

Closes 9 Jul 2023

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Introduction

1. Your details

▶ [Why we need this information and how it will be used](#)

First name (Required)

Surname (Required)

Email address (Required)

Postcode (Required)

Yes, I consent to being contacted about this consultation

2. Are you responding as an individual or on behalf of an organisation?

(Required)

- An individual
- On behalf of an organisation

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Travel behaviours

3. Which of the following forms of transport have you used to get around Edinburgh in the last month?

Tick all that apply:

- Bus or coach
- Drive car or van
- Passenger in car or van
- Motorcycle, scooter or moped
- Taxi or minicab
- Train
- Tram
- Bicycle
- On foot
- By wheelchair / mobility scooter
- None of these - have not travelled around Edinburgh in the last month

4. How many cars or light vans do you have in your household?

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Actions to deliver Edinburgh's City Mobility Plan

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Delivering our City Mobility Plan

The following questions focus on proposals and priorities in a range of areas, including:

- making streets more accessible;
- improving public transport and active travel networks;
- achieving ambitious road safety targets; and
- creating people-friendly, thriving neighbourhoods and shopping streets.

There is an opportunity at the end of this survey to provide additional comments regarding these.

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Improving local travel for walking and wheeling

We want our streets and neighbourhoods to be fully accessible for everyone to walk or wheel safely and comfortably. We want Edinburgh to be a city where walking or wheeling is the natural first choice for the shortest journeys.

▼ [Definitions](#)

Wheel / Wheeling

Wheeling refers to people using a mobility scooter, wheelchair or other wheeled mobility aid, as well as people walking with pushchairs and prams.

6. How important do you think the following measures are to help make our streets accessible for everyone?

▼ [Definitions](#)

Dropped Kerbs

A sloped ramp between the pavement and the road. It makes travel easier for wheeled users and pedestrians.



Provide more pedestrian priority

Prioritising pedestrians over vehicles at crossings and junctions with more frequent and longer opportunities to cross the road safely.



| | Extremely important | Very important | Important | Not so important | Not important at all |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Speed up installing dropped kerbs, including tactile paving to help visually impaired people | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve footways around the city by providing safe smooth pavements free from trip hazards | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Continue to remove clutter on pavements and paths focusing on unnecessary poles and signs | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Introduce more rest places and benches | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Implement the powers to enforce the pavement parking ban when available

7. Delivering these measures across the city is a major task that will take years to deliver in full. Which of the following locations do you think should be a priority for early delivery?

Rank 1 (top priority) to 4 (least priority)

The city centre

Our high streets and shopping streets

Routes to public transport

Routes to neighbourhood services, e.g. health centres



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Improving local travel for walking and wheeling (continued)

We want to make it more direct and convenient for you to travel locally. Our aim is that streets and neighbourhoods are better joined up with local services and public transport options.

To help deliver our City Mobility Plan objectives, we want to:

- improve the frequency and quality of pedestrian crossings.
- improve junctions in our neighbourhoods so that they are easier and safer to cross for walking and wheeling.

8. How important do you think the following measures are to improve local travel for walking and wheeling in our streets and neighbourhoods?

| | Extremely important | Very important | Important | Not so important | Not important at all |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Replace two-stage crossings so you can cross the street quicker and easier | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Provide pedestrian crossings with longer or more frequent 'green man' times, making it easier to cross the street | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improve junctions in our neighbourhoods to reduce crossing distances and provide more pedestrian priority | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

to reduce crossing distances and provide more pedestrian priority

Widen narrow footways in the busiest locations for example city centre and shopping streets

9. To what extent do you agree or disagree with making junctions and crossings easier and safer for you to walk or wheel where this may result in impacts to other ways of travelling?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree



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Delivering a joined-up cycle network

We want Edinburgh to be a city where everyone, including children, has the freedom to cycle safely, whatever your destination, at all times of day. Our vision is that everyone will feel safe to make cycling a natural choice for local and longer trips around the city.

Edinburgh's existing cycle network relies on our traffic-free paths, which can be very pleasant to use during the day. However, these paths are often not overlooked by houses and can feel quite unsafe for many users, especially women, at night or less busy times of day.

To help us deliver City Mobility Plan objectives, we propose to expand the cycling network so that every household is within 250 to 400 metres of a **high-quality cycle route** that everyone can safely use at all times of day.

[▶ Examples of high-quality cycle routes \(images\)](#)

10. To what extent do you agree or disagree with the proposed expansion of Edinburgh's cycle network so that every household is within 250m – 400m of a high-quality cycle route?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Delivering improvements to our public transport network

Public transport is the most efficient way of moving large numbers of people longer distances into and across the city and is likely to make the biggest contribution to achieving the targeted 30% reduction in car kilometres by 2030.

Public transport, like walking and cycling, makes much more efficient use of street space than car use. To help deliver City Mobility Plan objectives, we aim to:

- find ways to provide faster and more reliable bus services.
- make sure everyone using public transport in the city has a high-quality experience, wherever you live, whatever your age, gender or ability or whatever your destination.
- aim to provide flexible and affordable fares across public transport services.

▼ [More information about public transport](#)

Bus journey times have increased significantly in recent years. Longer journey times impact bus services because more buses are needed to maintain the same service frequency. This means increased operational costs for bus operators, which could impact their ability to run some bus services.

Since the COVID-19 pandemic fewer people are using public transport, particularly, bus services. This also adds pressure to bus operations.

11. How important do you think the following measures are to improve bus stops and make travelling by bus more accessible and attractive for all users?

▶ [Definitions](#)

▼ Definitions

Layout of Bus Stops

Where you can find the key features of a bus stop, in relation to the pavement and the road (e.g. bus shelter, boarding zone, waiting area).



| | Extremely important | Very important | Important | Not so important | Not important at all |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Improve the layout of bus stops to make it easier for everyone to get both to the stop and onto the bus. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Deliver improved bus shelters including the provision of seating and lighting. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Provide improved real-time information including information on available wheelchair spaces. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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Delivering improvements to our public transport network (continued)

We also want to review bus stop locations to make sure that existing stops are conveniently placed to make it more attractive for everyone to travel by bus. In a small number of locations this might mean adjusting or combining bus stops where these are currently very close together, without impacting on accessibility.

12. Would you be willing or able to walk or wheel a little further to reach a bus stop where there are improved waiting facilities?

▼ [Definitions](#)

A little further

A short distance although no more than Council or national guidance.

As per Edinburgh Street Design Guidance, bus stops should be spaced around every 400m along a route, although they may be spaced closer in town centres or to meet special needs (e.g. sheltered housing complex). (ESDG)

Improved waiting facilities

Better bus stops including shelter, seating, lighting and live bus time information.

- Yes
- No
- Don't know

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13. Would you be willing or able to walk or wheel a little further to reach a bus stop where there are faster or express bus services?

▼ [Definitions](#)

Express bus services

A faster bus service with fewer stops along the route.

Yes

No

Don't know

14. Would you be willing or able to walk or wheel a little further to reach a bus stop where there was an increased range of bus services?

▼ [Definitions](#)

Increased range of bus services

Expanding the number of places you can get to from a bus stop.

Yes

No

Don't know

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Delivering improvements to our public transport network (continued)

We need faster and more reliable bus services so that everyone has convenient, affordable and accessible choices for moving around Edinburgh. This should reduce the use of private cars, and help reduce carbon emissions and improve air quality.

We can provide faster and more reliable bus services through **bus priority measures** While maintaining adequate access to servicing and loading for residents and businesses. We will also take account of previous consultation feedback when considering additional bus priority measures.

15. How important do you think the following bus priority measures are to providing faster and more reliable bus services?

▶ [Definitions](#)

| | Extremely important | Very important | Important | Not so important | Not important at all |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The introduction of additional bus lanes. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The extension of bus lane operating hours, to 7am to 7pm, seven days a week. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Bus priority at traffic signals. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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Delivering a people-friendly city centre

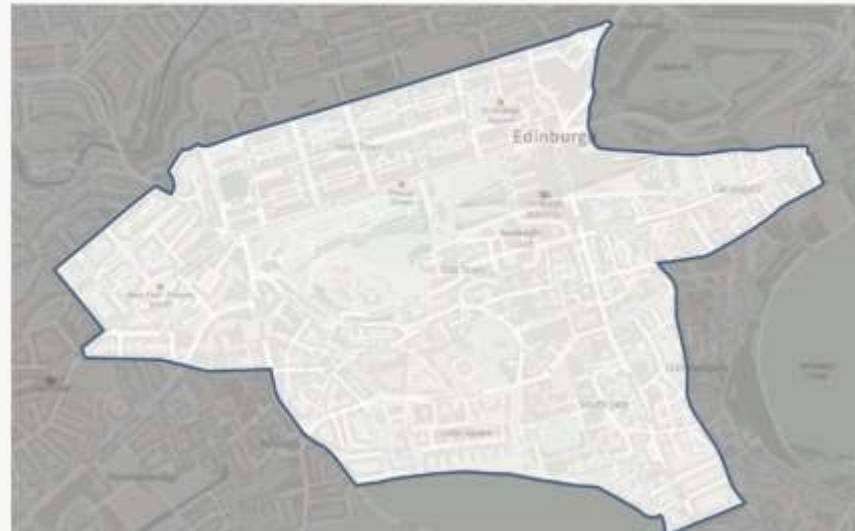
Our **Edinburgh City Centre Transformation strategy**, approved in 2019, focuses on delivering a high-quality, people-friendly street environment.

The strategy has begun to deliver across the Old and New Towns. Streets including Victoria Street and Cockburn Street are largely vehicle free and others including George Street, George IV Bridge and Lothian Road are being redesigned to provide a welcoming and accessible environment to all users.

As we continue to prioritise walking, wheeling and cycling in the city centre, we want to identify further streets where we could reduce or remove through traffic. Any **restrictions** would still allow essential vehicle movements such as access for city centre residents, to multi-storey car parks, and access for deliveries and blue badge parking.

▼ [Definitions](#)

People-friendly city centre (map detailing boundary)





Restrictions

Restrictions would vary street by street and could include:

- Part-time restrictions (for example from 7am to 7pm).
- Restrictions by the type of vehicle (for example permitting all traffic apart from private cars).
- Restrictions by direction (for example allowing general traffic in one direction only)

16. To what extent do you agree or disagree with investigating some more restrictions to through traffic in the city centre so that we can deliver a friendlier environment for people living and spending time in, shopping, working and visiting?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Delivering a people-friendly city centre (continued)

The map below shows the city-centre boundary / people-friendly city centre. The map is interactive, allowing you to zoom in or out for more detail.

17. Are there any additional streets in the city centre that you think we should prioritise for reducing through traffic? Please drop a maximum of 5 pins on the map to identify these.

[Go to the Text Version](#)



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Delivering a people-friendly city centre (continued)

The map below shows the city-centre boundary / people-friendly city centre. The map is interactive, allowing you to zoom in or out for more detail.

17. Are there any additional streets in the city centre that you think we should prioritise for reducing through traffic? Please drop a maximum of 5 pins on the map to identify these.

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Achieving city-wide road safety targets

We need more measures to make our streets safer for everyone, especially the most vulnerable – people walking, wheeling and cycling. For example, lower speed limits and improved routes to schools make it safer for everyone to move around.

We have set out ambitious **road safety targets**, including achieving zero fatalities on our road network by 2030.

▼ [Road safety targets](#)

The targets set out in the draft road Safety Action Plan, to be met by 2030, are:

- Zero fatalities
- At least a 50% reduction in people seriously injured
- At least a 60% reduction in children and young people (under 18 years old) seriously injured
- At least a 40% reduction in pedestrians seriously injured
- At least a 30% reduction in cyclists seriously injured
- At least a 30% reduction in motorcyclists seriously injured
- At least a 20% reduction in road users aged 65 and over seriously injured
- At least a 70% reduction in road users aged between 18 to 24 seriously injured.

19. How important do you think the following measures are to achieve our zero fatalities target by 2030?

► [Definitions](#)

Extremely important

Very important

Important

Not so important

Not important at all

19. How important do you think the following measures are to achieve our zero fatalities target by 2030?

► [Definitions](#)

| | Extremely important | Very important | Important | Not so important | Not important at all |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Re-design major junctions in the city to improve the safety of vulnerable road users. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Explore introducing speed limits under 20 miles per hour in busy shopping streets. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Expand the number of schools with 'school streets' | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Review both rural speed limits and 40mph speed limits | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |



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Achieving city-wide road safety targets (continued)

Accident data shows that junctions are typically the most dangerous parts of the journey for people walking, wheeling and cycling. These are often the most challenging places to improve pedestrian crossing facilities or cycling infrastructure without impacting on other travel modes.

To meet our road safety targets, we will need to introduce changes to major junctions to improve everyone's safety, particularly vulnerable road users – those walking, wheeling and cycling.

20. How much do you agree or disagree with taking action to protect vulnerable road users at major junctions which may impact motorised traffic?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Achieving city-wide road safety targets (continued)

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- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Improving our public transport and active travel corridors

On some of our main roads, parked vehicles restrict our ability to:

- widen narrow pavements.
- improve bus journey times by introducing bus lanes.
- expand the cycle network including segregated cycle lanes.

21. To what extent do you agree or disagree with reducing parking on main roads to provide more space for everyone to walk, wheel, cycle and move around on public transport?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Delivering vibrant shopping streets

In some of our shopping streets, parked vehicles can take up over 25% of the available street space. This restricts our ability to:

- widen narrow pavements.
- introduce benches and seating.
- introduce trees or planting.
- provide cycle parking.

22. To what extent do you agree or disagree with reducing parking on our shopping streets to provide a vibrant environment for everyone while still providing essential access for deliveries and people with mobility difficulties?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Delivering liveable neighbourhoods

In some of our neighbourhoods, the speed and volume of traffic can cause safety concerns for residents, especially around schools. This can affect our choices to walk, wheel or cycle when we move around our neighbourhoods.

23. Within your neighbourhood, do any of the following have a negative impact on how you or your family feel about moving around when walking, wheeling or cycling locally?

Tick all those that apply:

- Traffic around schools
- Traffic in residential streets
- Traffic speeds
- Narrow or obstructed pavements
- Limited crossing opportunities
- Busy junctions
- Lack of cycling provision

24. To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?

▶ [Definitions](#)

- Strongly agree

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- Narrow or obstructed pavements
- Limited crossing opportunities
- Busy junctions
- Lack of cycling provision

24. To what extent do you agree or disagree with introducing restrictions to reduce the speed and volume of traffic in your neighbourhood to help facilitate people's choice to walk, wheel or cycle?

[▼ Definitions](#)

Restrictions

These could include speed limits and some roads closed to traffic, while maintaining easy access for people with mobility issues and for deliveries to the shops and local businesses.

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

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Supporting the journey to net zero and cleaner air

Edinburgh's transport system must evolve in a sustainable way to support the city becoming net zero by 2030. In addition to reducing car kilometres travelled, we can reduce harmful emissions by changing travel choice and adapting to new technologies.

To deliver City Mobility Plan objectives, we want to put forward the following package of measures.

25. Using the scale of importance below, please rate the proposed package of measures to reduce harmful emissions from transport.

▶ [Definitions](#)

| | Extremely important | Very important | Important | Not important | Not important at all |
|--|----------------------------------|-----------------------|-----------------------|----------------------------------|-----------------------|
| Develop a commercially sustainable model for delivering public electric vehicle charging hubs. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Review parking charges associated with on-street parking based on vehicle emissions. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Review the infrastructure requirements to support the development of a zero carbon bus fleet. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|---|----------------------------------|-----------------------|----------------------------------|----------------------------------|-----------------------|
| Develop a commercially sustainable model for delivering public electric vehicle charging hubs. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Review parking charges associated with on-street parking based on vehicle emissions. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Review the infrastructure requirements to support the development of a zero carbon bus fleet. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Undertake a review of car-sharing operations in the city to expand the areas served by Car Club and expand the provision of electric Car-Club vehicles. | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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Supporting the journey to net zero and cleaner air (continued)

The draft Air Quality Action Plan includes measures to reduce emissions across the city. The plan extends not only to transport, but also domestic and commercial sources.

Domestic solid fuel burning is a key source of small particles that cause health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes. This is particularly relevant for vulnerable members of the population, for example the elderly, children and people with pre-existing medical conditions.

26. To what extent do you agree or disagree with the following measures to reduce harmful emissions from domestic sources?

▶ [Definitions](#)

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree |
|--|-----------------------|-----------------------|----------------------------|-----------------------|-----------------------|
| Deliver local awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | | | |
|--|----------------------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| awareness campaigns to reduce solid fuel burning and increase public understanding of the health impacts. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Review complaints and gather information on solid fuel burning to see whether there are any 'hotspot' areas which may need more targeted intervention. | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lobby Scottish Government for an update of licensing laws to tackle concerns around use of solid fuel burning in licensed premises. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Discourage biomass burning in commercial settings and support the transition to low carbon technologies. | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |



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About you

We are asking the following questions to ensure we receive a comprehensive range of responses and to gain a better understanding of the different views of individuals. Please note that you do not have to answer these questions.

If you are responding on behalf of an organisation, please leave this section blank.

28. What is your age?

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 and over
- Prefer not to say

29. What is your sex?

- Female
- Male
- Prefer not to say

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30. Do you consider yourself to be trans, or have a trans history?

- Only answer this question if you are **aged 16 or over**
- Here we use trans as a term to describe people whose gender identity is not the same as their sex registered at birth

No

Yes

Prefer not to say

If you would like to, please describe your trans status (for example non-binary, trans man, trans woman):

31. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Yes

No

Prefer not to say

If answer 'Yes' (do you have a physical or mental health condition or illness lasting or expected to last 12 months or more):

Do any of these conditions or illnesses affect you in any of the following areas?

Vision (for example blindness or partial sight)

Hearing (for example deafness or partial hearing)

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Do any of these conditions or illnesses affect you in any of the following areas?

- Vision (for example blindness or partial sight)
- Hearing (for example deafness or partial hearing)
- Mobility (for example walking short distances or climbing stairs)
- Dexterity (for example lifting or carrying objects, using a keyboard)
- Learning or understanding or concentrating
- Memory
- Mental health
- Stamina or breathing or fatigue
- Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))
- Other (please specify)
- Prefer not to say

32. Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

- Yes, a lot
- Yes, a little
- Not at all
- Prefer not to say

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33. What is your ethnic group?

Choose **one** section from A to F, then tick **one** box which **best describes** your ethnic group or background

A. White

- 1. Scottish
- 2. Other British
- 3. Irish
- 4. Polish
- 5. Gypsy / Traveller
- 6. Roma
- 7. Showman / Showwoman
- 8. Other white ethnic group, please write in

B. Mixed or multiple ethnic groups

- 9. Any mixed or multiple ethnic groups, please write in

C. Asian, Scottish Asian or British Asian

- 10. Pakistani, Scottish Pakistani or British Pakistani
- 11. Indian, Scottish Indian or British Indian

Access to deliver Edinburgh's C +

https://consultationhub.edinburgh.gov.uk/sf/comp/consultation/subpage.2023-04-11.9943136074/

C. Asian, Scottish Asian or British Asian

- 10. Pakistani, Scottish Pakistani or British Pakistani
- 11. Indian, Scottish Indian or British Indian
- 12. Bangladeshi, Scottish Bangladeshi or British Bangladeshi
- 13. Chinese, Scottish Chinese or British Chinese
- 14. Other, please write in

D. African, Scottish African or British African

- 15. Please write in (for example, Nigerian, Somali)

E. Caribbean or Black

- 16. Please write in (for example, Scottish Caribbean, Black Scottish)

F. Other ethnic group

- 17. Arab, Scottish Arab or British Arab
- 18. Other, please write in (for example, Sikh, Jewish)

G.
 19. Prefer not to say

34. Do you have caring responsibilities?

Yes
 No
 Prefer not to say

If yes, please tick all that apply.

Primary carer of a child/children (under 18)
 Primary carer of disabled child/children
 Primary carer of disabled adult (18 and over)
 Primary carer of an older person (65 and older)
 Secondary carer

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Feedback about the consultation process

35. To what extent do you agree or disagree with the following statements about this consultation?

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Don't know |
|---|-----------------------|-----------------------|----------------------------|-----------------------|-----------------------|-----------------------|
| I was given all the information that I needed to have my say. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| This consultation was clear and easy to understand. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I was given the opportunity to have my say. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please provide any other comments or suggestions you may have about the consultation process.

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Actions to deliver Edinburgh's City Mobility Plan

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Almost done...

You are about to send us your answers by clicking on the 'Submit Response' box. Once you have done this, it means you have given us permission to look at your answers and to use them.

After you have clicked on 'Submit Response' you can't go back to any of your answers to change them.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address

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