

Edinburgh City Centre Transformation - Proposed Strategy for Consultation

Response by SEStran, 28 June 2019

Link to consultation document:

http://www.edinburgh.gov.uk/CET/downloads/file/8/edinburgh_city_centre_transformation_proposed_strategy_for_consultation

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Submitted to Edinburgh City Centre Transformation - Proposed Strategy for Consultation
Submitted on 2019-06-28 08:40:17

Introduction

1 What is your name?

Name: Jim Stewart

2 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: jim.stewart@sestran.gov.uk

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

Organisation: SEStran

A walkable city centre

4 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

SEStran strongly support the improvement of infrastructure and improved recognition of the needs of pedestrians throughout the transport network as laid out in the Regional Transport Strategy Refresh 2015.

A walkable city centre

5 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

Public Realm Improvements

6 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

The transforming of streets relative to the Scottish Government's Designing Streets Guidance is necessary to see these objectives met. SEStran fully supports the use of sustainable travel and improvements to the public realm which ensuring the flow of freight along and to businesses and residences.

High-quality and fully connected cycling network

7 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

SEStran strongly support the improvement of infrastructure and improved recognition of the needs of cyclists throughout the transport network as laid out in the Regional Transport Strategy Refresh 2015

Bus priority

8 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

Furthermore, the extension of bus lanes, or increased enforcement of bus lanes, could be an additional measure to help improve bus times and make bus travel more accurate and reliable.

A free city centre hopper bus

9 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

SEStran fully support this proposal as it provides a major incentive to encourage modal shift especially for short and local cross city journeys.

Access for private cars and city centre businesses

10 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

However, the management of deliveries to businesses and ensuring economic activity is not adversely impacted is an important part of the detailed development of the proposals. In particular how proposals for last mile cargo delivery is developed and integrated within the proposals is critical to successful delivery of the overall city centre transformation scheme.

In relation to residents living in the city centre, it should be recognised that there is less need for people to own their own vehicle. Instead, the use of the existing public transport system supplemented by car sharing should be encouraged for local residents. That reduces the need for residential cars and car parking in the city centre and allows for more space to be given to people. In particular, perhaps the reassessment of the level of parking provision for residents should consider more car club bays in favour of residents bays to encourage car sharing.

A potential tram loop around the city centre

11 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

The Regional Transport Strategy Objectives are to support growth and improvements in Economy, Accessibility, Environment, and Health and Safety. SEStran support the provision of enhanced public transport facilities including trams where appropriate .

New public transport interchanges

12 Do you agree with these proposals?

Agree slightly

Do you have any further comments::

Care needs to be taken to ensure that the package of measures does not lead to an overall reduction in accessibility to the city centre by public transport.

Changes to levels of bus accessibility to the city centre need to be fully offset by other sustainable and active travel options integrated at the new public transport interchanges.

New vertical connections

13 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

A new walking and cycling bridge

14 Do you agree with this proposal?

Agree strongly

Do you have any further comments::

SEStran strongly support the improvement of infrastructure and improved recognition of the needs of pedestrians and cyclists throughout the transport network as laid out in the Regional Transport Strategy Refresh 2015.

Waverley Bridge plaza

15 Do you agree with this proposal?

Agree strongly

Do you have any other comments::

SEStran has already comment on the Waverley Masterplan. The public transport connectivity between the station and all all public transport modes must be integrated into the design of the new urban space.

Catalyst Areas

16 How much do you support the range of proposals for each of the catalyst areas?

Catalyst areas - Haymarket:

Fully support

Catalyst areas - Lothian Road:

Fully support

Catalyst areas - New Town:

Fully support

Catalyst areas - Old Town:

Fully support

Catalyst areas - Waverley/ Calton:

Fully support

Catalyst areas - Innovation Mile:

Fully support

Do you have any comments about the catalyst area proposals: :

The general comments already made about due consideration of the needs of residents and businesses for deliveries and servicing needs to be a key element in developing the detail of the scheme. How are proposed consolidation hubs for goods going to be developed and what support is there from the business communities and the logistics companies who deliver? The wider freight movements that have origins/destination to the north of the city centre needs to be considered and managed given the proposed changes to some key north south links especially the A7 North Bridge corridor.

At the moment there are minor mentions for tactical interventions (pg 97 Freight consolidation hubs at the periphery of the city) in this document but no real evidence for an overarching strategic approach covering the entire city. It is suggested that a proper sustainable freight strategy for the city, that would encompass consolidation centres, first/last mile, zones for loading/unloading and timings should be developed to avoid a piecemeal approach to tackling a substantial transport demand within the city centre . There would have to be a combination of policy and incentive levers. SEStran are partners in ongoing European funded projects SURFLOGH and BLING which are researching issues associated with sustainable urban logistics and could inform ongoing strategy development.

Your thoughts

17 This strategy is designed to be transformational. Do you believe it is?

Agree slightly