

2030 CLIMATE STRATEGY

*Delivering a Net Zero,
Climate Ready Edinburgh*

Draft: June 2021





Net zero emission transport

Emissions from transport are not falling

The way we move people, goods and services around the city accounts for 31 percent of the city's total emissions in 2020. Transport will remain a dominant source of emissions if we continue as we are.¹

Movement of freight and goods is vital to the economy of Edinburgh but, as with other types of vehicles in the city, the number of goods vehicles continues to rise - between 2007 and 2017 the number of heavy goods vehicles registered in Scotland increased by more than 10 percent, with similar increases in light goods vehicles..

The significant volume of road freight movements in and through the city has implications for road safety, congestion, air quality, noise and placemaking - especially in areas with high concentrations of people and activity. Although freight in Edinburgh can be moved by road, rail, and sea, for some businesses, the use of some vehicles will be inevitable to meet their needs.

The City Mobility Plan prioritises reducing vehicle use in the city. However, we will need to develop plans to fund and deliver the EV charging and grid infrastructure required to enable a transition away from commercial petrol and diesel vehicle use in Edinburgh.²

High numbers of people, travel in and around Edinburgh by car

Around 95,000 people travel to work in Edinburgh each day from other council areas. Of those, 63,300 travel into the city by car. A similar number of Edinburgh residents, around 60,000, commute to jobs entirely within Edinburgh by car³.

This is due to Edinburgh's place as the economic hub of the region and Scotland's most popular cultural destination. While this is a strength of the city, it brings high volumes of tourist and commuter travel and associated traffic.

Edinburgh's position as a national hub also means that people and goods travel to from the city by air. Governments, the science and technology community, and the aviation industry are working to

develop low emission technologies to address emissions from flight. However, in 2018 flying accounted for 8 percent of the UK's total greenhouse gas emissions - equivalent to the carbon footprint of approximately 5.5 million UK residents.

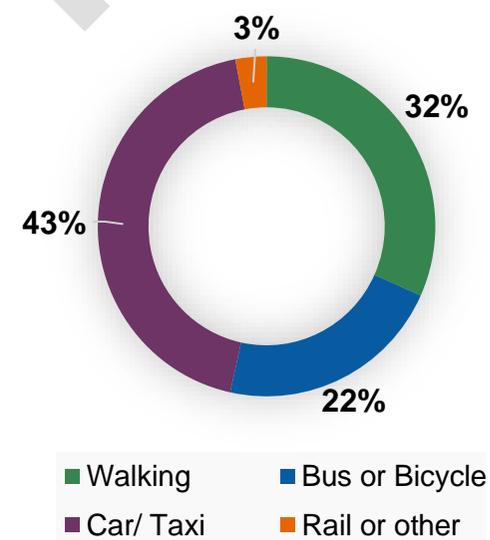


Figure 17: Main mode of travel in Edinburgh, 2019

¹ [A Net-Zero Carbon Roadmap for Edinburgh, Place-Based Climate Action Network, 2020](#)

² [UIIO UK Environmental Accounts 2020, Office for National Statistics, 2020](#)

³ [Census 2011, Office for National Statistics, accessed June 2021](#)

People’s travel choices are largely determined by ability, affordability, accessibility, safety, and convenience

Many of the most disadvantaged communities are on the periphery of our city. People who live in these areas often have to travel longer distances to get to work.

Some outer areas in the city are experiencing significant population growth and are also less well-served by public transport. This is in comparison to the high standards of public transport the rest of the city experiences.

Edinburgh’s transport also needs to be fully accessible to people of different cultures, needs, ages and abilities. We want to create a city where most people don’t need to own a car to move around and where people with mobility issues have access to road and parking space if they need it.

Our challenge as a city is to establish, at speed and scale, sustainable travel as peoples’ preferred travel choice and to reduce the total number of miles travelled. This supporting a ‘sustainable transport hierarchy’ where people use active travel (walking, wheeling, and cycling) for short

distances, and public transport for longer distance trips (Figure 18).

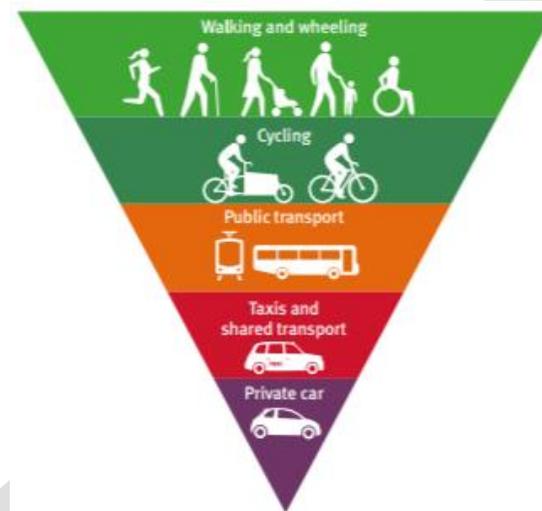


Figure 18: Sustainable Transport Hierarchy – City Mobility Plan 2020

Improve public transport to be integrated, net zero and fast

While for many, the city has an excellent public transport system, some areas are less well served, limiting opportunities for those who live there. Figure 19 shows that in Scotland, around half of 1 and 2 km journeys are taken by car.

There is an opportunity to improve and develop the existing public transport (bus, tram, and rail) network to deliver integrated, net zero public transport for all

trip types. This would mean making transitions between decarbonised transport modes easier for people and include improvements to pricing and ticketing, integrated routing, regional connections, and creating a better overall public transport experience.

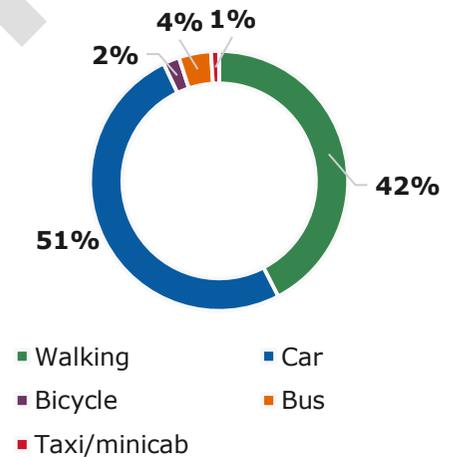


Figure 19: Share of journeys between 1 and 2 kilometres by main mode in Scotland". Adapted from Transport and Travel in Scotland 2019, Results from the Scottish Household Survey: [Transport Scotland Statistics](#)

Covid-19 has radically changed travel patterns

Covid-19 has had a substantial impact on travel patterns. Restrictions have resulted

in increases to walking, wheeling and cycling, with more people making local trips and exercising closer to home.

Lockdown restrictions and a shift to home working has resulted in less commuter travel and an increase in travel on foot and by wheel or bike. The pandemic has also facilitated a shift to online shopping, socialising, entertainment, banking, healthcare, adult education, and worship.

While there has been a cost to the city from restrictions, we have also experienced some positive outcomes from lower traffic levels, cleaner air, more walking and cycling, flexible work patterns, and local trip-making.

As the city recovers from the pandemic, we have an opportunity to capture these benefits of our changed behaviours for the long-term.

Improving air pollution and congestion

Making Edinburgh a city with better, more attractive public transport and active travel choices can reduce road congestion and pollution on our streets and improve public health.

Improving the operation of the road network offers the city economic benefits

through less time spent in congestion and more consistent journey times. Currently these impacts cost the Edinburgh economy an estimated £177 million in 2019.⁴

Improving citizens wellbeing, experience, and use of public spaces

Reducing the dominance of traffic in our city and town centres, and neighbourhoods can improve life for citizens by improving people's safety, experience, and use of streets and public spaces.

Cycling in Edinburgh already takes 22,000 cars off the road every day and helps people to meet their daily activity levels, saving the NHS £1.6 million every year.⁵

We need to continue putting the needs of pedestrians, cyclists and public transport users first when designing streets.

Vision

Thriving urban neighbourhoods that reduce the need to travel

Our vision for 2030 is that residents live in local neighbourhoods with local facilities that provide easy access to work, shops

and all services they need, reducing the need to travel long distances.

We will have a transport system that is net zero and has developed sustainably to meet the needs of our growing population.

Public transport will be affordable and flexible, especially for those on lower incomes.

Residents will benefit from greener, safer, more accessible and active choices for getting around the city. More people will be meeting recommended physical activity levels and local air quality will be vastly improved.

Our strategic approach

Our strategic approach will be to build on the strong programme of work set out in the Council's City Mobility Plan.

We will focus on working with citizens and businesses to bring about behaviour change towards sustainable travel models.

We will prioritise investment solutions to support the City Mobility Plan and necessary infrastructure development.

⁴ [Traffic scorecard, INRIX, 2019](#)

⁵ [Bike Life Edinburgh, Sustrans, 2019](#)

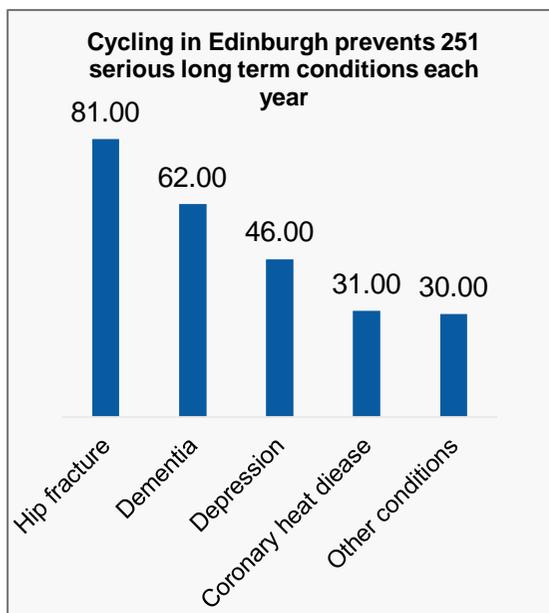


Figure 20: From Bike Life 2019 (Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity)



Limiting the need to travel

To deliver net zero transport by 2030, we will use the city's 20-minute neighbourhood model which seeks to reconfigure services around existing communities, enabling them to access what they need without needing to travel long distances.

We will develop our strong active travel and public transport systems to better

connect city and town centres, and neighbourhoods to better meet local and city needs. Working with city partners as major employers in the city, we will embed the flexible working patterns we have adopted through the Covid-19 lockdowns.



Invest in active travel infrastructure and decarbonising the city's public transport

We will design our city to enable a fundamental shift to people moving around the city sustainably. Our investment priorities will be to expand active travel infrastructure, connecting communities to services and amenities in their neighbourhoods.

For longer trips, the Council will create local 'mobility hubs' with facilities to ensure sustainable onward travel, supported by a bus network review, as part of a regional rapid transit network.

To ensure the bus sector is decarbonised, Lothian Buses and the Council will work with the Bus Decarbonisation Taskforce and private sector partners to agree a plan to decarbonise the city's bus fleet as part of its next business plan.

From 2022, we will begin to implement Low Emission Zones, reducing the harms from transport emissions in areas of the city with poor local air quality.

Spending in Transport:

Over the next ten years, the Council is committed to spending £68 million to improve road safety and to further develop cycling and active travel infrastructure

Source: Budget 2021/22



Sustainable mobility for goods and services

The Council will collaborate with the private sector to develop sustainable solutions to the transport of goods. This will include developing a city centre operations plan to reduce emissions by improving the way goods and service vehicles move around the city, supporting the use of innovative zero emission solutions for 'last mile' deliveries. The focus will be the city centre initially, with the approach being expanded out to town/local centres over time.

The Council will engage with citizens and businesses on the potential benefits of introducing a Workplace Parking Levy as part of a range of measures to support the delivery of the City Mobility Plan.



Investment in EV infrastructure

Public service organisations will explore opportunities to jointly plan and invest in EV infrastructure for public service and blue light fleet at strategic locations across the city. We will work with the private sector to develop pilot proposals for public EV charging hubs in locations which align with the City Mobility Plan's aims of increasing sustainable travel and avoid adding to city centre congestion.



Emissions from flying

The city's net zero target does not include emissions from flights as these are indirect emissions which occur outside of the territorial boundary, and are not under the direct control of the city. This strategy therefore focuses on the influence we do have and the action we as city partners can take.

We will call on the Scottish Government develop a national plan for managing aviation emissions and develop carbon budgets for the industry; and we will work with Edinburgh Airport as a City Partner to reduce emissions from its ground operations and support sustainable travel to and from the airport.

We will encourage city partners to sign up to the Edinburgh Climate Compact and pledge to reduce their emissions from business travel by integrating the sustainable travel hierarchy into their operations, and supporting staff to make more sustainable transport choices in their professional and personal lives.

Case Study: zero-emissions logistics services

SEStrans and Zedify, working with a transnational network of city-hubs that promote innovation in city logistics, led a pilot project to deliver a pallet-worth of small packages by cargo bike per week.

The service enables packages coming into Edinburgh from national retailers or via logistics carriers to be re-routed to e-cargo bikes and trikes and consolidated with local business deliveries going to the same areas. This allows each package to be delivered most efficiently, help more businesses keep their goods moving around the city whilst significantly reducing emissions.

As part of the project, SURFLOGH SEStran and Edinburgh Napier University have been jointly researching the role of sustainable urban logistics networks and developing business models that can operate successfully in other real-world settings.

Source: [SEStran](#); [SURFLOGH](#)

Net Zero Emission Transport

Outcomes

- A city where travelling by foot, wheel, or by bike is the easiest and cheapest option.
- The city has a well-connected and sustainable transport and active travel network.
- Investment in neighbourhoods, town and city centres improves citizen health and wellbeing.

Action	Next steps and Indicative delivery timeframe	Delivery partners
1. Investing in active travel	<ul style="list-style-type: none"> ● Prioritise investment in expanding the active travel network, connecting communities to services and amenities in their neighbourhoods. <i>2021-2030</i> 	The City of Edinburgh Council
2. Developing integrated public transport	<ul style="list-style-type: none"> ● Improve the integration of our public transport system, and review routes and interchanges, within a city and regional context. <i>2021-2023</i> 	The City of Edinburgh Council, national and regional transport partners, public transport operators
3. Decarbonising buses	<ul style="list-style-type: none"> ● Work with the Bus Decarbonisation Taskforce and private sector partners to develop a plan to decarbonise the city's bus fleet. <i>2021-2023</i> 	Lothian Buses, The Scottish Government, The City of Edinburgh Council
4. Improving local air quality	<ul style="list-style-type: none"> ● Implement a Low Emissions Zone scheme to reduce harmful emissions from transport and improve air quality. <i>2021-2023</i> 	The City of Edinburgh Council, The Scottish Government.
5. Better management of the city centre	<ul style="list-style-type: none"> ● Create a city-centre operations plan to reduce emissions by improving the way goods and service vehicles move around the city, supporting the use of innovative zero emission solutions for 'last mile' deliveries. <i>2024-2027</i> 	Transport sector, businesses, The City of Edinburgh Council
6. Supporting public sector transition to electric vehicles	<ul style="list-style-type: none"> ● Identify opportunities to align to investment in EV infrastructure for public service and blue light fleet at strategic locations across the city, which also delivers 'down-time' availability for citizens and businesses, where possible. <i>2024-2027</i> 	NHS, Fire, Police, Edinburgh universities
7. Delivering electric vehicle infrastructure	<ul style="list-style-type: none"> ● Develop pilot proposals for public-use EV charging hubs in locations which align with the City Mobility Plan's aims of increasing sustainable travel and avoid adding to city-centre congestion. <i>2021-2023</i> 	The City of Edinburgh Council, private investment partners
8. Engaging with citizens	<ul style="list-style-type: none"> ● Engage with citizens and businesses on the potential benefits of introducing a Workplace Parking Levy as part of a range of measures to deliver the City Mobility Plan. <i>2021-2023</i> 	Citizens, The City of Edinburgh Council
9. Reducing emissions from flying	<ul style="list-style-type: none"> ● Encourage partner organisations to sign up to the Edinburgh Climate Compact ● Work with citizens and city partners to support staff and residents to make more sustainable travel choices in their professional and personal lives. <i>2021-2030</i> 	Citizens, The City of Edinburgh Council, public and private sector partners