

Local Transport Strategy Issues for Review Consultation Results and Initial Recommendations June 2013

This paper sets out summary outcomes from the Local Transport Strategy Issues for Review consultation, together with initial officer recommendations on each issue for discussion at the Council's Transport Forum on 21 June 2013.

Issue 1 - Integrated Transport

86% of respondents agreed that the Council should work towards an integrated transport system.

Recommendation: work towards an integrated transport system, where the different types of transport operate as one seamless system and using public transport is as easy as possible.

Issue 2 - Supported Bus Services

61% of respondents supported Option 1, increasing expenditure to maintain, and where possible enhance, current service levels on supported bus service (e.g. by using money raised from parking charges).

30% of respondents supported Option 2, to keep the funding for supported bus services the same as at present.

Recommendation: proceed with a budget proposal for increasing funding for supported bus services; to maintain or enhance bus services where commercial provision would be non-existent, or low frequency, allied to a package of changes e.g. pump-priming new services.

Issue 3 - 20mph Speed Limit

The Council asked about 20mph speed limits in the recent Edinburgh People's Survey, as well as in the Issues for Review consultation.

In the Peoples' Survey, 75% of respondents favoured 20mph in residential streets, with 23% uncertain and 2% opposed. For busy shopping streets and city centre streets, support for 20mph limits was 69% and 67% respectively, with 4% and 5% opposed.

In the Issues for Review consultation, Option 1 gained the most support with 33% choosing it from the four options (compared with 19%, 21% and 23% for the other options and 4% choosing 'don't know'). Option 1 was to "Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with large numbers of pedestrians (using signs, with limited traffic calming measures such as road humps where necessary)."

Market research on the South Edinburgh 20mph pilot indicates an increase in public support for the new speed limit a year after implementation, rising from 68% to 79%.

Recommendations: implement a programme of extending 20mph limits to all residential streets, shopping areas and main roads with large numbers of pedestrians, using signs, with limited traffic calming measures such as road humps where necessary.

Issue 4 - 30mph Speed Limit

The Issues for Review consultation asked about reducing speed limits on single carriageway roads within the urban area from 40mph to 30mph.

55% of respondents supported continuing with the current approach of reviewing speed limits on a street by street basis rather than a blanket reduction, which was supported by 37%. Workshop discussions revealed concerns that changing the limit from 40mph to 30mph without any change in road layout may not be effective.

Recommendation: proceed with a programme of reducing speed limits on the urban road network to 30mph combined with road markings, e.g. cycle lanes and physical measures, such as pedestrian islands, aimed at encouraging drivers to proceed more slowly.

Issue 5 - School Streets

Nearly 60% supported Option 1, to introduce School Streets on request from School Councils.

Recommendation: proceed with pilot School Streets, where a road outside a school entrance would be closed at school opening and closing times, on request from School Councils, and monitor the results.

Issue 6 - City Centre Parking

Consultation responses showed fairly strong support for all aspects of the Councils current approach to managing city centre parking. Public opinion was more divided on the possibility of considering less on street parking as part of projects to enhance the city centre environment, though over half still supported the approach set out in the Issues for Review report.

Recommendation: proceed with the City Centre car parking strategy as set out in the Issues for Review report.

Issue 7 - Sunday Parking

Most parking restrictions in Edinburgh date back to before Sunday trading became widespread. Today, city centre retailing operates on Sundays much as it does on other days of the week. Buses and general traffic experience delays related to parking on main roads. Free parking on Sundays may not be maximising the economic benefits to retailers and other businesses, as not all the parking is by customers, and the lack of control reduces the turnover of parking spaces. To deal with the current situation, some degree of Sunday parking controls is being considered.

55% of respondents preferred continuing with free on street parking on Sundays. However, the combined public support for some form of increase in restrictions was 41%.

Recommendation: proceed, subject to further detailed consultation, with the introduction of parking and loading restrictions on the main road network and consider ways to increase turnover of spaces.

Issue 8 - Residents Parking/Controlled Parking Zone (CPZ)

51% of respondents supported an approach which introduced new Controlled Parking Zones or Priority Parking areas only on request from local residents, whilst around a third supported a more proactive and planned approach.

Recommendations: establish an easier, more accessible and formal means of requesting extensions in controlled parking. Retain the option of acting strategically in special circumstances, for example when new pressures are obviously foreseeable, such as around tram stops.

Issue 9 - Air Quality

75% of respondents supported some form of action on air quality beyond the current voluntary measures.

Recommendations: undertake further work to develop proposals to address air quality issues for consultation, following which the Director of Services for Communities will report back to the Transport and Environment Committee in early 2014 on current actions and short-term measures, and again in mid-2014 with further proposals. In the meantime, continue with the current range of actions to alleviate air quality problems in Edinburgh.

Issue 10 - Travel Planning

Travel Planning is a process which encourages employees, residents, students and others to generally travel less or travel more by walking, cycling and using public transport.

50% of respondents supported the proposal to employ an Officer to work with major employers and other large organisations on travel planning. However, 20% of respondents opted for neither of the options presented, perhaps indicating some uncertainty about aspects of this issue.

Recommendations: prepare a business case for employing a Travel Planning/Marketing Officer to work with major employers and other organisations on travel planning. If positive, proceed with appointing a Travel Planning/Marketing Officer.