Transforming Edinburgh

A manifesto for sustainable transport in Edinburgh from the South East of Scotland Transport Activists Roundtable (SESTAR)

Civilising the Streets

Most journeys are very local: half of all trips are less than two miles long, and 70% less than five miles. More journeys must be made by the modes of transport that can deliver public health improvements and have no environmental impact - cycling and walking. **Edinburgh's compact city form should make the city ideal for many more journeys to be made on foot or by bike**. Yet poor road and pavement maintenance, poor speed enforcement and the low priority given to new walking, cycling and traffic calming projects are major deterrents.

Reclaim residential streets

Dedicated funding should be provided to enable comprehensive coverage of **Home Zones** and **20mph Zones** for residential streets - combining extensive traffic calming measures, low traffic speeds and changes to the streetscape. Speeds of 20mph or less are essential for safety.

Overseas, Home Zones have played an important role in reclaiming residential streets as social spaces.

Home Zone - Delft, Netherlands - Sustrans

Provide for cycling

Create a dense network of **on-street and off-street cycle provision**, following examples set by the Dutch over the last 30 years, so that cyclists can travel in safety.

Excessive traffic speed is a major deterrent to cycling. We want local authorities and the police to implement **speed management plans** for all areas, with a combination of traffic calming and effective enforcement techniques.

Haarlem, Netherlands - John Webster

Give every child a safe route to school

Introduce a **Safe Routes to School** programme for every school. This would allow children to move freely and safely within their locality and promote children's independence, while at the same time reducing peak hour road congestion.

On-road cycle training should be available to all children, so that cycle instruction becomes as accessible to the entire population as is swimming instruction.

Sustrans

Improve the urban realm

A major effort is needed to **uplift the quality of the street environment** in the city and in district centres.

Pedestrian priority within these areas is crucial. Studies of pedestrianisation schemes have generally shown **beneficial retail impacts** in comparison to shopping areas where no steps have been taken to reduce traffic levels.

Buchanan Street, Glasgow - Lang Banks

Redesign the city for walking

For decades roads have been designed predominantly for vehicle traffic, ignoring the needs of walkers - even where there are more people travelling on foot than in vehicles. We want to see programmes implemented to redress that imbalance.

Local councils should **audit and redesign all streets to be walk-friendly**. Junctions should be redesigned for safe and easier crossing on foot; gaps in local walking networks and crossing facilities should be identified and filled.

Bruntsfield, Edinburgh - John Russell

Transport for All

Edinburgh needs a first class **Public Transport System** providing choice, convenience and flexibility. Rail-based public transport needs to be developed to augment Edinburgh's extensive bus network. We must have comprehensive and affordable public transport links between all areas of the region, linking major traffic-generating facilities (for example, hospitals, educational centres) and areas of employment opportunities.

Transform the public transport experience

- Build on the success of the Greenways and extend **bus priority** to all major corridors.
- Provide **information** on all transport, for residents and visitors, at an accessible "one stop shop" in the city centre.
- Install **high-profile street maps** of the available public transport network - at bus stops and key interchanges.
- Introduce an attractive **zonal travel card** that allows use of all public transport modes with one ticket, and rewards regular users with discounted fares.

Shandwick Place - Steve Copeland

Make public transport accessible

- Put in place a programme to ensure the implementation of **"bus boarders"** (elevated pavement edges) at all bus stops - combined with stronger discouragement of illegal parking.
- Ensure that all public transport vehicles are **physically accessible** for all members of the community.
- Support **demand-responsive transport** and **community transport** schemes where they are needed, especially for disabled and older people.

bus boarder - Steve Copeland

Build a city-wide tram network

- Build a **tram network**, closely integrated with the bus network, serving the city's busiest transport corridors. Trams are a key component of the best transport networks around the world, combining the frequent stops and on-street accessibility of buses with the speed of train travel.
- Ensure **high-quality interchanges** between tram lines and rail, coach, bus and cycle networks.

Montpellier, France - John Webster

Make the most of the existing rail network

- Redevelop **Waverley and Haymarket stations** as the key regional transport interchanges.
- Deliver a **high-speed, limited stop rail service to Glasgow** and the West of Scotland via the under-utilised Shotts Line.
- Deliver rail sevices on the **South Suburban Railway**, providing an orbital route in the south of the city.

Waverley Station - Lang Banks

Expand the rail network

- Press the Scottish Executive to fund the construction of the **Waverley Route to the Borders**, putting Britain's largest area without rail back onto the railway map.
- Provide capacity on the East Coast Main Line to allow a **stopping rail service serving the East Lothian and Berwickshire towns** currently overreliant on car commuting.
- Create a **regional freight interchange at Millerhill**, allowing more heavy lorry loads to be transferred to rail, and to smaller road vehicles for urban delivery.

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Delivering Our Vision for Edinburgh

Transport affects us all. The current high levels of private car use in Edinburgh damages the city's economy and environment, and harms the health of Edinburgh citizens. Radical solutions are needed that improve the choice, flexibility and convenience of public transport, walking and cycling options if these are to be a compelling alternative for those who currently rely heavily on the private car.

Edinburgh's transport problems are not going to go away easily and *concerted action is needed*: the ostrich approach adopted by all too many would simply result in more pollution, more road congestion and worsened transport services. **This is neither sustainable nor acceptable**.

1. Managing demand for road use

Experience from around the world demonstrates that successful city transport strategies need improvements in public transport to be accompanied by **road traffic demand management** measures, such as congestion charging, parking controls and access restrictions, in order to "lock in" the benefits. *Public transport investment alone cannot tackle the problem of too much road traffic*.

Edinburgh's **congestion charging** proposals can play an important role here. These aim not at getting rid of all road traffic, but at *reducing traffic levels and the resultant congestion and pollution impacts*.

It should always be borne in mind that **46% of households in Edinburgh have no access to a car** - and hence *can only benefit* from implementation of road user charging.

2. Financing our vision

A network of trams is being designed but to ensure that this becomes a reality the **Scottish Executive** must deliver funding for its construction, as well as for much-needed walking, cycling, safety and urban realm improvements. Since 1999, the Scottish Executive has made available hundreds of millions of pounds for new road-building in the West of Scotland yet has made no commitment to fund the tram network proposed for Edinburgh. *Edinburgh faces the prospect of designing a tram system that central government will then fail to fund*.

The **private sector** must also make major financial contributions towards the provision of transport infrastructure: this happens in other countries and

should happen here. The City of Edinburgh Council must make serious investment in infrastructure a condition of planning application approval for all new large-scale developments. The West Edinburgh tramline should largely be paid for as part of future development at Edinburgh Park, The Gyle, Edinburgh Airport and Gogarburn - *it is the private companies there that will benefit from investment in the tram line*.

Lastly, the **congestion charging** proposals have potential to raise up to £1.5 billion over 15 years - all of which would be ringfenced for transport improvements. *Only this level of investment is going to allow Edinburgh's transport to catch up with the best cities in Europe*.

3. Implementing our vision

The abolition of the regional tier of local government in Scotland harmed **coordination in transport and land use planning**. Local government reorganisation left Scotland with most local authority areas too small in scale to provide for effective transport planning.

There is little evidence that the voluntary partnership approach to transport planning has worked: a lack of budgetary responsibility and reliance on voluntary agreements have limited the effectiveness of these arrangements. Their unstable nature tends to lead to

controversial issues being avoided, with the lowest common denominator becoming the norm in decision-making.

Edinburgh urgently needs to consider replacing the voluntary approach that underlies the South East Scotland Transport Partnership (SESTRAN) with **a powerful regional transport authority** that can deliver coordinated and sustainable transport and land use planning across South East Scotland.

Our key principles for delivering sustainable transport. **We must ensure transport is:**

(a) *safe* - (b) *socially **inclusive*** - (c) ***locally*** *available* - (d) **prioritised** to aid walkers, cyclists and public transport - (e) **healthy** - *for people and the environment*