2	4
Vision outcome 3	5
Vision outcome 4	6
Vision outcome 5	7
Vision outcome 6	8
Vision outcome 7	9
Vision outcome 8	10
Vision outcome 9	11
Realising the vision	12
Appendix 1: Our Transport 2030 Vision in pictures	13
Appendix 2: Context of the vision	14
Appendix 3: Influencing strategies upon our vision	16
Appendix 4: Development of the vision	17
Appendix 5: Key links to Edinburgh Partnership Single Outcome Agreement	18

Foreword

The aim of Transport 2030 is to establish a clear long term vision to guide the work of the City of Edinburgh Council City Development Transport Service over the next 20 years.

It is primarily an internal document that sits alongside our regularly updated Local Transport Strategy with a purpose to:

- provide indicators as to how the Council's Transport Service is performing against a set of desired transport outcomes
- clearly demonstrate how the work of the Council's Transport Service contributes to the delivery of the Council's Single Outcome Agreement
- set out other relevant transport related outcomes and indicators

Our vision supports the broad objectives of the city for the environment, social inclusion, accessibility, connectivity, health, and the economy.

The framework for the development and delivery of the Council's transport plans and programmes continues to be our Local Transport Strategy. This is developed in close partnership and consultation with neighbouring Local Authorities, the South East of Scotland Transport Partnership, the Scottish Government, transport operators, key stakeholders and the general public.

Our Local Transport Strategy:

- establishes our delivery plans and funding programmes
- provides detailed targets for delivery
- is subject to full public consultation

The Development Plan and Economic Development Strategy are also key contexts for transport initiatives in the city. Within the Council, achieving our vision will require the Transport Service to work with other Services and Departments including Planning, Economic Development and Services for Communities.

Furthermore, Edinburgh is the transport focus of the wider city-region and cross-boundary connections are of vital importance. Integrated and joined up thinking with our neighbouring authorities and all our partners will be essential as we work towards our vision.



Councillor Gordon Mackenzie,
Transport, Infrastructure and
Environment Convener



Marshall Poulton,
Head of Transport



“ My interest is in the future because I am going to spend the rest of my life there ”

(Charles F. Kettering, Courtesy of Professor John Ratcliffe, Director of the Faculty of the Built Environment, Dublin Institute of Technology)



Our Vision:

By 2030, Edinburgh's transport system will be one of the **greenest, healthiest and most accessible** in northern Europe.

It will:

- be **environmentally friendly** - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions
- be **healthy** - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality
- be **accessible and connected** supporting the economy and providing access to employment, amenities and services
- be **smart and efficient** providing reliable journey times for people, goods and services
- be part of a **well planned, physically accessible sustainable city** that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of
 - be **safe, secure and comfortable**
 - be **inclusive and integrated**
 - be **customer focussed and innovative**
 - be **responsibly and effectively maintained**

As we move forward to 2030, this vision and its nine supporting outcomes will help shape Edinburgh's transport system and the Council's internal transport planning functions. It is against these outcomes that we will measure achievement. Headline indicators are provided for each outcome; however, we will continue to measure other indicators.







Though the Council has a major role in many of these areas, other bodies, both private and public are crucial to transport in the city. We will constantly work with others to achieve our aims.

Our outcomes

Our headline indicators to measure progress against our outcomes are presented in the following tables.

Vision outcome 1: By 2030 Edinburgh's transport system will:

be environmentally friendly - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.

Indicators		Baseline		We aim to...
Indicator 1: Greenhouse gas emissions for road transport in Edinburgh		CO2: 786 thousand tonnes per year		Decrease year on year
Indicator 2: Overall level of motor traffic within the City		3,040m vehicle km ²		Stabilise or decrease private car traffic year on year
Indicator 3: CO2 emissions from Council transport		10,479 tonnes CO ₂ ³		Decrease year on year

The following measures would help to deliver this outcome...

- working with operators towards an emission free public transport fleet supporting initiatives for electric and hybrid vehicles
- working through planning and economic development initiatives to foster low impact development that reduces the need to travel by private car
- engaging with the Scottish Government and other partners to encourage a shift to low carbon transport including supporting use of electric vehicles for local deliveries
- parking permit charges based on vehicle emissions
- green procurement when purchasing new Council fleet vehicles
- monitoring of traffic noise to identify problem areas and developing strategies to mitigate
- promotion of ecological driving and slower speeds
- air quality improvements in partnership with the public transport and freight industries

¹ 2007. Department of Energy and Climate Change, National statistics - 2007 Local Authority carbon dioxide emissions.

² 2007. Scottish Transport Statistics. Table 6.4

³ 2008. City of Edinburgh Council Carbon Management Plan

Our outcomes

Vision outcome 2: By 2030 Edinburgh's transport system will:

be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.

Indicators		Baseline		We aim to...
Indicator 1: Proportion of journeys to school by walking & cycling		60.9% ⁴		Increase year on year
Indicator 2: Pedestrian activity in the City Centre		285,652: weekly average pedestrian count at busiest location ⁵		Increase year on year
Indicator 3: Levels of customer satisfaction with quality of streets, buildings and public spaces		69% satisfied ⁶		Increase year on year
Indicator 4: Local nitrogen dioxide concentrations		27 micrograms per cubic metre ⁷		Decrease year on year

See also vision outcome 5, indicator 1

The following measures would help to deliver this outcome...

- investment in cycling to develop a UK leading comprehensive cycle network and other cycle promotion measures
- working to improve conditions for pedestrians and the public realm especially in the City Centre through our Public Realm Strategy, Standards for Streets and the Streetscape Delivery process
- creating walkable and 'cyclable' neighbourhoods through 20mph speed limits, streetscape design and redesign to encourage walking and cycling
- working with the health and education sectors, Community Councils, neighbouring local authorities and voluntary groups to promote, encourage and fund active travel
- promote smarter travel through support for behaviour change programmes including travel plans
- targeting the school run - school travel plans and safer routes to school
- low emission zones if other measures do not make the necessary progress towards improved air quality
- active traffic management to mitigate pollution hot spots

⁴ 2006. Scottish Household Statistics

⁵ 2009. City Centre Health Watch Issue 6 quarter 3, City of Edinburgh Council Economic Development Unit







⁶ 2008. City of Edinburgh Council Mori poll

⁷ 2007. Scottish Transport Statistics 27. Table 6.12

Our outcomes

Vision outcome 3: By 2030 Edinburgh's transport system will:

be accessible and connected, supporting the economy and providing access to employment, amenities and services.

Indicators		Baseline		We aim to...
<p>Indicator 1: Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment</p>		City Centre: 322,822 South Gyle Business Park: 145,653 Victoria Quay, Leith: 184,693 Ferry Road / Crewe Toll: 210,466 ⁸		Increase year on year
<p>Indicator 2: Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays</p>		Western General: 225,122 Edinburgh Royal Infirmary: 97,086 ⁹		Increase year on year
<p>Indicator 3: Satisfaction with access by public transport</p>		46% satisfied ¹⁰		Increase year on year

The following measures would help to deliver this outcome...

- increased public transport capacity including potential expansion of the tram network
- quality transport interchanges
- expansion of Park and Ride
- better public transport connections to key destinations including Leith Docks, Edinburgh Park West Edinburgh and the Bioquarter
- engagement with the Edinburgh Chamber of Commerce Transport Group
- engagement with the freight sector to ensure the smooth flow of goods and services
- improved cross-Forth services to Fife
- engaging with local, regional and national partners to achieve our vision
- proactive use of accessibility mapping and planning agreements to secure improved access to new development sites by all modes of travel
- high speed rail to enhance connectivity
- work with key visitor destinations in the city to improve accessibility by all modes of travel

⁸ Edinburgh Partnership SOA. Population - General Register Office for Scotland (2007). Public transport (2008)







⁹ 2006. City of Edinburgh Council LTS

¹⁰ 2008. City of Edinburgh Council Mori poll

Our outcomes

Vision outcome 4: By 2030 Edinburgh's transport system will:

be smart and efficient providing reliable journey times for people, goods and services.

Indicators		Baseline		We aim to...
Indicator 1: Journey time variability by general traffic (public transport to follow in future years)		General traffic - greatest average travel time variability 12 minutes AM, 13 minutes PM ¹¹		Decrease variability for public transport Stabilise or reduce variability for cars
Indicator 2: Peak person trips to the City Centre		E.g. Dalry Road 916 pedestrians (50%) 61 cycles (3%) 639 cars (35%) ¹²		Increase pedestrians and cyclists Reduce private cars Increase public transport
Indicator 3: Average journey time by walking and cycling		To be developed ¹³		Reduce journey times

The following measures would help to deliver this outcome...

- a responsive intelligent traffic control system and traffic control centre, working to minimise congestion and pollution while prioritising public transport, walking and cycling
- giving buses selective priority at traffic lights to keep them on schedule
- supporting continued growth of the City Car Club
- actively engage with freight sector to develop a managed City Servicing Strategy to increase the efficiency of freight and deliveries to and within the city
- extending Bustracker system both on street and at workplaces
- integrated ticketing using Smartcard ticketing technology
- visiting, learning from, adapting and implementing best practice
- effective enforcement of bus priority
- supporting the development of flexible working lifestyles including home working and teleworking
- freight consolidation centres
- review of delivery curfews for cleaner/quieter vehicles

¹¹ 2009. City of Edinburgh Council ANPR data







¹² 2007. City of Edinburgh Council CEPATS data

¹³ to be developed

Our outcomes

Vision outcome 5: By 2030 Edinburgh's transport system will:

be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of.

Indicators		Baseline		We aim to...
Indicator 1: How we travel for work and education journeys		25% on foot 30% by bus and rail 4% by cycle ¹⁴		Increase year on year Increase cycling to 15% by 2020
Indicator 2: Views on convenience of public transport		91% very or fairly convenient ¹⁵		Maintain or improve year on year
Indicator 3: Possibility of using public transport for work or education journey		61.2% 'yes, possible' ¹⁶		Increase year on year

The following measures would help to deliver this outcome...

- ensuring a fully integrated and reliable public transport network that provides easy access to jobs and services for all through:
 - real time information
 - use of technology and enforcement to ensure public transport priority
 - comprehensive and comprehensible travel information and marketing
 - expansion of bus priority
 - integrated ticketing
 - quality interchange
- investment in cycling and walking (see Vision outcome 2)
- supporting the development of a sustainable city form that encourages shorter journeys, clustered around an enhanced public transport system
- use a Street Management Framework, based on who uses streets for what purposes, to help guide decisions on designing and maintaining streets
- use of Edinburgh Standard for Streets and other relevant design guidance (Cycle Friendly and Bus Friendly Design Guides)
- improving the accessibility of the built environment for persons with reduced mobility









¹⁴ 2007/2008. Scottish Household Survey

¹⁵ 2007. Statistical Bulletin: Transport Series Trn/2009/1: Bus and Coach Statistics: 2007/08. Tables 51 & 40

¹⁶ 2005/2006. Scottish Household Survey

Our outcomes

Vision outcome 6: By 2030 Edinburgh's transport system will: be safe, secure and comfortable.

Indicators		Baseline		We aim to...
Indicator 1: Number of killed or seriously injured (KSI) casualties		198 KSIs (all) 26 children KSIs 1,463 slight (all) ¹⁷		Decrease year on year in line with Road Safety Plan
Indicator 2: Pedestrian and cycle casualty rates		To be developed		Decrease year on year
Indicator 3: Feeling safe when travelling by bus in the evenings		90.3% agree feel safe ¹⁸		Increase year on year
Indicator 4: Feeling safe when travelling by train in the evenings		90.6% agree feel safe ¹⁹		Increase year on year

The following measures would help to deliver this outcome...

- continuation of work towards Road Safety Vision Zero
- tailored and targeted education, e-Safety, engineering, enforcement and encouragement programmes in partnership
- development of a Road Safety Plan to continue casualty reduction across the City
- clarity in designation and support for the enforcement of speed limits
- 20mph speed limits in all residential areas and in shopping streets
- piloting intelligent speed adaptation
- use of technology to its full potential to ensure a safer transport network
- greater use of lighting and CCTV where there is evidence of a need to increase actual and perceived safety of our transport system for all users
- maximising passive surveillance of pavements and cycleways through design









¹⁷ 2004/2008. City of Edinburgh Council

¹⁸ 2005/2006. Scottish Household Survey

¹⁹ 2005/2006. Scottish Household Survey

Our outcomes

Vision outcome 7: By 2030 Edinburgh's transport system will: be inclusive and integrated.

Indicators		Baseline		We aim to...
Indicator 1: Integrated ticket sales		To be developed ²⁰		Increase
Indicator 2: Accessible public transport infrastructure		100% Lothian Buses / 70% First buses low floor ²¹ 58% of bus stops with 24hr Clearway markings ²¹		Increase year on year
Indicator 3: Accessibility for those with no car access		41.6% very or fairly difficult – access to GP 39.5% very or fairly difficult – access to evening leisure 79.1% very or fairly difficult – access to supermarket shopping ²²		Decrease year on year
Indicator 4: Demand not met for door to door transport		Handicabs Dial a Bus refusals: 1.6% Handicabs Dial a Ride refusals: 19.3% ²³		Decrease year on year

The following measures would help to deliver this outcome...

- low-floor access at all public transport interchanges in the city
- improving quality and availability of public transport information for our elderly and visually impaired customers
- use of Disability Discrimination Act - Good Practice Guide for Roads, (Transport Scotland) in road design
- working in partnership with the voluntary sector and our other partners to improve demand responsive transport
- developing partnerships with service providers to facilitate provision of key services in accessible locations
- active partnership working to ensure integration of transport and planning objectives

²⁰ to be confirmed







²¹ 2009. City of Edinburgh Council

²² 2005/2006. Scottish Household Survey

²³ 2007/2008. Handicabs data

Our outcomes

Vision outcome 8: By 2030 Edinburgh's transport system will:
be customer focussed and innovative.





Indicators		Baseline		We aim to...
Indicator 1: Time taken to implement a Traffic Regulation Order		To be developed		Decrease time taken
Indicator 2: Level of satisfaction with Transport Service		Customer satisfaction survey being developed		Improve satisfaction
Indicator 3: Satisfaction with bus services		To be developed		Increase year on year

The following measures would help to deliver this outcome...

- active partnership working to ensure our funding goes further
- engaging with and examining how we work with the private sector
- adapting our structure and delivery of services to meet future needs
- being more responsive to the needs of all our customers
- improved recognition of the different needs of all our customers
- promoting active travel choices through effective education and marketing campaigns

Our outcomes

Vision outcome 9: By 2030 Edinburgh's transport system will:
be responsibly and effectively maintained.

Indicators		Baseline		We aim to...
Indicator 1: Percentage of road network that should be considered for maintenance treatment		38.7% ²⁷		Decrease year on year
Indicator 2: Percentage of all street light repairs completed within 7 days		93.5% ²⁸		Maintain or increase year on year

The following measures would help to deliver this outcome...

- delivery and continued development of Edinburgh's Road Asset Management Plan
- management of streets according to their function
- ensuring assets are maintained through integration of maintenance programmes
- removal of street clutter
- action on dog fouling, litter, graffiti and vandalism
- using development control process to support maintenance programmes
- developing and implementing enhanced maintenance regime for walking and cycling routes including coloured surfacing

²⁷ 2007/08. Audit Commission Scotland

²⁸ 2007/08. Audit Commission Scotland

Realising the vision

Clearly, delivering the vision will be a long term process. This document will be used to inform the development of the next Local Transport Strategy which will provide more detailed policies and an action plan for the coming years.

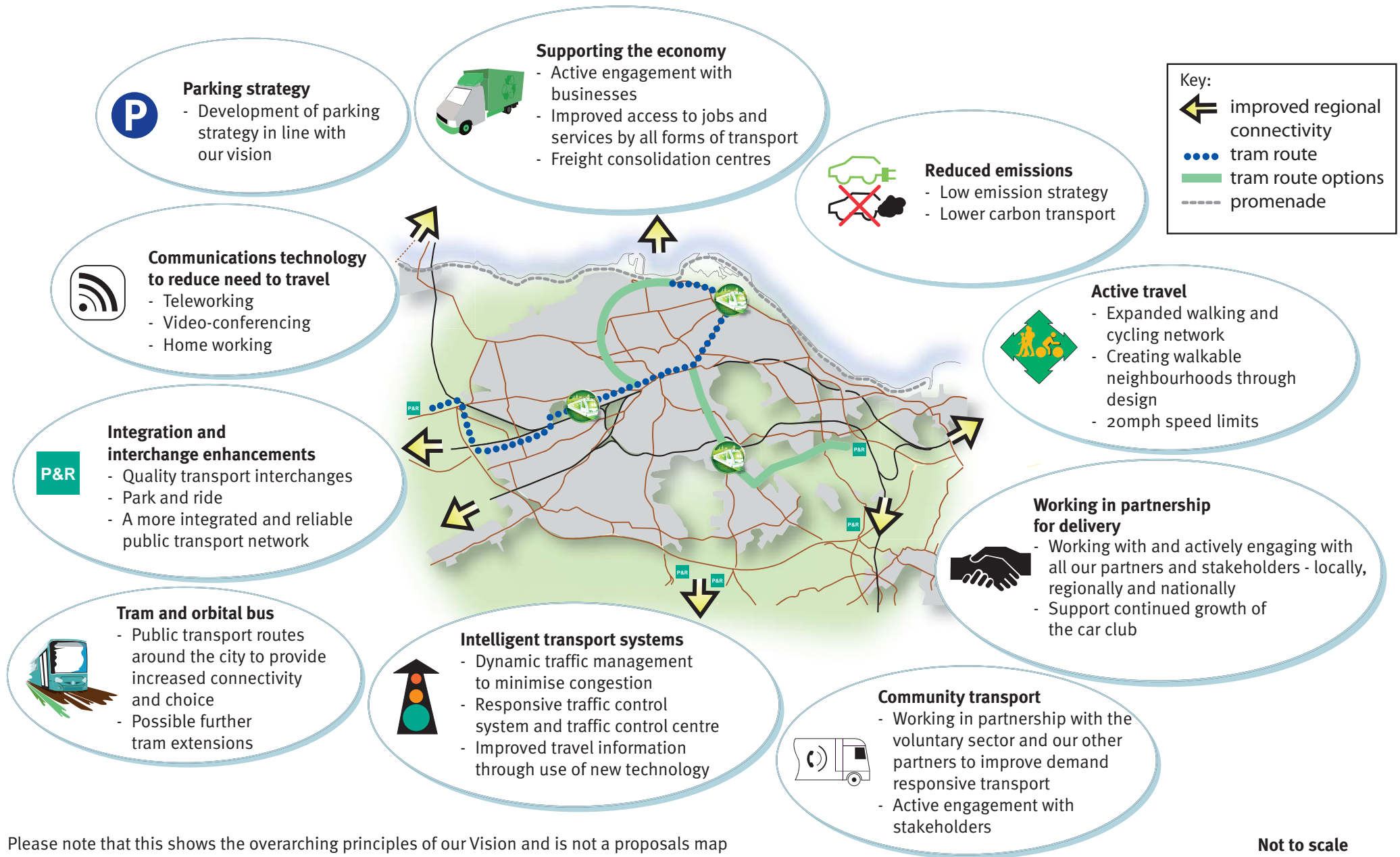
Given the challenges and constraints we face today, we will need to be creative and innovative in our service delivery. To take forward this vision we will need to engage and work with our customers, regional and national agencies, operators, partners and the Scottish Government.

We will monitor, review and report upon progress against our outcomes on an annual basis and take action where progress is not being made.



**Our vision will be used as a focal point for our work.
It will continue to evolve as we take up the
opportunities and challenges which lie ahead.**

Appendix 1: Our Transport 2030 Vision in pictures



Please note that this shows the overarching principles of our Vision and is not a proposals map

Not to scale

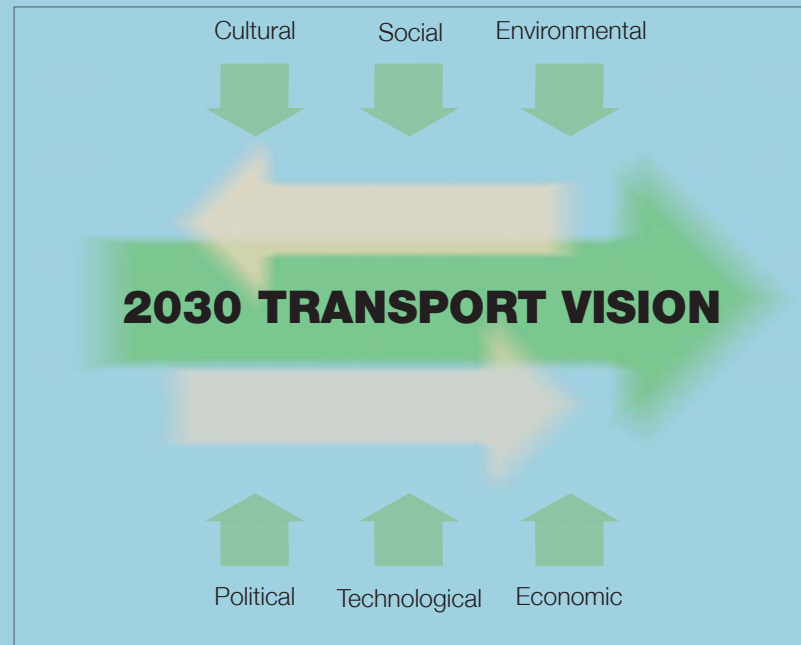
Appendix 2: Context of the Vision

Transport plays a crucial role in many aspects of daily life. It creates opportunities for people to access jobs, services, education, health, leisure and social activities, and connects businesses and products to markets. Transport is not an end in itself, but improving transport provision contributes to social, economic and environmental objectives and enhancing our quality of life. A key component is the creation of public spaces, with footways that are sufficiently safe, attractive and comfortable to use so that people are encouraged to walk in the city for pleasure.

Edinburgh's population is projected to grow by over 59,000 between 2010 and 2030. As Edinburgh's population grows, so too will the demand for travel. Population growth in the city region will also impact on levels of commuting into the city. Put simply, by 2030, without action, the demand for travel to/from the city by private car will far exceed today's capacity. Furthermore, over the next 20 years, the issues of the impact of the transport system on climate change will have to be tackled.

When trying to imagine 2030, it is interesting to step back 20 years to consider how much things have changed in Edinburgh, and indeed Scotland, since the late 1980s. For example, the rapid rate of development and adoption of ICT (information and communication technology) – 20 years ago, mobile phones were a rarity; today, 86% of people in Scotland now own a mobile phone¹.

So where will we be by 2030? Well, probably our personal communication devices will allow access to a wealth of travel information. Where people choose to use them they will be our “sat-navs” in our pockets and enable us to pay for our travel; our city's traffic flows



will be monitored round the clock and our vehicles may well carry the technology to communicate with the traffic centre and with each other to minimise traffic congestion and respond to incidents on the network. Advances in vehicle technology and green energy generation should reduce the carbon impact of the vehicle fleet over the next 20 years and automatic

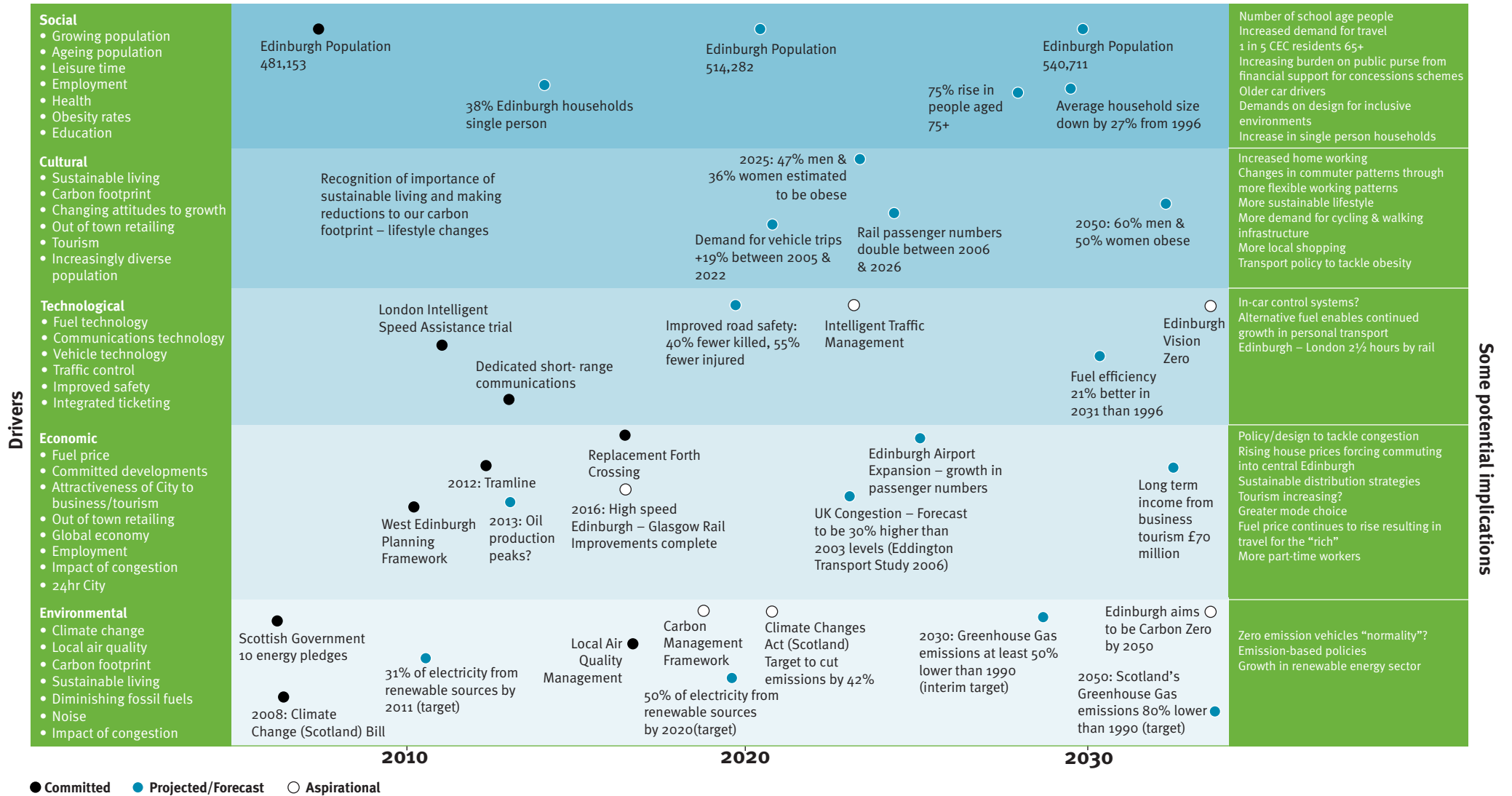
stopping-systems have the potential to make vehicles safer. Clearly though, it is not just technological changes that will impact on our future. Edinburgh's economy is forecast to have a big part in Scottish economic growth over the next 20 years. The key sectors driving economic growth can change rapidly so transport systems need to be strong and flexible to support our economy regardless of dominant sectors or geographic areas of intense growth which will change over time.

Furthermore, an increasingly ageing population will bring with it the necessity to provide an inclusive transport system giving everyone access to the places they need to go, with a focus upon accessibility for all our customers.

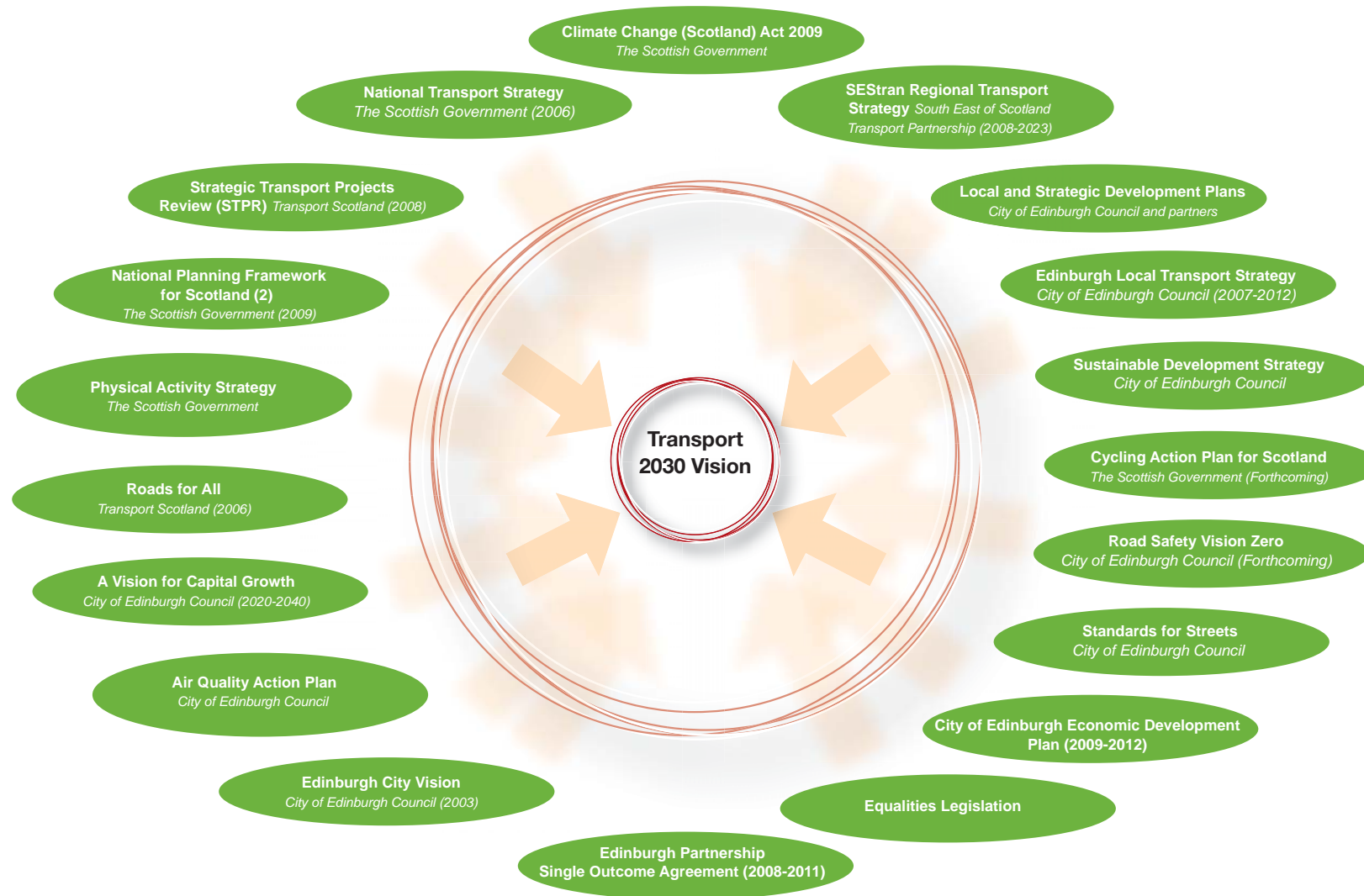
In the development of this vision, a series of council officer and stakeholder workshops were conducted to identify the factors that could impact upon transport over the next 20 years to inform our vision - economic, social, political, and environmental drivers will continue to impact on our transport service.

¹ <http://www.ofcom.org.uk/>

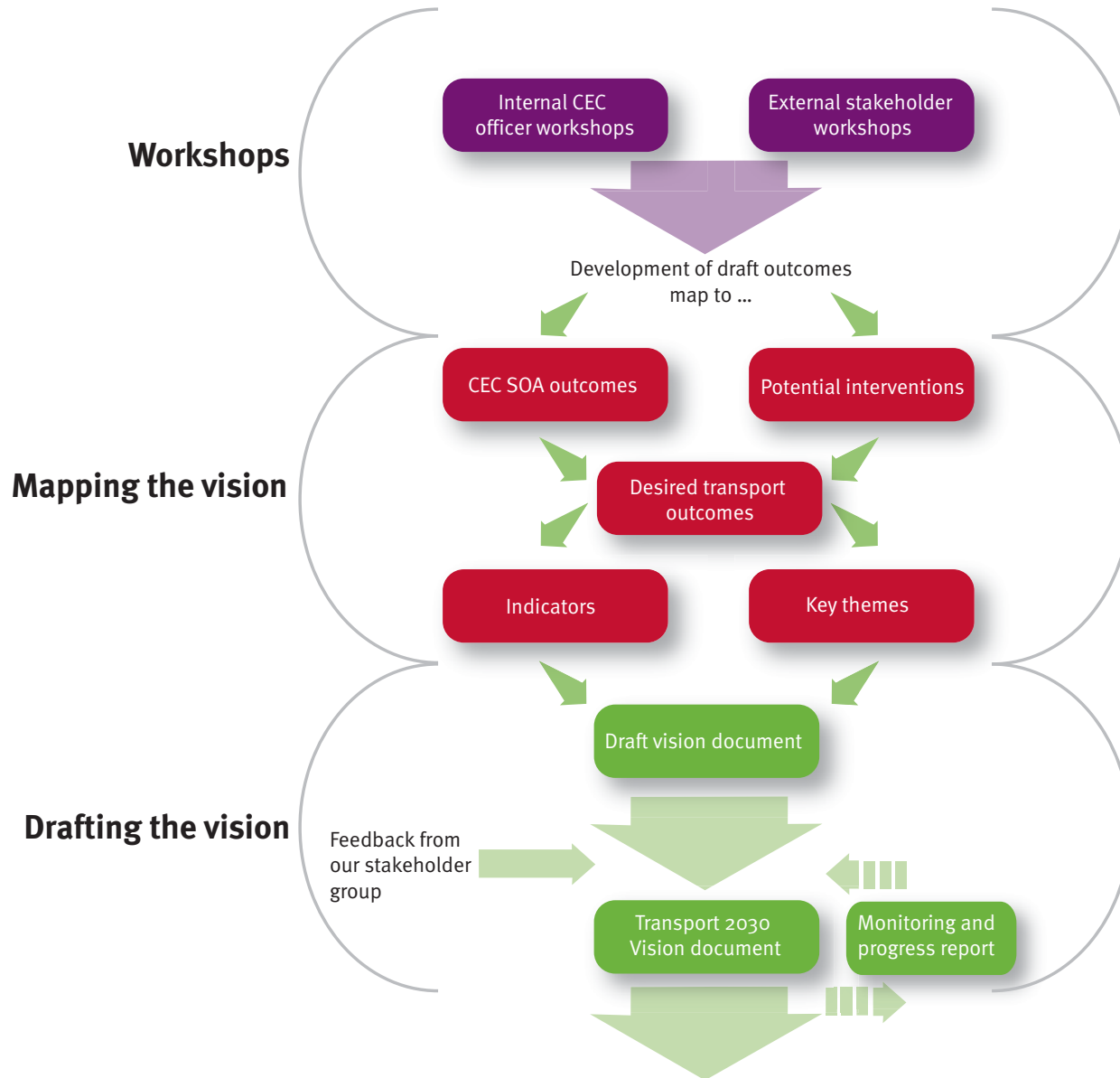
Drivers of change and potential implications



Appendix 3: Influencing strategies upon our Vision



Appendix 4: Development of the Vision



Questions asked at the workshops:

Who are the users of Edinburgh's transport system?

What are the external influences?

What are the desired outcomes?

What are the potential interventions?

Appendix 5: Links to Edinburgh Partnership Single Outcome Agreement

2030 Vision outcomes. By 2030 Edinburgh's transport system will:	Key links with Edinburgh Partnership Single Outcome Agreement
<p>be environmentally friendly - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions.</p>	<ul style="list-style-type: none"> • Edinburgh's natural and built environment is supported and enhanced • carbon emissions are reduced with partner organisations own activities particularly in areas of waste and energy • Edinburgh residents and businesses find sustainable travel options increasingly attractive resulting in traffic levels being contained • Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy
<p>be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality.</p>	<ul style="list-style-type: none"> • Edinburgh's children are healthy • mental health and wellbeing is improved • older people have improved health and well-being • people in Edinburgh are increasingly active, contributing to the aim of Edinburgh being the most physically active European City by 2020 • Edinburgh residents and businesses find sustainable travel options increasingly attractive resulting in traffic levels being contained • children's early years development, learning and care experiences are improved so that they are ready for school
<p>be accessible and connected, supporting the economy and providing access to employment, amenities and services.</p>	<ul style="list-style-type: none"> • Edinburgh is an internationally competitive business location that attracts talent and investment to its growing knowledge based economy • Edinburgh is the UK's top performing tourist destination outside London • Edinburgh's Festivals have a global competitive edge • Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy • Edinburgh's economy is strengthened, through the skills, development and economic participation of its population • deprivation and all forms of inequality in Edinburgh are reduced

Appendix 5: Links to Edinburgh Partnership Single Outcome Agreement

<p>2030 Vision outcomes. By 2030 Edinburgh's transport system will:</p>	<p>Key links with Edinburgh Partnership Single Outcome Agreement</p>
<p>be smart and efficient providing reliable journey times for people, goods and services.</p>	<ul style="list-style-type: none"> • Edinburgh is an internationally competitive business location that attracts talent and investment to its growing knowledge based economy • Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy • Edinburgh's economy is strengthened, through the skills, development and economic participation of its population • Edinburgh's attractiveness and competitiveness in key high technology knowledge sectors is increased • carbon emissions are reduced, particularly in the areas of waste, energy and transport
<p>be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of.</p>	<ul style="list-style-type: none"> • Edinburgh residents and businesses find sustainable travel options increasingly attractive resulting in traffic levels being contained • deprivation and all forms of inequality in Edinburgh are reduced • Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy
<p>be safe, secure and comfortable.</p>	<ul style="list-style-type: none"> • people in Edinburgh are safe from crime, disorder and danger • young people are confident individuals, effective contributors and responsible citizens • Edinburgh's children are healthy • mental health and wellbeing is improved • older people have improved health and well-being • people with disabilities have improved health and well-being • people in Edinburgh are increasingly active, contributing to the aim of Edinburgh being the most physically active European City by 2020

Appendix 5: Links to Edinburgh Partnership Single Outcome Agreement

2030 Vision outcomes. By 2030 Edinburgh's transport system will:	Key links with Edinburgh Partnership Single Outcome Agreement
be inclusive and integrated .	<ul style="list-style-type: none"> • deprivation and all forms of inequality in Edinburgh are reduced • people with disabilities have improved health and well-being • Edinburgh's children are healthy • mental health and well-being is improved • older people have improved health and well-being • Edinburgh's economy is strengthened, through the skills, development and economic participation of its population • children's early years development, learning and care experiences are improved so that they are ready for school
be customer focussed and innovative .	<ul style="list-style-type: none"> • people's perceptions of the quality and responsiveness of public services in Edinburgh are improved • our services are continually improving and efficient • Edinburgh residents are satisfied with neighbourhoods and decision making • Edinburgh has strong, engaged and supported voluntary and community sectors that enable people to participate in their communities
be responsibly and effectively maintained .	<ul style="list-style-type: none"> • Edinburgh is a thriving, growing city with a high quality of life and environment and a prosperous economy • Edinburgh's natural and built environment is supported and enhanced • Edinburgh is the UK's top performing tourist destination outside London • people's perceptions of the quality and responsiveness of public services in Edinburgh are improved • our services are continually improving and efficient • Edinburgh residents are satisfied with neighbourhoods and decision making

