

Public back council's plans for getting around

The council say that those who responded to their consultation on transport and mobility in Edinburgh in the next decade were overwhelmingly supportive.

Members of the Transport and Environment Committee will discuss the findings on Thursday at their next meeting. You can read the papers and watch it on the council website [here](#).

The council will then consider the feedback and finalise the plan for adoption early next year. The main effects are intended to be improved air quality, and benefits for health due to reduced levels of car use, improved public transport and increased active travel.



Lothian Buses Photo: www.martinmcadam.com

Just over two thirds of those who took the time to have their say on the Draft City Mobility Plan said they are in favour of plans to improve public transport and provide accessible and sustainable transport links, while removing most of the cars from the city centre. Mass bike commuting on main roads and seamless ticketing between all the different modes of transport also got the thumbs up. The council drew up the plans with an eye on 2030 by which time the ambition is that the city will be carbon neutral.

In Edinburgh more people use public transport than in any other Scottish city, and most in the UK too. But at the same

time, and somewhat confusingly, almost 45% of those who work in Edinburgh travel by private car. This 125,000 is made up of those who live in the city as well as people who commute in from neighbouring areas.

Other aims set out in the Draft Mobility Plan include the creation of a safe, attractive, accessible and connected network of walking and cycling routes, investment in freight depots around and within the city with delivery in the city by smaller, cleaner vehicles.

Even more – 70% – said they support the council’s views on what will happen here in the next couple of years until the next council election, including 72% who want on street parking reduced.

There were 1800 comments on the draft mobility plan which sits alongside the Choices for City Plan 2030 setting out the framework for the next local development plan.



Rolling out the city bike hire scheme is one of the ways to improve getting around in Edinburgh. Roll out of electric bikes in March 2020. Photo: Martin P. McAdam www.martinmcadam.com

Transport and Environment Convener Councillor Lesley Macinnes said:“As a city we are making real headway in tackling the manifold challenges posed by climate change, poor air quality and congestion, to name a few, but there is always more to be done. It is extremely encouraging that the vast majority of respondents to our Draft City Mobility Plan consultation support our vision for sustainable, affordable and joined-up transport in the Capital.

“We understand the impact Covid-19 will have on any plans but we’re also aware of the positive effect quieter streets have had on walking, cycling and wheeling, with numbers surging during lockdown. As we progress with our vision we want to maintain this enthusiasm by providing more, improved options

for travel by foot, bike, wheelchair and public transport.”

Transport and Environment Vice Convener Councillor Karen Doran said: “We are working towards an exciting future for transport and mobility here, with City Centre Transformation, the implementation of a Low Emission Zones and carbon neutrality by 2030 amongst our ambitious goals. The City Mobility Plan is integral to these schemes and this feedback will help us to create a final strategy which will benefit people across Edinburgh.”

The Draft City Mobility Plan includes discussion of key challenges facing Edinburgh including rising CO2 emissions, poor air quality, congestion and issues accessing public transport, in the context of an increasing population and the threat of a climate emergency.

The latest report also addresses the significant impact of Covid-19 on the way people move around the city, and the need to review the steps to the council’s 2030 vision in light of this.

There were also concerns highlighted by some of those responding to the consultation. These included a desire for public transport to be quicker, calls for safer, car-free cycle routes and the need to retain disabled parking should on-street parking be reduced.