

Response ID ANON-MKNR-FVNB-4

Submitted to **Edinburgh: connecting our city, transforming our places**

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Introduction

1 What is your name?

Name:

Colin Howden

2 What is your email address?

Email:

colin.howden@transformscotland.org.uk

3 If you are responding on behalf of an organisation, what is your organisation?

Organisation:

Transform Scotland

Ideas for an active and connected city

4 The Council wants to ensure that the city centre is at the heart of Edinburgh's communities, its cultural and civic life and the focal point for its economy. In addition, improvements to our environment and transport system must benefit our local town centres and neighbourhoods. Please tell us your views on the following statements:

The amount of general traffic in the city centre and town centres should be reduced to improve the experience for people who live, work and visit:

Strongly Agree

The amount of general traffic in the city centre and town centres should be reduced to improve the experience for people who travel on foot, bicycle and public transport. :

Strongly Agree

5 Evidence suggests that an increased uptake of walking and cycling can have a positive impact on physical health and mental wellbeing. Better connections for people on foot and bike could improve their access to employment, education, health services and social support networks. Please tell us your views on the following statement:

By creating a safe, attractive, accessible and connected network of walking routes and cycling routes, more people would choose to walk or cycle for short journeys rather than use a car:

Strongly Agree

6 Most of Edinburgh is well served by frequent public transport (bus or tram), especially for journeys to/from the city centre. Travel by rail has also increased over recent years. However, Edinburgh's population is growing and there are some communities who could be better served by public transport. Please tell us your views on the following statement:

The city's public transport system should be extended and serve more people and employment areas across the city and the city region:

Strongly Agree

7 The volume of public transport going through the city centre, particularly at peak times, leads to longer journey times and impacts on how people experience the city centre environment. A single type of ticket and fare payment across all forms of public transport could reduce congestion. Please tell us your views on the following statement:

There should be a single type of ticket or fare payment to cover multiple journeys across the public transport system.:

Strongly Agree

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8 There are a number of ways that the Council could help provide more travel choices for people without access to a private car, or who are poorly served by public transport within the city. Which of the following would be useful? Please tick as many as you wish.

Providing more car club hire locations across the city, Providing more bike hire locations across the city, Helping to make peer-to-peer car hire (renting other people's vehicles) easier, Finding ways to help people to share car trips and their costs

Other - please write in.:

9 The Council has a responsibility to protect people from the harms of poor air quality. The Scottish Government and the Council are committing to implementing Low Emission Zones (LEZ) in Edinburgh. LEZs would restrict vehicles from entering a zone by imposing a monetary penalty where they do not meet minimum emission standards. Please tell us your views on the following statement:

Restricting access for the most polluting vehicles to the city centre and the wider city is one way to control and improve air quality:

Strongly Agree

10 Thinking about your most recent visit to the city centre, what was your main reason?

Reason for visiting:

Work

Other, please write in:

Our office is located in the City Centre (on Rose Street).

If you don't visit the City Centre, please tell us why.:

11 Thinking about your last visit to the city centre, overall how satisfied were you with your enjoyment of the streets and public spaces?

satisfaction with public spaces:

Very dissatisfied

Please tell us why you feel this way.:

Private vehicle traffic given far too much access.

12 If you are a resident of the city, please tell us your views on whether the appearance of streets and public open spaces should be improved where you live?

Opinion on your street:

Strongly Agree

Please tell us how it could be improved: :

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13 To reduce traffic in the city centre and town centres, create a more welcoming and healthy environment for people and business, and to protect its heritage and culture, how much do you support the following ideas?

Selected temporary vehicle free streets once a month in the city centre and town centres:

Fully support

The creation of permanently vehicle free streets within the city centre:

Fully support

A reduction in the availability of on-street parking:

Fully support

Reducing the number of bus services passing through the city centre:

Do not support

Introducing and enforcing controls to manage access for large delivery vehicles by size, weight and time:

Fully support

Investing in freight depots around and within the city and supporting delivery within the city by smaller, cleaner vehicles:

Fully support

Investing in technology to better manage traffic congestion and improve safety:

Fully support

The park and ride network should be expanded:

Fully support

14 The Council has to do more to ensure the air we breathe is healthy for us all. In five of Edinburgh's six Air Quality Management Areas legal standards for nitrogen dioxide are regularly exceeded. These are the City Centre and the West End, St John's Road, Inverleith Row, Great Junction Street, and Glasgow Road (Newbridge).

Euro IV:

Not sure

What are your reasons for this answer?:

15 How much do you support the Council investing in electric vehicle charging points to reduce the reliance on privately-owned petrol and diesel fuelled vehicles?

EV:

Somewhat support

Ideas for an active and connected city

16 Where businesses in the city provide free parking spaces for employees, how much would you support charging the business to fund a higher quality public transport system?

Workplace parking levy:

Fully support

17 Some neighbourhood streets in Edinburgh are used by people to park on the street for free. To reduce the impact of this on local residents, should the Council extend parking controls across the city?

parking zones:

Yes

If this impacts on you, please tell us more:

18 Overall, having considered the range of ideas, how ambitious do you think Edinburgh needs to be to deliver a city that works for you?

Ambition:

I don't think the city needs to make big changes.

Please tell us more about why you feel this way:

Since the defeat of the congestion charging proposals in February 2005, there has been minimal progress in delivering sustainable transport in Edinburgh (the delivery of initiatives such as the tram scheme and city-wide 20mph notwithstanding). In that period, the city has lost its international standing as a city that can be seen as a leader in delivering sustainable transport policies. It now needs to regain that position and concentrate on measures to improve conditions for those on foot, on bike, and on public transport -- even if this comes at the expense of those who choose to use private cars.

19 Do you have any other ideas, big or small, about how Edinburgh can support its economy, connect its communities and transform its streets and public spaces?

Ideas:

We consulted Edinburgh-based members of our team (volunteers, staff, and board) and came up with the following suggestions:

Reduce the number and impact of private vehicles:

- * Entirely eliminate through-traffic across the City Centre — apart from emergency vehicles.
- * Substantially reduce the volume, speed and emissions of private car traffic, and significantly reduce on-street parking – in particular in the City Centre.
- * Enforce 'no parking zones' around schools.
- * Introduce Private Non-Residential Parking Levy across the city.
- * Introduce levy on high-emitting vehicles in the City Centre as part of the Low Emission Zone.

Walking:

- * No city centre traffic lights should force those on foot — supposedly the top of the transport hierarchy — to wait more than 30 seconds while private vehicles are instead given priority.
- * Re-design / re-manage streets to give top priority to the convenience and safety of walking, and high-quality urban / green public spaces – including a network of strategic walking routes linking key localities.
- * Pedestrianise the majority of the City Centre, commencing with High Street/Canongate in the Old Town, and George Street in the New Town.
- * Widen existing pavements and invest in pavement maintenance.
- * Introduce easy-to-follow wayfinding system, including easily-recognisable branded signage and maps in key locations (e.g. in all bus shelters and transport hubs).

Cycling:

* Build city-wide network of segregated cycle lanes, with links to surrounding local authorities' networks.

Public transport:

* Make all bus lanes 12 hour, 7 days/week.

* Stop consenting commercial providers of bus shelters which reduce the remaining width of pavements available for pedestrians.

* Extend and improve enforcement of bus lanes — in particular those on key arterial routes.

* Ensure that cross-centre bus services are retained, but explore which services can be moved from Princes Street & George Street.

* Extend the tram network to key traffic generators such as Leith and the Royal Infirmary, potentially with 'tram-train' operation on the South Suburban railway.

Land use planning policies:

* Genuine prioritisation of active transport in design of crossings and allocation of space.

* Implement planning policies which encourage greater housing density and sustainable local community facilities (schools, healthcare, libraries etc), geared to access on foot, by bike and by public transport.

* Halt urban fringe and green belt development.

Climate adaptation policies:

* City-wide strategy to improve climate adaption and resilience through steps such as greening and permeable surfaces.

20 What impacts on fairness and equality, if any, might result from introducing any of the ideas discussed previously?

Question 20:

We can think of no instance where sustainable transport policies will lead to a reduction in fairness and equity.

About you

21 What is your age?

Not Answered

22 What is your gender?

Not Answered

23 Do you have any long-term illness, health problem or disability that limits your ability to carry out day-to-day activities?

Not Answered

24 What is your home post code?

post code:

EH2 2PR

25 What mode of travel do you use most often?

mode of transport:

26 What is your ethnic group? (Choose ONE section from A to E, then tick ONE box which best describes your ethnic group or background)

Not Answered

Other white ethnic group, please write in:

Not Answered

Any mixed or multiple ethnic groups, please write in:

Not Answered

Other, please write in:

Not Answered

Other, please write in:

Not Answered

Other, please write in:

Your experience

27 To what extent would you agree or disagree with the following statements about this survey?

Feedback about consultation process - I was given all the information that I needed.:

Strongly agree

Feedback about consultation process - The information was clear and easy to understand.:

Strongly agree

Feedback about consultation process - I was allowed the opportunity to have my say.:

Strongly agree

Please provide any other comments or suggestions you may have about the consultation process.:

28 If you would like to be contacted with the results of this survey and about the next stages of this project please enter your email address below.

email:

colin.howden@transformscotland.org.uk

29 The Council will publish all responses received. Please indicate how you would like your response to be published:

Publish:

Publish my response with the name of my organisation