

Sustrans Scotland response to the draft Edinburgh City Mobility Plan

Executive summary

Sustrans Scotland are broadly supportive of Edinburgh's draft City Mobility Plan (CMP). Whilst there are areas in which we recommend improvements, the CMP is ambitious and forward-thinking, reflecting the urgency of the climate emergency and the importance of creating healthier, happier places that are affordable and accessible for all. We look forward to working with City of Edinburgh Council in delivering on its vision.

It is welcome that the CMP is being developed alongside the City Plan 2030, reflecting the close interdependency between transport and planning. The focus within the CMP on ensuring new sites are designed with mobility in mind is crucial, ensuring that car dependency is not locked in for generations.

Looking broadly at the CMP, Sustrans Scotland particularly welcomes:

- the strong public transport proposals, including significant expansion of the tram network
- the prioritisation of development along transit corridors & on brownfield sites
- the firm commitment to demand management via a workplace parking levy (& consideration of a congestion charge).

Sustrans Scotland's key recommendations for improvements to the CMP are:

An accelerated timeline

In terms of active travel specifically, Sustrans believes that the proposed timeline for infrastructure delivery needs to be accelerated significantly if it is to meet both the Council's commitment to net zero carbon by 2030, and the pressing needs of the climate emergency. The CMP should contain a more detailed timeline clearly setting out the timing of measures that will deliver the CMP's stated aim of mass commuting by bike by 2030.

A strengthened commitment to road-space reallocation

The 2025 vision clearly sets out that there will be a plan for road-space will be reallocated to public transport and active travel on all arterial routes. This language should be reflected in the policy measures and 2030 vision, to ensure consistent prioritisation for sustainable modes of transport.

A specific focus on low traffic neighbourhoods

Low traffic neighbourhoods are groups of residential streets, bordered by arterial routes, where 'through' motor traffic is discouraged or removed.¹ Whilst relevant measures are included in the draft CMP, it is concerning that low traffic neighbourhoods are not explicitly

mentioned. The CMP should make a specific commitment to making all residential areas low traffic neighbourhoods, including a systematic approach to implementing these city-wide, as is currently being proposed in Glasgow.

A Spatial Transport Plan

In line with international best practice, Sustrans Scotland recommends that the Council prioritises the development of an integrated, city-wide, multi-modal, spatial transport plan to guide future mobility developments. This will be necessary in order to reconcile competing demands for scarce road space in the city while prioritising both active travel and public transport.

Our full response goes into more detail on all these points, as well as offering comment on other specific areas of the CMP.

Timeline to 2030

Sustrans Scotland strongly welcomes the many ambitious and genuinely transformational milestones proposed for completion by 2030, and the phased approach taken to delivery.

The additional commitment to completion of the current generation of major active travel schemes by 2022 is welcome. However, some actions that are proposed for completion by 2025 can be brought forward, and it is our view that doing so would improve the delivery of the CMP, for reasons discussed below.

In order to facilitate mass commuting by bike on arterial routes by 2030, this momentum should be maintained, with most arterial routes having segregated facilities at the developed design stage by 2025, and constructed by 2027.

This will require the detailed plan for the reallocation of road space to public transport and active travel on arterial routes – currently envisioned for 2025 – to be accelerated. Sustrans Scotland recommends that this plan take the form of a Strategic Transport Plan (expanded upon below), which should be completed by 2022. This plan should be the first delivery priority for the CMP, setting out a detailed, robust roadmap for the steps to be taken in order to transform the way people move around Edinburgh by 2030.

Sustrans Scotland strongly supports the extension of the CCT's transformational approach to the redevelopment of towns and neighbourhoods across Edinburgh. As expanded on below, the creation of low traffic neighbourhoods – that discourage through traffic, allowing streets to be made more pleasant, safe, and people-centred – will be necessary in order to deliver transformational modal shift by 2030, and should be a central element of City of Edinburgh Council's active travel work. Like arterial segregation, the delivery of low traffic neighbourhoods should commence well before the 2025 date identified, as such interventions are low cost, high impact, and straightforward to deliver.

Sustrans Scotland welcome the vision of a car-free city centre, with wider pavements and more pedestrianised streets, and the broad-ranging interventions proposed to enhance Edinburgh's public transport network. Seamless ticketing that includes bike sharing schemes will unlock huge potential for modal shift from single user car journeys to more sustainable modes.

The inclusion of logistics within the CMP is essential, and the vision of a comprehensive network of accessible collection sites, combined with sustainable last mile delivery, is compelling. The role of cargo cycles in last mile delivery should be emphasised and supported by the Council, as truly healthier, more local, and 'liveable' neighbourhoods require minimal motorised goods traffic.

Regarding the roll-out of interventions within these phases, Sustrans Scotland would draw attention to the approach taken by the city of Ghent in Belgium, which has particular parallels to Edinburgh in terms of reducing the number of vehicles travelling through, rather than to or around, the city centre.

The success of major change in Ghent was due to well-communicated change introduced rapidly. Making changes to traffic circulation and priority over only 2 days minimised disruption, but also uncertainty, and cities such as Birmingham are now drawing on Ghent's approach. ⁱⁱ

A Strategic Transport Plan

The CMP should be the natural place to integrate cross-departmental mobility issues (& corresponding policy measures). However, it currently contains insufficient spatial information and mapping to allow this. This means the CMP is silent on a number of key issues that necessarily need both an integrated, holistic approach, and to be resolved spatially, including:

- How the strategic public transport, walking, cycling & vehicle networks should develop at city scale.
- How each mode's strategic network should be developed over the plan period
- How (often scarce) road-space should be allocated, in a way that allows each mode's network to function well at city scale, but also fully embodies CMP objectives to fundamentally rebalance our streets in favour of people.

Accordingly, Sustrans Scotland recommends as a key priority follow-up action the CMP should require the development of an integrated, multi-modal, spatially-based transport plan, which:

- sets out how mobility networks will develop over the plan period
- reconciles competing demands for scarce road space
- clearly identifies corridors which are to remain as in heavy use by motorised traffic (& require that these be with provided with segregated cycleways), and define all other areas/streets as low traffic neighbourhoods.
- explicitly aligns with & helps deliver the Council's net zero carbon by 2030 commitment & corresponding CMP modal shift targets.
- builds on the excellent work in the Edinburgh Street Design Guide to strengthen the (arterial road/local access) street hierarchy.
- is developed jointly with all key transport stakeholders.
- forms the basis of the segregated arterial/low traffic neighbourhood network to be set out in the new ATAP 2030.

A recent example of this best practice approach to developing integrated transport networks can be seen in the Amsterdam's integrated 'Traffic Networks' plan (initially created as part of Amsterdam's 2005 LTS & now in its third iteration).ⁱⁱⁱ

As set out in the timeline section, this Strategic Transport Plan should be completed by 2022. This is vitally important to ensure that the major active travel and public transport projects identified are delivered in a timely fashion, and to meet the Council's commendable 2030 vision.

Public transport

Sustrans Scotland strongly supports moves to provide easy connections between different active and sustainable modes. Improved and new transport interchanges, including mobility hubs for major new developments, will ensure that trips using multiple modes of transport are convenient and efficient. Such trips will be further supported by improvements to smart ticketing, with cycle hire and public transport being paid for using a single smartcard. Shared transport options combine with public transport and active travel to provide an attractive alternative to car ownership, and should be used alongside demand management interventions to encourage a shift away from household car ownership.

The expansion of the tram network in Edinburgh will take vehicles off the road and make it easier for people to travel sustainably. Sustrans Scotland hopes that lessons have been learnt regarding the safe design of tram infrastructure to minimise the risk to people on bikes. To ensure this, we would highlight the importance of detailed, early, and meaningful liaison between the Active Travel and Trams teams at the Council and relevant external bodies (including Sustrans), particularly on critical corridors such as North/South Bridge.

Where there is limited road space, balance will have to be struck between space for private vehicles on the one hand, and the provision of transit and active travel infrastructure on the other. This is a critical area in which a Strategic Transport Plan is required to ensure direct and easy-to-use facilities along key corridors for public transport and active travel. Sustrans Scotland's position remains that walking and cycling routes should use the most direct route, wherever it is possible to provide a safe facility for users. Indirect active travel routes often have poorer natural surveillance than those on key routes, leading to user concerns over personal security and lower uptake of the facility.

Sustrans Scotland recognises that the City Mobility Plan was drafted and put out for consultation before the restrictions associated with the Covid19 pandemic came into force. It recognises also there may be additional challenges in rebuilding use of public transport as restrictions ease, but this makes the integration of active travel an even more urgent priority –

particularly given air pollution impacts of private transport and the city's net zero carbon target.

People friendly streets and Planning new developments

Sustrans Scotland notes that active travel is not treated as a standalone strategic priority, but is instead a cross-cutting strand throughout each of the strategic priorities. This approach will require the needs of active travel users to be integrated into the delivery of all priorities, and adds to the case for a Strategic Transport Plan (see above).

To ensure active travel work is integrated into all strategic priorities, Sustrans Scotland would urge the Council to explicitly state in the CMP the stage at which a new Active Travel Action Plan will be delivered relative to a Strategic Transport Plan and other supporting documents for the CMP. Measures should be included to ensure that all relevant departments of the Council participate in its creation and delivery.

Arterial Route Segregation

Sustrans Scotland recognises the value of Edinburgh's QuietRoutes network (the focus of the previous ATAP) in making the city an easier, safer, and more attractive place to cycle. The focus of future cycle network development should now shift urgently to the creation of a comprehensive network of direct, fully segregated routes along arterial routes, as this is vital to achieving the scale of modal shift necessary to reach net zero transport emissions by 2030.

The commitment to creating segregated cycling routes along arterial roads (policy measure 17) is therefore welcome. However, in order to ensure consistent provision across the city and to maximise modal shift, this should be strengthened to include an explicit commitment to provide a strategic city-wide segregated cycle network on all key arterial routes, as is set out in the 2025 vision.

Clear & ambitious milestones for the implementation of the arterial route segregated network should be set out in the CMP (eg all key arterial corridors by 2027 etc). This should include a commitment to utilise low cost & flexible temporary/light segregation if considered necessary to achieve this rapid roll-out, in conjunction with Experimental TROs and other powers at the Council's disposal. Such a commitment is particularly pertinent in light of the recently announced Spaces for People fund, which will support statutory bodies in delivering

temporary active travel infrastructure that enables physical distancing during the Covid-19 pandemic.^{iv}

Sustrans Scotland also welcomes the commitment to mitigate conflict between those walking, cycling and wheeling on shared footways and other shared spaces (policy measure 18). Existing routes of this nature are a valuable component of Edinburgh's active travel network, and where these can be improved, they should be. New routes should be designed to anticipate and avoid such conflict, with shared use facilities only being included over short distances, if absolutely unavoidable.

Low Traffic Neighbourhoods

Improvements to the arterial corridors in and out of the city centre (and between areas of the city along key routes that avoid the city centre) for public transport and active travel will be most impactful when accompanied by a low traffic neighbourhoods programme to be delivered in all residential areas of the city.

Low traffic neighbourhoods are groups of residential streets, bordered by arterial or distributor roads (which should carry buses, goods vehicles, and non-local traffic), where through traffic is discouraged or prevented.^v This approach still allows vehicle access for residents and deliveries, but reduces or eliminates rat running between main roads.

This should make the places people live:

- healthier, by providing more space for people to walk, cycle, and wheel;
- safer, by reducing the speed and volume of motorised traffic;
- more accessible, by reducing barriers for all footway users; and
- more attractive and vibrant, by providing more greenery and space for people

Such approaches are well established good practice across Europe, and are increasingly widespread in the UK.

Sustrans Scotland is concerned that low traffic neighbourhoods are not clearly identified in the CMP as a policy measure – mention is made in the 2025 vision of a plan for sustainable neighbourhoods, but this term is not explicitly defined. Key elements of low traffic neighbourhoods are identified in a number of policy measures, particularly policy measure 26, but the concept should be central to the vision for People Friendly Streets.

Low traffic neighbourhoods should be included as a standalone People Friendly Streets policy measure, with a clear commitment to roll them out across the city – as part of all new developments, and for all existing residential areas of the city. Interventions can be delivered quickly and cheaply, using temporary measures to trial them if necessary, so the CMP should

be ambitious in its delivery targets for the 2022 and 2025 visions. The Covid-19 pandemic adds additional urgency to this, as reducing vehicle speeds and volumes in residential areas will make it easier to provide more space for physical distancing.

Reducing journey distances

Where arterial routes are designed to facilitate continued access to other areas of the city by public transport and active modes, steps should also be taken to reduce the need for cross-city travel, by ensuring most services can be accessed within a 20 minute walk. This will reduce the load on the city's arterial routes and the impact of transport poverty, and create a more vibrant, resilient local economy.

A '20-minute neighbourhood' approach should be required – along with other low traffic neighbourhood measures – for all major new developments, and should be used to inform measures to improve access to the city centre and eight town centres of Edinburgh. Sustrans Scotland recommends that this should be a key feature both of the CMP and the City Plan 2030.

Electric charging points

Whilst electric vehicles will form part of a net-zero transport system in 2030, modal shift away from private cars is still vital to reduce congestion, improve health, and create better places for people.

The location of charging points, and of car parking provision, should be considered carefully to ensure that vehicle movements are minimised within low traffic neighbourhoods, with parking located to the periphery wherever possible. New charging infrastructure locations should not obstruct footways or cycle infrastructure, and charging points should not be installed on roads where future active travel or public transport infrastructure would require their removal.

Last mile deliveries and distribution centres

Sustrans Scotland welcomes the planned development of a network of distribution centres to facilitate last-mile deliveries by sustainable modes, covering both new developments and existing residential and commercial areas across the city. The locations of these hubs should feed into and draw upon the Strategic Transport Plan (see above), to ensure the smooth flowing of goods and people along key corridors.

The CMP should explicitly identify the role to be played by cycle logistics within this model, and make it clear that these centres should be designed to prioritise the movement of cargo cycles.

This is vital, given the importance of minimising HGV and LGV movements within low traffic neighbourhoods. Cargo cycles will be better able to navigate streets where filtered permeability has been introduced or motorised traffic excluded, creating more efficient delivery routes and minimising heavy vehicle movements in residential areas.

Sustrans Scotland recommend more widely offering cargo cycle schemes similar to the pilot delivered to mitigate tram works along Leith Walk,^{vi} working with Business Improvement Districts and the eight town centres identified in the City Plan. This would encourage early adoption of cargo cycles for local deliveries.

We would also welcome a clear commitment by the Council to reviewing its own models of service delivery to ensure that HGV and LGV usage is minimised, with unavoidable journeys being carried out wherever possible by cargo cycle or light electric vehicle.

Demand Management

It is very encouraging to see demand management addressed within the draft CMP. In particular, we strongly support the proposal to implement a work-place parking levy. As a complementary measure to promote modal shift, Sustrans Scotland can supply support to local authorities through the 'Way to Work' partnership. 'Way to Work' (<https://www.waytoworkscot.org/>) is an online tool bringing together resources from 10 national sustainable travel organisation who can collectively work with organisations to bring about behaviour change and modal shift.'

Local authorities should consider all demand management measures available to them, and Sustrans Scotland therefore support City of Edinburgh Council's proposal to explore road user charging. We note the suggestion that road user charging would be considered in light of evaluation of how effective earlier changes had been in the course of updates to the council & would be keen to see a timetable for this proposed.

Sustrans Scotland supports the sensible changes to parking arrangements proposed. However, the reallocation of road-space itself has perhaps even greater potential for effective demand management, and so Sustrans Scotland would strongly recommend that a policy supporting road-space reallocation is included, and that it explicitly encourages road-space reallocation as a demand key management tool.

Road-space reallocation also has the benefit of freeing up space for improved public realm, cycle parking, street trees, and a range of other facilities, and should be utilised as part of arterial segregation and low traffic neighbourhoods. In the context of Covid-19, physical distancing adds additional urgency to the need for road-space reallocation on at least a temporary basis – and reference to this in the CMP should perhaps be considered.

The maintenance hierarchy can also be used as a demand management tool, and the CMP should set out the ways in which maintenance priorities will be aligned with mobility moving forward. For example, pavements and segregated cycleways should be prioritised alongside bus and transit routes for winter maintenance – particularly along key strategic corridors.

Key Performance Indicators & Targets:

It is of significant concern that the CMP currently does not currently include any Key Performance Indicators & Targets, meaning that, as it stands, it is not possible to meaningfully evaluate the genuine level of ambition of the strategy.

We recommend that draft KPIs & targets should be published as soon as possible (not simply as currently proposed, following the consultation period) so as to allow proper scrutiny & consultation.

Targets should be set to meet or exceed current & emerging best practice. For example, the target set out in Transport for London's Transport Strategy is for 80% of all trips to be by Active Travel or Public Transport by 2041.^{vii}

A breakdown of suggested Key Performance Indicators is provided in Appendix 2.

Appendix 1: Detailed additional commentary on individual policy measures

Numbers relate to policy measures as set out in the draft CMP

Public Transport:

- 9 – Contactless Payment: Public bike hire should be included in all mode ticketing.

People Friendly Streets:

- 17 – Strategic Cycling Network: As noted above, Sustrans strongly recommends the focus of future network development shifts squarely to the creation of a comprehensive network of direct, fully segregated routes on arterial routes (backed up by systematic implementation of Low Traffic Neighbourhoods).
- 18 – Shared-space Conflict: Sustrans recommends pedestrian/cyclist conflict be avoided wherever possible in all new schemes.
- 22 – Improving Safety: Sustrans would welcome additional detail on this measure.
- 23 – Accessible Active Travel: Sustrans recommend a more concrete focus on specific measures relating to this. It could include providing dropped kerbs at every crossing, for example. A stronger reference to users of wheelchairs or mobility scooters, as well as to integrating the needs of the visually impaired would be very welcome.
- 26 – Managing Vehicle Access: Sustrans strongly support and welcome measures to restrict vehicle access in city centre & throughout the city. It is suggested that further measures could be included to:
 - + Systematically discourage non-essential journeys through the city centre.
 - + Systematically target rat-running through residential streets.
- 28 – Rationalise Deliveries: Further clarification would be welcome on mechanism proposed for rationalising deliveries – i.e. regulation/voluntary scheme.
- 33 – Autonomous Vehicles: Sustrans note that widespread adoption of AVs could reduce space for active travel and improved public realm, and may impact pedestrian & cyclist safety and priority. AVs will also contribute further to particulate air pollution. Clarity is required on how AVs will help to deliver the aims of the CMP. Sustrans recommend that 'Supporting the development of' could be softened to 'exploring the impacts of' or similar. Sustrans also recommend removal of 'harness' which presumes technology will be adopted.
- 34 – Inconsiderate/Illegal Parking: Recommend scope of this is extended to include vehicles obstructing cycle lanes.
- 35 – Marketing & Travel Information: We suggest consideration of:
 - + A standalone thematic section on proposed behaviour change policy measures.
 - + Inclusion of more specific policies on community engagement and behaviour change in addition to marketing.

Additional Measure:

- Residential Cycle Storage: Cycle storage in existing residential properties is a significant issue. A commitment to continue roll out of the existing on-street storage scheme in line with community need would be very welcome.

Planning New Developments:

- 36 – Mixed Use Developments: Recommend clarifying intention is to develop dense mixed-use developments in order to reduce the need to travel longer distances (rather than discouraging travel per se).
- 40 – Prioritising Active Travel: Ensure streets enable an unaccompanied 12 year old to cycle, including protected infrastructure where appropriate (avoiding the need to expensively retrofit streets)
- 42 – Alternative Transport Options: This section could include reference to active travel as well as public transport etc. Sustrans is concerned that widespread adoption of Mobility as a Service could lead to an increase in vehicles on the roads & greater congestion etc.

Additional Measures:

- Location: Often new developments can be isolated and/or cut off by busy roads. We recommend inclusion of a measure to ensure the location of new developments is accessible by walking, cycling and public transport.
- Filtered permeability: We recommend the inclusion of a policy measure requiring filtered permeability in new developments (to cut through traffic and to help making walking and cycling more attractive options).
- Cycle parking: Include measure to require secure cycle parking in all new developments.

Managing Demand:

Additional measures:

- Road-space Reallocation, as explained in main response.
- Area-Wide Traffic Calming, as explained in low traffic neighbourhoods section of main response.

Appendix 2: Key Performance Indicators & Targets

People Objective KPIs:

Objective/Indicator - Improving Travel Choices:

- As noted, clear & ambitious modal share targets are urgently required.
- Targets should be set to meet or exceed current & emerging best practice.
- We also suggest inclusion of an indicator evaluating local area-specific access to Active Travel network as well as to public transport. This would allow investment in increasing access to active travel & public transport networks to be appropriately focussed on deprived areas.
- We also recommend consideration of a KPI/target for car ownership.

Objective/Indicator - Improving Road Safety:

- Sustrans suggest an accident rate KPI/target is included, and this be further broken down by travel mode in order to target & evaluate reductions in accidents per mode. This could potentially be explored as a proportion of trips made.
- Given perceptions of safety are a particularly important factor in modal shift, and the fact most cycling incidents aren't reported to the police, we also recommend inclusion of a KPI that looks at subjective perceptions of safety (perhaps via BikeLife surveys).

Objective/Indicator - Increase travel by sustainable modes:

- Sustrans strongly recommend inclusion of KPIs/targets focussing on increasing travel by sustainable modes.
- This should include a raft of detailed & ambitious KPIs/targets including:
 - + A clear target to slow the rate of growth in vehicle traffic city wide
 - + % people driving split by destination (work/school etc)
 - + % of single vehicle occupancy journeys
 - + Cycle hire & park & ride data

- Indicators should also apply to all travellers within the city including those not accounted for in citywide household/postal surveys ie tourists & people commuting into the city from elsewhere.

Place Objective KPIs:

Objective/Indicator - Reduce Emissions:

- Strongly recommend inclusion of air pollution KPI/targets, and suggest these be grouped with noise impact KPIs/targets to highlight the cumulative nature of these key traffic related externalities.
- For both noise & air pollution KPIs/targets should:
 - + Go beyond the anticipated level of 'natural change'
 - + Include consideration of role each mode/type (Buses/coaches, trams, taxis/PHCs, HGVs, active travel etc) can play in achieving targets.
- Particulates: Inclusion of a KPI/target on particulate emissions is critical.

Objective/Indicator - Reduce Vehicle Dominance/Quality of Streets:

- Very much recommend this as a KPI/target area, and strongly recommend the number & breadth of indicators includes:
- Parking:
 - + In line with emerging European best practice, strongly recommend adoption of a explicit KPI/target for modest but achievable year-on-year on-street parking reductions across the city centre, perhaps 2-3%/a.
 - + In support of this, strongly recommend inclusion of explicit KPI/target for modest but achievable % reduction in on-street parking as part of all city centre placemaking/active travel/roads renewals projects, perhaps 10%.
 - + Recommend reducing/tightening parking standards in new developments
- Street Quality:
 - + A KPI should be included to evaluate quality of place, & this should apply to both existing & new streets
 - + We recommend the quality of streets (and perceptions of streets reclaimed) be measured using Place Standard / Public Life surveys

- + Consider inclusion of KPI/target for road space reallocation (in favour of public transport/pedestrians/cyclists/green space).

Movement Objective KPIs:

Objective/Indicator - Efficient Streets:

- Modal Share: As noted above, it is vital the CMP set clear and ambitious modal share targets (eg TfL's current target is for 80% of all trips to be by Active Travel or Public Transport by 2040).
- We note that public transport, walking, cycling, and wheeling are all significantly more efficient uses of street space than private motor vehicles.
- Sustrans would caution against inclusion of a KPI that uses measurements of traffic & public transport delays act as a metric/proxy for overall street efficiency. Although these delays may be easy to measure, there is an obvious risk that using only these KPIs will result in a focus on motorised modes to the detriment to active modes.
- Accordingly, Sustrans strongly recommends that appropriate KPIs are chosen to evaluate the efficient use of streets on the basis of improving mobility of people not motorised vehicles (ie perhaps how many people are moving through a space per hour).
- This data would also support road space reallocation
- Pedestrians: We would recommend inclusion of a KPI measuring pedestrian delays at crossing points & target reductions to this.
- Traffic Delays: While recognising the need to address traffic delays/congestion, Sustrans would caution against inclusion of a KPI that aims to reduce the difference between peak & inter-peak travel times, as this could be interpreted to assume current inter-peak congestion is acceptable, and perversely that this metric could be improved by introducing more traffic at inter-peak times).

ⁱ <https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf>

ⁱⁱ <https://www.theguardian.com/environment/2020/jan/20/how-a-belgian-port-city-inspired-birminghams-car-free-ambitions>

ⁱⁱⁱ <https://maps.amsterdam.nl/plushoofdnetten/>

^{iv} <https://www.sustrans.org.uk/our-blog/projects/2020/scotland/spaces-for-people-making-essential-travel-and-exercise-safer-during-coronavirus/>

^v <https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf>

^{vi} <https://www.edinburghlive.co.uk/news/edinburgh-news/businesses-leith-walk-being-given-16487723>

^{vii} <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018?intcmp=46686>