

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Transport Annual Report (2011–2012)

Item number	7.3
Report number	
Wards	All

Links

Coalition pledges	P43 and P50
Council outcomes	CO5 , CO7 , CO8 , CO9 , CO18 , CO19 and CO22
Single Outcome Agreement	SO1 , SO2 , SO3 and SO4

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Executive summary

Transport Annual Report (2011–2012)

Summary

Up to 2010, progress against indicators and targets used in the Transport 2030 Vision, Local Transport Strategy 2007–2012, Active Travel Plan and Road Safety Plan has been positive:

- taken together, the mode share for travel to work by Edinburgh residents by public transport, walking and cycling has increased;
- less road traffic; down from 3040 (2008) to 2885 (2010) million vehicle kilometres per annum, against the target of no more than 3,100; and
- fewer road traffic casualties killed, seriously and slightly injured.

Recommendations

It is recommended that the Committee:

- notes the progress against targets set out in the appendices 1–3, of this report;
- recognises the reduction in road casualties and the contribution the Council has made to national road safety by exceeding the 2010 casualty reduction targets; and
- discharges Councillor Burgess's motion from 2 August 2011 Transport, Infrastructure and Environment Committee meeting. An update on cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor has been included in this Transport Annual Report and further updates will be given in future reports.

Measures of success

The appendices 1-3 give details of the targets used in the LTS and Road Safety Plan, together with indicators in the Transport 2030 Vision and progress towards achieving them.

Financial impact

Collation of the information used in this report included input from Halcrow Group on journey time variability, at a cost of around £1,200 and staff costs, covered by the Strategic Planning revenue budget.

Equalities impact

The Transport 2030 Vision was subject to an Equalities Impact Assessment. This report covers indicators from this document on the accessibility of conventional and Handicabs bus services.

Sustainability impact

The Local Transport Strategy 2007 - 2012 was the subject of a Strategic Environmental Assessment. This report covers indicators from this document on the sustainability of transport in Edinburgh.

Consultation and engagement

The Transport Annual Report provides information on changes in our customers' use of transport and provides feedback to them on what progress has been made against indicators.

Background reading/external references

Please see the appendices:

- Transport 2030 Vision Outcomes.
- Local Transport Strategy targets.
- Road Safety: 2020 Casualty Reduction Targets.

Transport Annual Report (2011–2012)

1. Background

- 1.1 To brief the Committee on the outcome of the annual transport monitoring and to review progress against outcomes. The previous Transport Annual Report was considered by the Transport, Infrastructure and Environment Committee at its meeting on 28 November 2011.
- 1.2 The report also responds to the Transport, Infrastructure and Environment Committee's decision of 2 August 2011 on a motion by Councillor Burgess.

2. Main report

- 2.1 The Local Transport Strategy (LTS) includes targets on traffic levels, mode share, emissions and road safety. It also includes an extensive Action Plan.
- 2.2 The Council adopted the Transport 2030 Vision in 2010. This established 29 desired Outcomes for transport in this city. Indicators to measure progress against the Outcomes are almost all in place. Early trends show that the majority of Vision indicators are heading in the desired direction.
- 2.3 The Active Travel Action Plan (ATAP) was approved in September 2010 and significant progress has been made in implementing it. On 9 February 2012 the Council agreed a funding level of 5% of the transport budget for cycling measures, increasing by a further 1% year on year, which will significantly enable delivery of the actions in the ATAP.
- 2.4 National road safety targets, set in 2000, were adopted through the LTS and Edinburgh Road Safety Plan. Edinburgh met and exceeded all three targets which are to reduce:
 - those killed or seriously injured in road collisions;
 - number of children killed or seriously injured; and
 - the slight casualty rate.

The Local Transport Strategy and Transport 2030 Vision

2.5 The LTS set targets to be achieved by the end of 2010. Edinburgh's mode share targets were updated in 2010 by the Council's ATAP. Overall, progress against the LTS targets has been positive.

In the data available up to 2010, positive trends are evident, with indicators used in the LTS being met:

- taken together, the mode share for travel to work by Edinburgh residents by public transport, walking and cycling has increased;
- less road traffic ; down from 3040 (2008) to 2885 (2010) million vehicle kilometres per annum, against the target of no more than 3,100; and
- fewer road traffic casualties killed, seriously and slightly injured.

2.6 A major indicator used in the Transport 2030 Vision is carbon dioxide emissions from road traffic. This is moving in a positive way, down from 786,000 (2008) to 713,000 tonnes (2010).

2.7 The Scottish Household Survey (SHS) data is available up to 2009–2010. It shows that cycling, walking and bus use comprises a larger proportion of the residents' journey to work in Edinburgh than in other large urban areas. Edinburgh's rail mode share is lower, reflecting the limited potential for rail travel within the city. Satisfaction with the punctuality of Lothian Buses plc services continues to improve annually (96% satisfied in 2011).

2.8 The estimated mode shares for cycling and walking have been increasing, with bus use roughly stable and car mode share declining, see Appendix 2 for details. A Public and Accessible Transport Action Plan is being developed with the core aim of increasing the mode share of public transport and a draft Plan for consultation purposes is being presented to the Transport and Environment Committee on 15 January 2013.

2.9 Road safety performance has been particularly good. The target for reducing road deaths (nine per year) has been surpassed, with an actual average of 8.4 fatalities in 2010. The Road Safety section of this report gives greater detail.

2.10 Since the previous Transport Annual Report the two indicators for street and lighting maintenance have improved. Between 2010–2011 and 2011–2012, the percentage of the road network that should be considered for maintenance treatment fell from 34.6 to 32.5. The percentage of street light repairs completed within seven days rose from 84.3 to 88.93.

- 2.11 In line with other major urban areas in the United Kingdom, air quality remains an area where trends are not, as yet, positive. Road transport is a major source of air pollutants and the decline in overall traffic levels would have been expected to result in a corresponding improvement in air quality. Lothian Buses plc has addressed this issue by the introduction of new, hybrid buses. The Scottish Government and Transport Scotland provide assistance, such as funding towards electric vehicles and charging points. Further work on emissions of air pollutants by traffic is being addressed by the United Kingdom Department for Environment, Farming and Rural Affairs (Defra).
- 2.12 Around 90% of the LTS 2007–2012 Action Plan has been successfully completed. Those actions that are ongoing, or have not been progressed, will be considered in the process of preparing the new LTS. These include a Pedestrian Design Guide, lobbying for improvements in long–distance rail travel times and maintaining the taxicard scheme within budgetary constraints.
- 2.13 The process of updating the Council’s Local Transport Strategy will be the subject of further reports to Committee.

Active Travel Action Plan (ATAP)

- 2.14 The ATAP was approved by Committee in September 2010 and significant progress is being made in implementing the actions agreed. A Steering Group and a wider Working Group, of the Council and its partners, has been set up and meets regularly to manage implementation of the Plan. Topic-based working groups have been set up, covering areas such as Network Management (including maintenance), Marketing, Design Guidance and Monitoring.
- 2.15 Over the past year, the Council’s Capital Transport Programme has been used to deliver new walking/cycling facilities that support development of the ‘Family Network’ and ‘Cycle-Friendly City’ routes. These include improvements to the Quality Bike corridor (Princes Street – King’s Buildings) and the Leith – Portobello route plus some smaller schemes and cycle parking installations.
- 2.16 Investment in walking/cycling facilities totalled £1.9 million in 2011/12 and is expected to be £2.0 million in 2012/13. Over 50% of this funding is from external sources, especially the Scottish Government and Sustrans. The draft Scottish Budget for 2013/14 and Spending Review to 2014/15 show an apparent increase for active travel (within a wider sustainable travel budget of £35M in 2013/4 compared to £16M in 2011/12).

2.17 It is currently too early to assess the impact ATAP implementation is having on walking and cycling numbers. The Central Edinburgh Passenger and Traffic Survey (CEPATS) shows that the number of cyclists entering the city centre during the morning peak period has increased from 1031 in 2010 to over 1,093 in 2011. The Year 2 Progress Review of ATAP will provide an update on progress with the core measures associated with promotional activity that will be delivered in 2013/14.

Road Safety

2.18 The Scottish Government launched Scotland's Road Safety Framework in June 2009. It set out the vision for road safety in Scotland and included Scotland specific targets and milestones to be adopted from 2010. Significant investment has been made in road safety, resulting in a 23% decrease in all casualties in Edinburgh between 2004 (1792) and 2011 (1371). To help ensure that this significant reduction in casualty numbers continues, the Council has adopted the following targets, as detailed in the "*Road Safety Plan for Edinburgh to 2020: Working Towards Vision Zero*".

2.19 Each target reduction will be assessed against the 2004 to 2008 average, of 198 all people killed or seriously injured, 26 children killed or seriously injured and 1.463 people slightly injured.

Target	2015 milestone % reduction	2020 milestone % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed	35%	50%
Children (aged < 16) seriously injured	50%	65%
People slightly injured	5%	10%

2.20 The key priority groups, identified through the Road Safety Plan, will be targeted to help achieve these national targets. Progress towards the 2020 targets is shown in the table below:

Target	04-08 average	2011 target	2011 casualties
People killed	9	7	10
People seriously injured	189	144	166
Children (aged < 16) killed	1	1	0
Children (aged < 16) seriously injured	25	18	16
People slightly injured	1463	1422	1195

2.21 The number of people injured in road collisions in Edinburgh remains on a long - term downward trend. In 2011, 1195 people received slight injuries, 61 less than the previous year and almost 270 below the 2004 to 2008 baseline. Ten road deaths were recorded in 2011, compared to the 2004 to 2008 baseline of nine. However, because of the low number of fatalities the figure can fluctuate from year to year. The five year rolling average trend line remains downwards for fatalities. The number of people seriously injured rose for the first time in five years and 166 people were seriously injured in traffic collisions in 2011. The number injured remains substantially below the 2004 to 2008 baseline value of 189. While this rise is disappointing, it is not unusual for year to year fluctuations and the long - term trend remains downward, however this will be closely monitored and kept under review.

Graphs showing the casualty trends are included in Appendix 3.

2.22 The Council delivers road safety initiatives through partnership working with other agencies, (eg Scottish Government, Lothian & Borders Police, Lothian & Borders Fire and Rescue Service, NHS Lothian) on engineering, enforcement and education programmes, such as:

- engineering measures to improve children’s safety around schools (Safer Routes to Schools and 20mph zones programmes); and
- 20mph zones.

Motion by Councillor Burgess

- 2.23 As requested at the 2 August 2011 Transport, Infrastructure and Environment Committee, the following is an update on the cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor. After further investigation, the decision was taken not to progress the cycle improvements proposed at the Lothian Road/Western Approach Road junction. It was established that, due to the significant constraints at this location, any solution would require substantial alterations to the road layout and traffic signals, thereby increasing the potential costs significantly.
- 2.24 There remains a commitment within the Active Travel Action Plan to review and upgrade provision for cyclists on this corridor and a revised timescale for this will be reported to the March 2013 Transport and Environment Committee as part of the two year review of ATAP actions.

3. Recommendations

- 3.1 To note the progress against targets set out in the appendices 1–3.
- 3.2 To recognise the reduction in road casualties and the contribution Edinburgh has made to national road safety by exceeding the 2010 casualty reduction targets.
- 3.3 To discharge Councillor Burgess's motion from 2 August 2011 Transport, Infrastructure and Environment Committee meeting. An update on cycle improvements proposed for the Meadows/Bruntsfield to Lothian Road corridor has been included in this Transport Annual Report and further updates will be given in future reports.

Mark Turley

Director of Services for Communities.

Links

Coalition pledges	<p>P43 - Invest in healthy living and fitness advice for those most in need.</p> <p>P50 - Meet greenhouse gas targets, including the national target of 42% by 2020.</p>
Council outcomes	<p>CO5 – Our children and young people are safe from harm or fear of harm, and do not harm others within their communities.</p> <p>CO7 – Edinburgh draws new investment in development and regeneration.</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities.</p> <p>CO9 – Edinburgh residents are able to access job opportunities.</p> <p>CO18 – Green - We reduce the local environmental impact of our consumption and production.</p> <p>CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all.</p> <p>SO2 - Edinburgh’s citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<ol style="list-style-type: none">1. Transport 2030 Vision Outcomes.2. Local Transport Strategy targets.3. Road Safety: 2020 Casualty Reduction Targets.

Appendix 1 Transport 2030 Vision Outcomes

Progress towards indicators. Years refer to Transport Annual Report in which figure is stated.

Vision outcome 1; environmentally friendly; reducing transport impacts, particularly in reducing greenhouse gas emissions

Indicator	Baseline	2010 – 2011	2011 – 2012	Trend
Greenhouse gas emissions for road transport in Edinburgh. Tonnes of CO ₂ per year. ⁽¹⁾	786, 000 ⁽²⁰⁰⁸⁾	723,000 ⁽²⁰⁰⁹⁾	713,000 ⁽²⁰¹⁰⁾	✓
Overall level of motor traffic in Edinburgh. Million vehicle – kilometres per year. ⁽²⁾	3,040	2,978 ⁽²⁰⁰⁹⁾	2,885 ⁽²⁰¹⁰⁾	✓
CO ₂ emissions from Council transport. Tonnes of CO ₂ per year. ⁽³⁾	10,054	8,712 ^(2009 -10)	9,687 ^(2010 -11)	✓

Vision outcome 2 healthy; promoting Active Travel with streets appropriately designed; emphasis on walking, cycling, public transport use and high quality public realm; improving local air quality

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Proportion of journeys to school by walking & cycling. ⁽⁴⁾	60.4%.	63%.	63%.	✓
Pedestrian activity in the City Centre. Weekly average pedestrian count at busiest location, July – Sept. ⁽⁵⁾	285,652	317,021	235,394	✗
Respondents very or fairly satisfied with service in their local neighbourhood. ⁽⁶⁾			(2011)	Not yet available.
New buildings & spaces:		N/A	56%	"
Road maintenance:		N/A	53%	"
Pavements and footpaths:		N/A	56%	"
Street Cleaning:		N/A	72%	"
Street Lighting:		N/A	85%	"
Public Transport:		N/A	88%	"
Parks and Green Spaces:		N/A	88%	"
Local nitrogen dioxide concentrations. Micrograms per cubic metre. ⁽⁷⁾ <i>See also outcome 5, indicator 1</i>	27 ⁽²⁰⁰⁸⁾	24 ⁽²⁰⁰⁹⁾	31 ⁽²⁰¹⁰⁾	—

Vision outcome 3 accessible and connected; supporting the economy and providing access to employment, amenities and services

Indicator	Baseline (2008)	2010 – 2011 Report	2011 – 2012 Report	Trend
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment. ⁽⁸⁾				
City Centre:	322,822	341,083 (348,248 (2011)	✓
South Gyle Business Park:	145,653	162,032	165,772	✓
Victoria Quay, Leith:	184,693	221,295	227,024	✓
Ferry Road / Crewe Toll:	210,466	233,419	239, 544	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays. ⁽⁹⁾		2010	2011	
Western General:	225,122	228,199	233,672	✓
Edinburgh Royal Infirmary:	97,086	134,144	136,046	✓
Satisfaction with access by public transport. Households walking time < 6 mins to bus stop and frequency. ⁽¹⁰⁾	(2005 -2006)	(2009 – 2010)	(2009 – 2010)	
5+ buses/hr	46%	55%	55%	✓
3-4 buses/hr	29%	24%	24%	✓
1-2 buses/hr	6%	6%	6%	✓

Vision outcome 4 smart and efficient; with reliable journey times for people, goods and services

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Journey time variability by general traffic (public transport to follow in future years). Proportion of journeys by general traffic on main roads within 3 minutes of average journey time. ⁽¹¹⁾		88% (2011)	86% (2012)	
Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time. ⁽¹¹⁾		95% (2011)	88% (2012)	
Peak person trips to the City Centre. ⁽¹²⁾	2007	2010	2011	
Bicycles	289	432	449	✓
Cars & taxis	7,356	8,140	5,651	✓
Pedestrians	2,679	3,168	3,594	✓
Bus pax#	21,219	22,198	22,847.	✓
Average journey time by walking and cycling.	To be developed to monitor progress with new Local Transport Strategy.	Not available.	Not Available.	

Vision outcome 5 part of a well planned, accessible, sustainable city, reducing car dependency; public transport, walking and cycling conditions to be proud of

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
How we travel for work and education journeys. ⁽¹³⁾				
On foot.	25%	25% (2009 – 2010)	25% (2009 – 2010)	✓
By bus and rail:	30%	30%	30%	✓
By cycle	4%	7%	7%	✓
Views on convenience of public transport, “very or fairly convenient”. ⁽¹⁴⁾	91% (2007 – 2008)	93%.	93%.	✓
Possibility of using public transport for work or education journey ⁽¹⁵⁾	62% (2005 – 2006)	65%.	65%	✓

Vision outcome 6 safe, secure and comfortable

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Number of killed or seriously injured (KSI) casualties. CEC Moving annual average ⁽¹⁶⁾	2004/2008 CEC Moving annual average	2006/2010 CEC Moving annual average	2007/2011 CEC Moving annual average	
All KSIs	198	178	170	✓
Children KSIs	26	23	19	✓
All slight	1,463	1,338	1,274	✓
Pedestrian and cycle casualty rates.	To be developed to monitor progress with new Local Transport Strategy.	Not available	Not available.	Not available
Feeling safe and secure when travelling by bus in the evenings. ⁽¹⁷⁾	70% (2008)	73.9% (2009 – 2010)	73.9% (2009 – 2010)	✓
Feeling safe when travelling by train in the evenings. Very/fairly safe (2008) or Strongly agree or tend to agree (2009 – 2010). ⁽¹⁸⁾	42% (2008)	80.8%. (2009 – 2010)	80.8%. (2009 – 2010)	✓

Vision outcome 7 inclusive and integrated

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Integrated ticket sales (bus with bus). ⁽¹⁹⁾	22,929 (2007-8)	27,211 (2010-11)	19,430. (2011-12)	✗
Accessible public transport infrastructure. Proportion of buses with low floors. ⁽²⁰⁾	Lothian Buses: 100%. First buses: 70%. (2009)	Lothian Buses: 100% First Bus: 71.4% (2010)	Lothian Buses: 100% First Bus: 78.1% (2011)	✓
Proportion of bus stops with 24hr Clearway markings. ⁽²⁰⁾	58% (2009)	63% (2011)	64% (2011)	✓
Accessibility for those with no car access. Access to GP is very/fairly difficult ⁽²¹⁾	39% (2005 – 06)	44% very/fairly difficult (2009 – 10)	44% very/fairly difficult (2009 – 10)	✗
Visiting friends and relatives very/fairly difficult. ⁽²¹⁾	65%	73%	73%	✗
Access to supermarket shopping very/fairly difficult. ⁽²¹⁾	67%	68%	68%	✗
Demand not met for door to door transport.	2007 - 2008	2010 - 11 Handicabs data.	2011 - 12 Handicabs data	
Handicabs Dial a Bus refusals: ⁽²²⁾	1.6%	0.26%	0.22%	✓
Handicabs Dial a Ride refusals: ⁽²²⁾	19.3%	15.4%	12.9%	✓

Vision outcome 8 customer focussed and innovative

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Time taken to implement a Traffic Regulation Order. ⁽²³⁾ .	2009 average 9 months	9 months (2010)	9 months (2011)	—
Level of satisfaction with Transport Service. Proportion of respondents very / fairly satisfied with overall service. ⁽²⁴⁾	49.4% (2010 – 2011)	49.4% (2010 -11)	48.2% (2011 -12)	Not yet available.
Satisfaction with bus services. ⁽²⁵⁾ Satisfied with:		2010	2011	
Overall service excellent/very good.		85%	88%	Not yet available.
Driver behaviour, attitude		97%	98%	
Driving style, journey smoothness		94%	95%	
Frequency		87%	91%	
Punctuality		86%	93%	
Reliability		94%	96%	

Vision outcome 9 responsibly and effectively maintained

Indicator	Baseline	2010 – 2011 Report	2011 – 2012 Report	Trend
Percentage of road network that should be considered for maintenance treatment. ⁽²⁶⁾	38.7% (2007 – 2008)	34.6% (2010 - 2011)	32.5% (2011 - 2012)	✓
Percentage of all street light repairs completed within 7 days. Target 92% ⁽²⁶⁾	87.1% (2008 – 2009)	84.3% (2010 – 2011)	88.93% (2011 – 2012)	✓

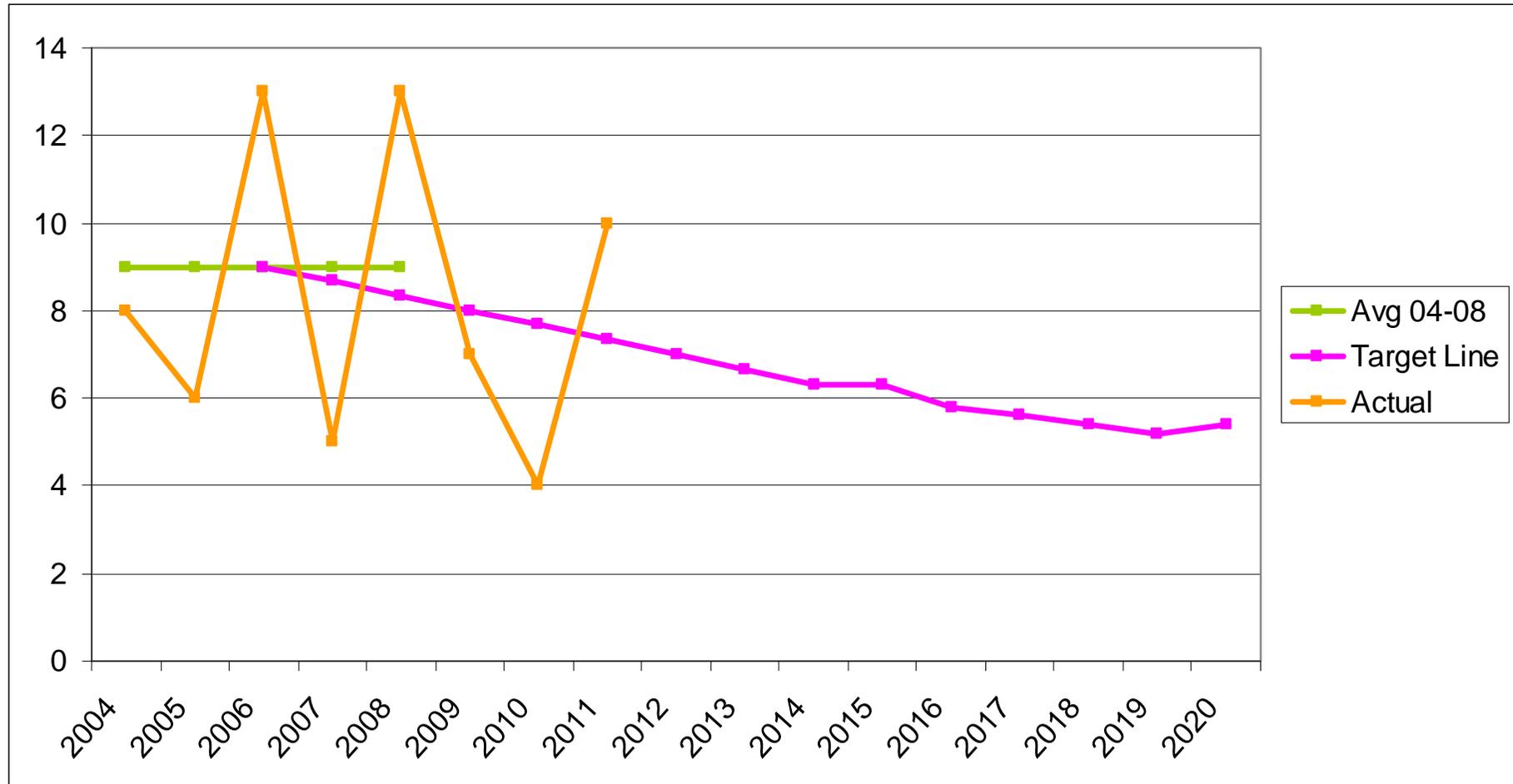
Appendix 2 Local Transport Strategy targets

Revised mode share targets were set out in a report on the Active Travel Action Plan, approved by TIEC in September 2010. These have been added to the table below.

	2004	LTS 2007 target for 2010	ATAP targets for 2015 (and 2020)	2011 – 2012 Report	Most Recent.
Modal split; All journeys by CEC residents. <small>(27)</small>	Data collected using pre 2007 – 2008 methodology.	Targets based on pre 2007 – 2008 methodology.	Targets based on 2007 – 2008 methodology.	2009 – 2010 data.	2011 – 2012 data will be available in summer 2013.
Walk	24%	25%	34.5% (35%)	35%	
Cycle	1%	4%	5% (10%)	2%	
Public Transport	17%	22%	20% (21%)	17%	
Car	56%	47%	38.5% (32%)	43%	
Other	2%	2%	2% (2%)	2%	
Modal split; School travel	2003-4				
Walk	56%	60%	-	62%	
Cycle	1%	4%	-	1%	
Public Transport	17%	19%	-	16%	
Car	26%	17%	-	20%	
Modal split; Travel to work	2004				
Walk	22%	25%	20.5% (21%)	19%	
Cycle	4%	6%	10% (15%)	7%	
Public Transport	27%	30%	31% (32%)	30%	
Car	46%	39%	25.5% (29%)	42%	

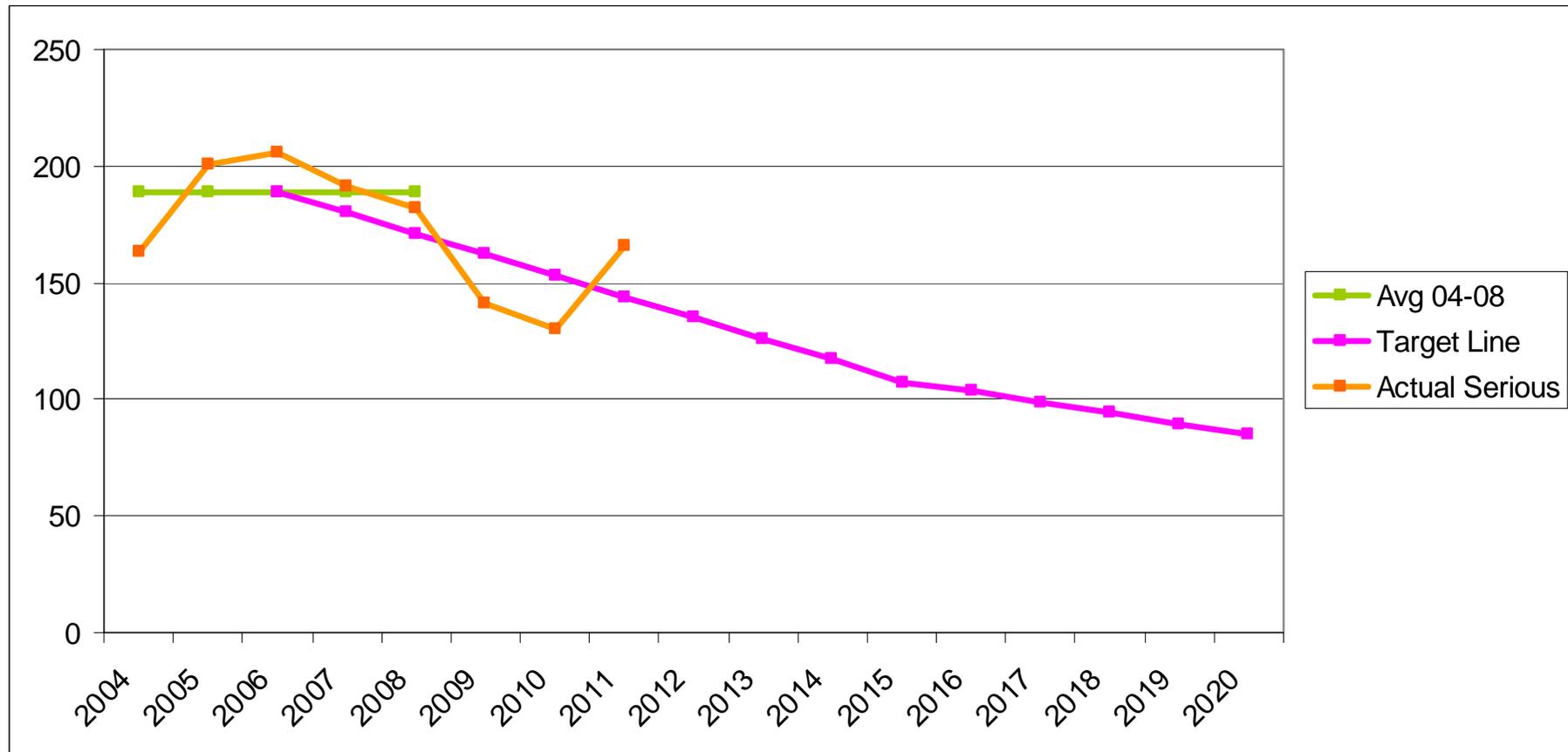
Appendix 3 Road Safety: 2020 Casualty Reduction Targets

Target 1: a 40% reduction in the number of people killed in road collisions by 2020 (2015 milestone 30%). (28)

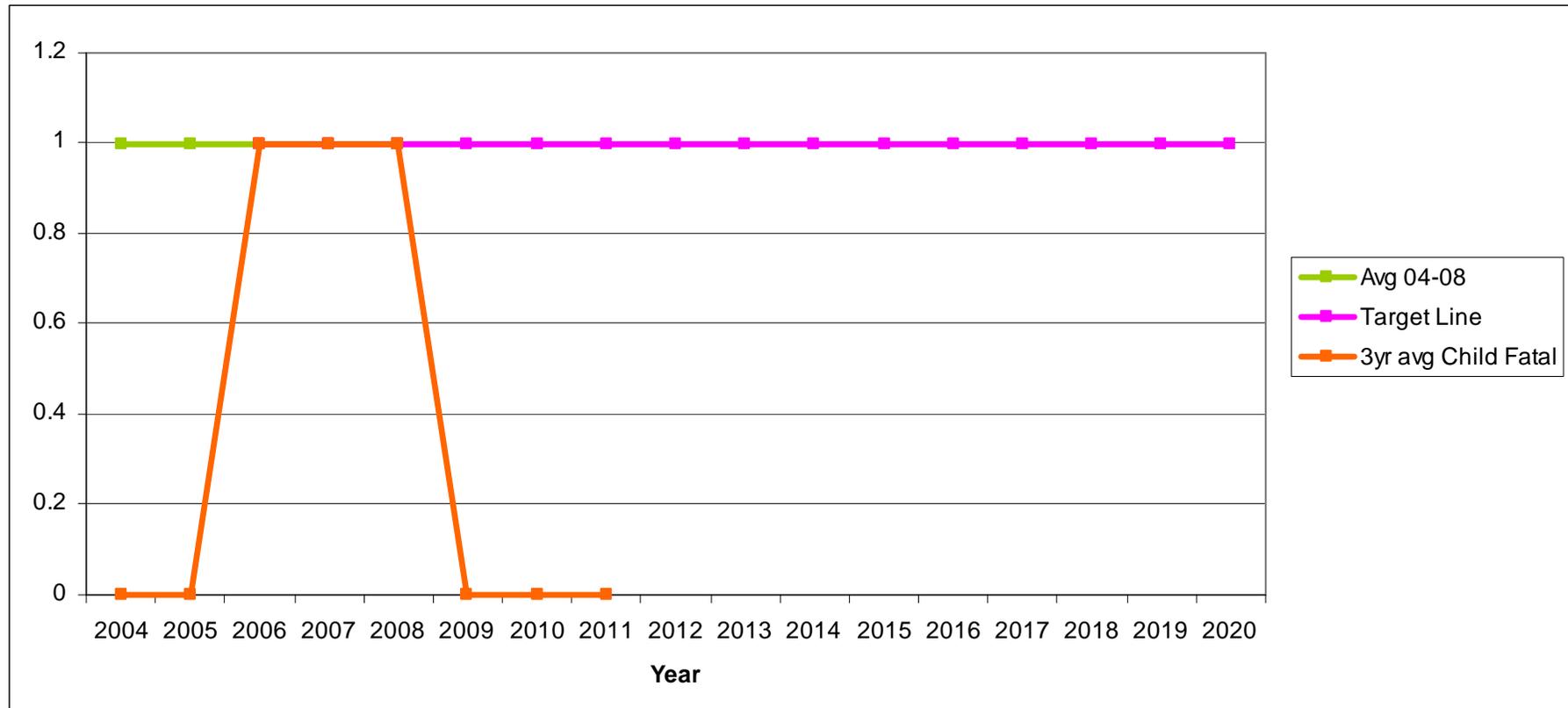


Target 2: a 55% reduction in the number of people seriously injured in road collisions by 2020 (2015 milestone 43% reduction).

(28)



Target 3 a 50%reduction in the number of children (aged under 16) killed in road collisions by 2020 (2015 milestone - 35% reduction). (28)



Notes.

(1). Source: Department of Energy and Climate Change, National statistics - 2007 Local Authority carbon dioxide emissions:

<http://www.decc.gov.uk/assets/decc/11/stats/climate-change/6223-local-and-regional-co2-emissions-estimates-for-200.xls>

(2). Source: Scottish Transport Statistics Table 5.4.

(3). Source: Scotland's Climate Declaration Report 2011; CEC.

http://climatechange.sustainable-scotland.net/documents/annual_reports/CityOfEdinburghCouncil-ScotlandsClimateChangeDeclaration-AnnualReport2011.pdf

Figure for 2009 – 10 reflects effects of refuse collection dispute. Figure for 2010 – 11 reflects revised conversion factors issued the Department for Energy and Climate Change. Using the revised conversion factors the emissions for 2009 – 2010 becomes 9,197 tonnes of CO₂.

(4). Source: The Scottish Household Survey.

The results for 2011 – 12 are awaited.

Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.

(5). Source: 2012 CEC Economic Development Unit. A new, more accurate, method of pedestrian counting has been introduced. A long – term prospective is required.

(6). Source: Edinburgh People's Survey 2011. http://www.edinburgh.gov.uk/downloads/file/7913/edinburgh_peoples_survey_2011_report

(7). Source: 2011 Scottish Transport Statistics No 30. Table 5.12 (St. Leonard's).

(8). Source: Edinburgh Partnership SOA. Population - National Records of Scotland (NRS) (2011).

(9). Source: The City of Edinburgh Council, City Development Strategic Planning & Information (2012).

(10). Source: Scottish Household Survey 2009 – 10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes. More locations shifted from medium to high frequency, but no change in locations shifting from low to medium frequency.

- (11) Source: Halcrow Group Limited, prepared for the City of Edinburgh Council. Currently, there is insufficient information to ascertain trend.
- (12) Source: Council CEPATS data inbound traffic surveys at seven radial roads, 7:30-9:15 hours. Bike numbers small so highly variable. Survey locations are: A90; Queensferry Rd (Orchard Br-Stewart's Melville College),.A8; W Coates (Wester Coates Rd-Stanhope St),. A70 Dalry Rd (Distillery La-Dalry Pl), A702; Bruntsfield Pl (Leamington Terrace-Whitehouse Lane), A7; Clerk St (Bernard Terrace -Montague St), .B1350; London Rd (Windsor St-Hillside Cr), .A900; Leith Walk (McDonald Rd-Albert St).
- (13) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (14) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (15) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (16) Source: The City of Edinburgh Council, Road Safety Team.
- (17) Source: Scottish Household Survey, 2009 -10. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (18) Source: Scottish Household Survey, 2009 -10. Large increase may be due to question for 2009 -10 survey only being asked of those who have used a train in the previous month. Question changed from specifically being about crime in earlier surveys.
- (19) Source: One – Ticket Limited.
- (20) Source: Lothian Buses and First Group.
- (21) Source: Scottish Household Survey 2009 – 10. Scottish Household Survey reduced the sample size in 2007 and introduced a new weighting system in 2008. Figures given are re-weighted. Survey results are subject to sampling variability and care should be taken when interpreting year-on-year changes.
- (22) Source: Handicabs data.
- (23) Source: The City of Edinburgh Council Transport staff estimate.
- (24) Source: Services for Communities' Customer Care Survey.

(25) Source: Lothian Buses plc, Annual Passenger Survey.

(26) Source: The City of Edinburgh Council, Corporate Services. Covers all roads for which the Council is responsible.

(27) Source: Scottish Household Survey. Methodology for data collected changed in 2007 – 2008, to include short journeys of less than ¼ of a mile or less than 5 minutes in duration. The data collection techniques also changed at that time. This methodology significantly increases estimated walking mode share at expense of others from 2007 – 2008 onwards. Data for 2011 based only on one year's sample of data. SHS feel that this sample is sufficiently large.

(28) Source: The City of Edinburgh Council, Road Safety team.