

Transport Transition

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Transport & Environment Committee Convener
City of Edinburgh Council

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Transport Challenges

Combined challenges.

Getting the basics right or showing ambition.

City Growth.

Five dimensional party politics.

Change is painful.

Inequality.

RANK BY
FILTER

WORLD
RANK ▼

CITY

TIME LOST

RANGE FROM
▼

CHANGE FROM
2020 ▼

1

2

3

4

5

6

7

8

9

10



115

120

132

133

142

Photograph: Fotokon / Shutterstock.com

It's official: these are the British cities with the best public transport

Just two places in the UK made it onto our ranking of the world's most navigable metropolises

United Kingdom

55 hours

25%

↓ 3%p

24%

↓ 9%p

↑ 3%p



↑ 2%p



↑ 4%p



↑ 4%p



↑ 3%p



↑ 2%p



3%p



↑ 3%p



↑ 2%p



↑ 2%p



Edinburgh's relationship with rail

1. Edinburgh Waverley is a major gateway to Scotland and the nation's second busiest rail station – 1 of 12 station in Edinburgh.
2. At a national level there is great demand from leisure, financial and tourism sectors on travel between Edinburgh and London.
3. Edinburgh, East and Midlothian are fastest growth regions in Scotland by some margin and Edinburgh is growing 6x the national rate.
4. Investing in a mass transit public transport system that interchanges rail, tram, bus and park and ride will support our regional growth and boost the economy further too.



Table 2. Mode share of trips made by Edinburgh residents (trips per week)

Current	All Trips		Trips to Work		Trips to Education		Trips Other	
	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share
Car	1,927,900	21%	787,600	34%	22,100	5%	1,118,100	17%
Walking	3,390,400	36%	410,100	18%	131,600	32%	2,848,800	43%
Cycle	412,900	4%	108,500	5%	26,300	6%	278,100	4%
Bus/Tram	3,460,800	37%	957,300	42%	233,200	56%	2,270,300	34%
Rail	158,700	2%	24,100	1%	3,600	1%	131,000	2%
<i>Total Trips</i>	<i>9,350,600</i>		<i>2,287,600</i>		<i>416,800</i>		<i>6,646,200</i>	

Table 3. Mode share of KMs travelled by Edinburgh residents (distance travelled per week)

Current	All Trips		Trips to Work		Trips to Education		Trips Other	
	1,000s Kms Travelled	Mode share	1,000s Kms Travelled	Mode share	1,000s Kms Travelled	Mode share	1,000s Kms Travelled	Mode share
Car	26,647	40%	11,060	54%	170	8%	15,417	35%
Walking	8,299	13%	1,046	5%	289	13%	6,965	16%
Cycle	2,610	4%	744	4%	120	6%	1,746	4%
Bus/Tram	24,124	37%	6,779	33%	1,533	71%	15,812	36%
Rail	4,412	7%	679	3%	40	2%	3,694	8%
	66,092		20,308		2,152		43,633	

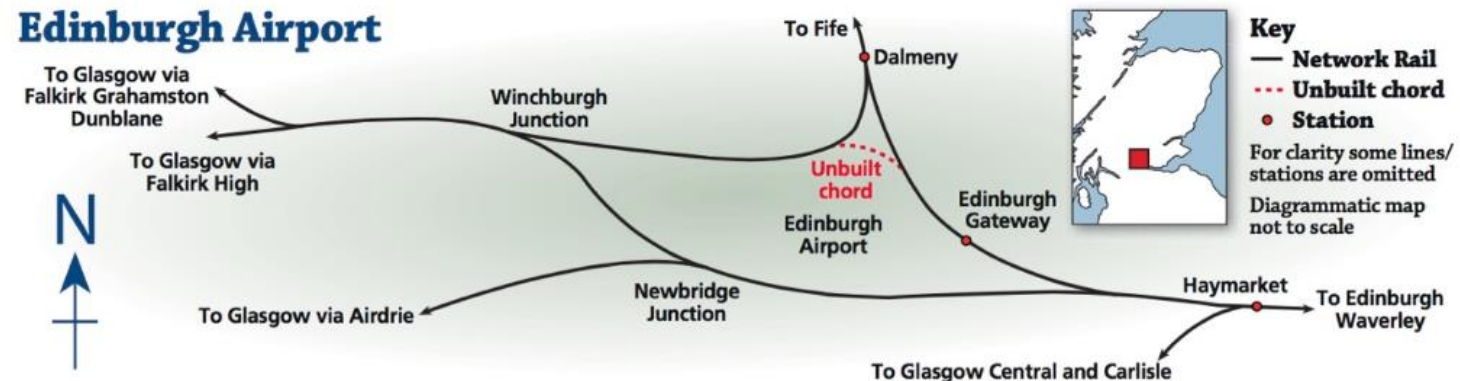
Recent Projects

The Council and its partners have secured recent investment to develop and deliver a series of schemes over recent years, and there has been national/regional rail investment too, including-

1. Edinburgh Crossrail – Including New stations at Edinburgh Park, Brunstane and Newcraighall (opened 2002/3)
2. Airdrie Bathgate Rail Link (opened 2010) Huge success like Borders Railway – exceed passenger demand forecast
3. Tram Interchanges - Haymarket Station Redevelopment, Edinburgh Park Station interchange (2013-15)
4. Borders Railway (CEC leading role in obtaining “Royal Assent” and delivery - opened 2015)
5. New Edinburgh Gateway Station (interchange with tram – Opened 2016)
6. Edinburgh and Glasgow Investment Programme – Electrification of core line to Glasgow (2016)
7. New Stations at Reston Station (opened 2022) and East Linton (Dec 2023)
8. Levenmouth Rail Link (due 2024)

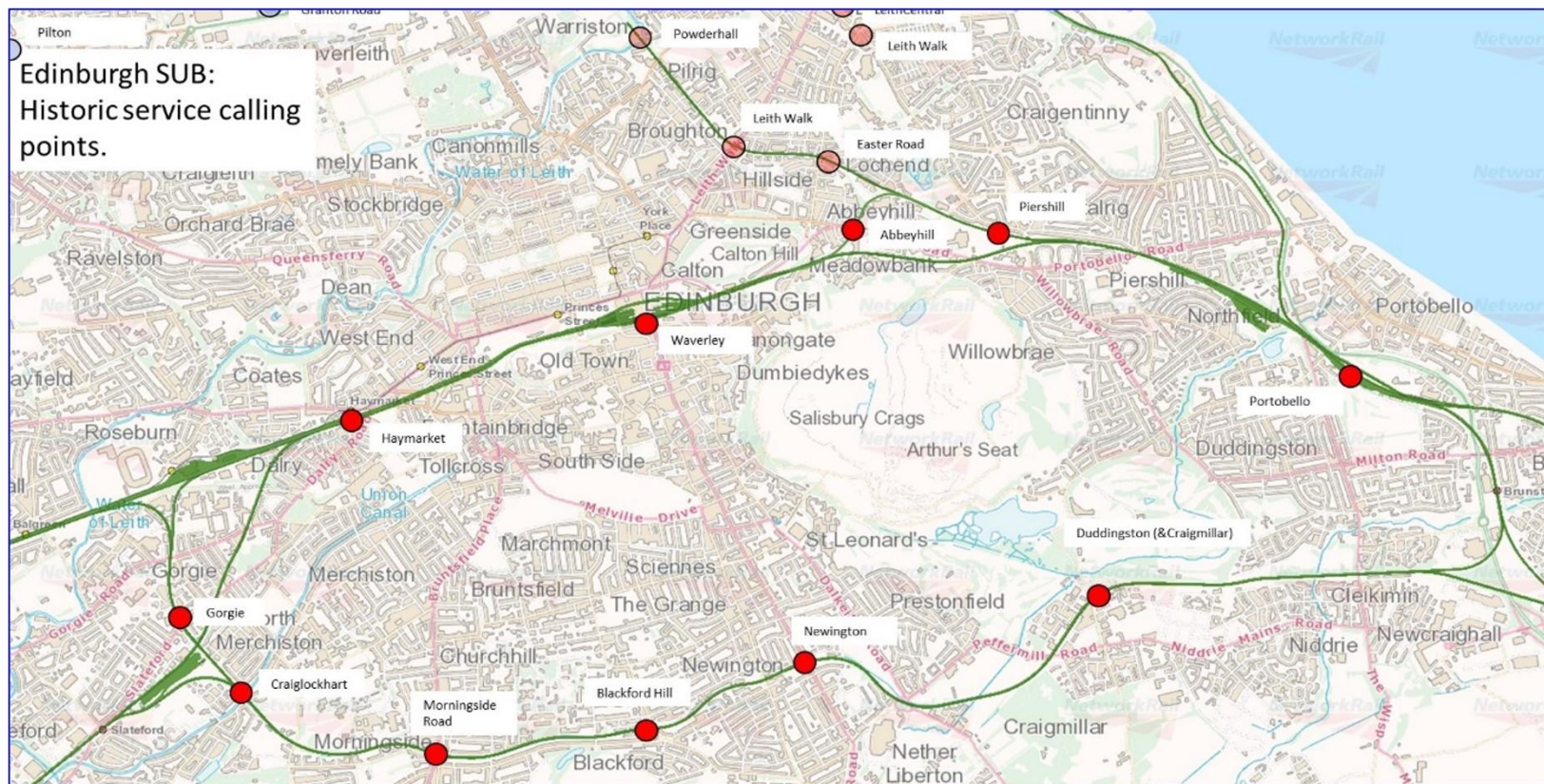
CEC support for Future Projects

1. Waverley station masterplan- Revitalise the City Centre and create interchange with bus, tram, and active travel.
2. Fife electrification- Rolling programme
3. Enhanced interchange across region (tram to Shawfair, Musselburgh and Waverley station, along with south sub)
4. Almond Chord and Winchburgh Station- The Council Supports the creation of a station at Winchburgh and the Almond Chord. This will give the opportunity for services between Edinburgh and Glasgow to be reouted via Edinburgh Gateway to enable more services to stop at Edinburgh Park (interchange with Edinburgh Airport- fastest growing in UK)



South Suburban Line Opportunities

- The South Suburban line is a strategic freight route but the Council continue to engage with Network Rail on possible reinstatement of passenger services.



Transport Projects





Transport, Economic Development or Quality of Life?



GDI6 KHC

3. The Difficult Decisions

the city centre

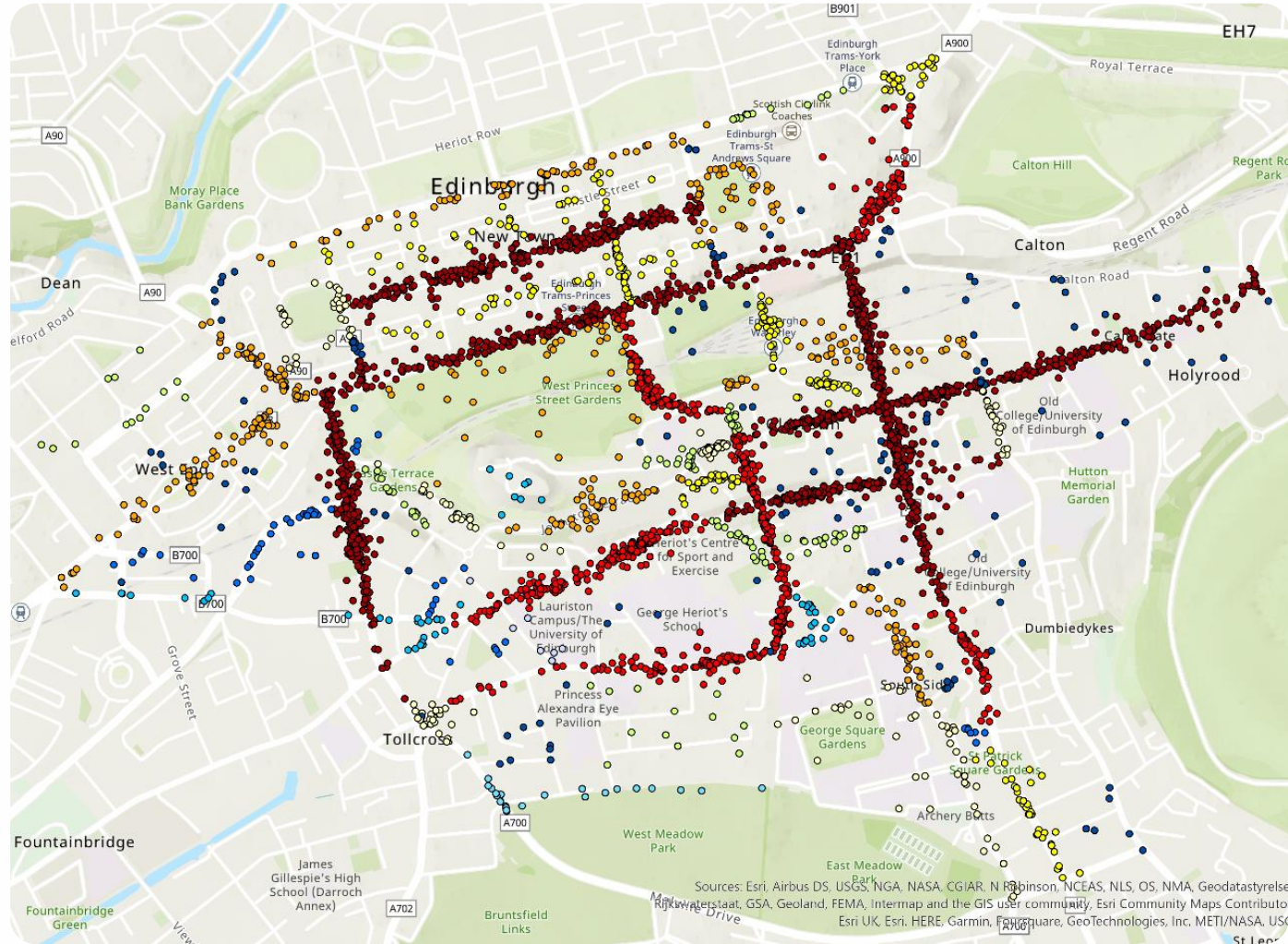
major junctions

reducing parking

neighbourhoods

Through Traffic

Are there any additional streets in the city centre that you think we should prioritise for reducing through traffic?



in addition to current city centre projects, **the Bridges Corridor, Canongate, Grassmarket and Cowgate** were identified as key priorities for change

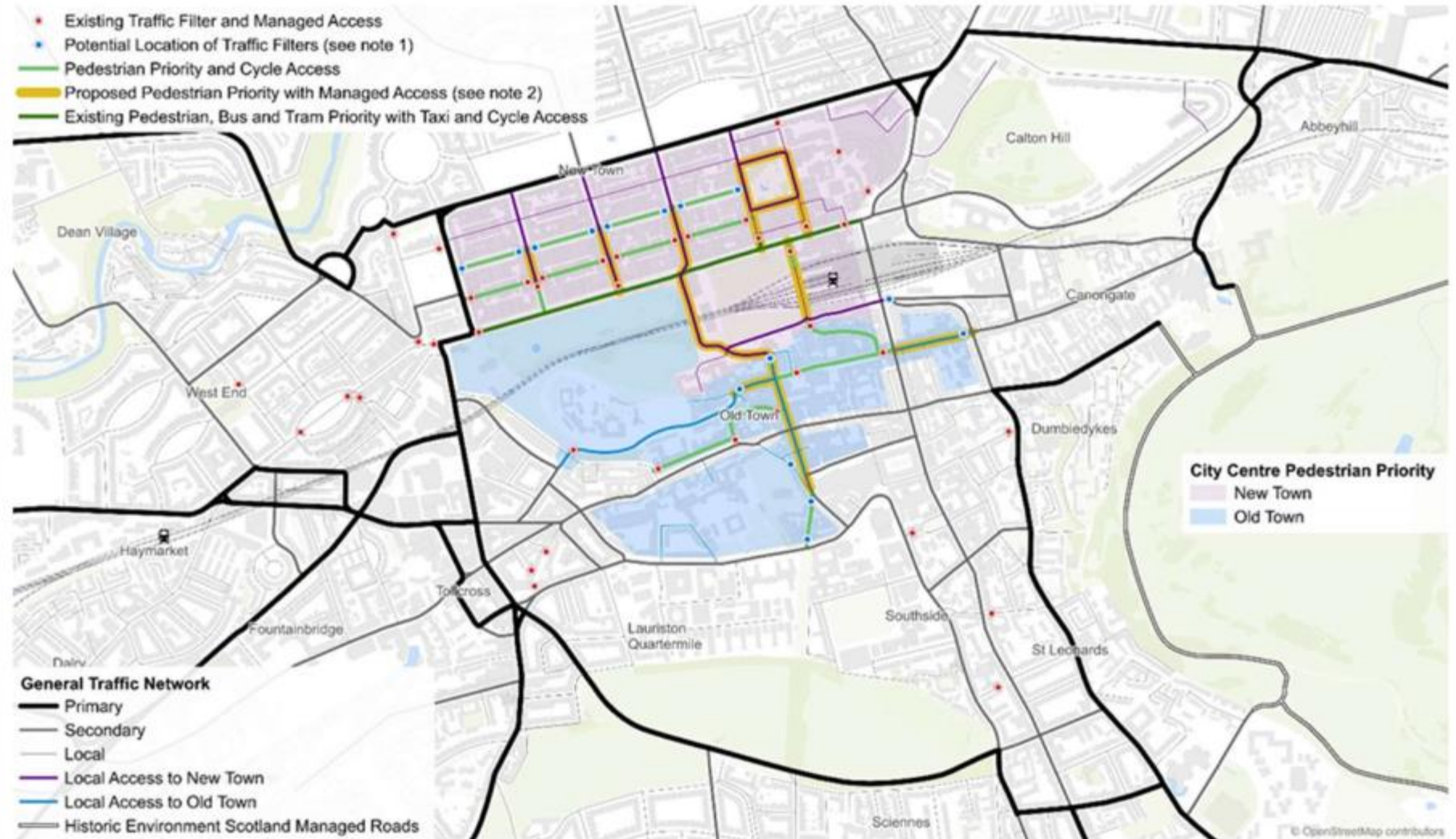
stakeholders noted that the introduction of any traffic restrictions in these corridors, however, could create **wider traffic displacement**

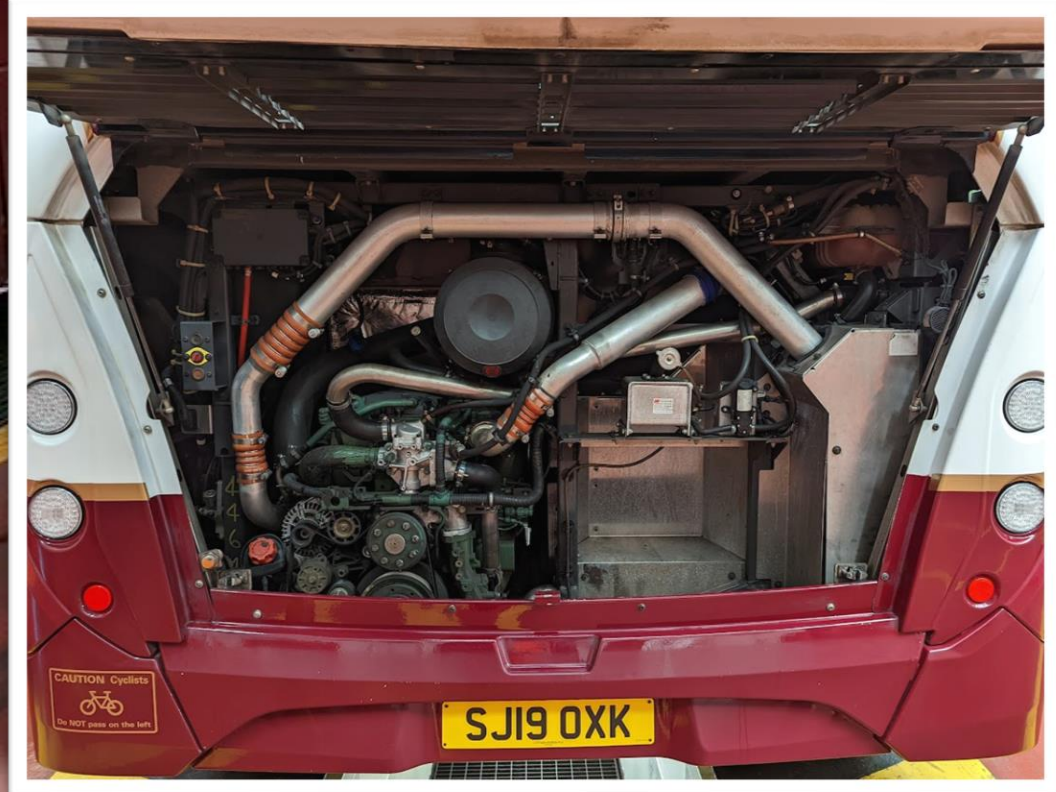
bringing in **area-wide traffic restrictions** was identified as a potential mitigation for the wider impacts of major projects across the city centre

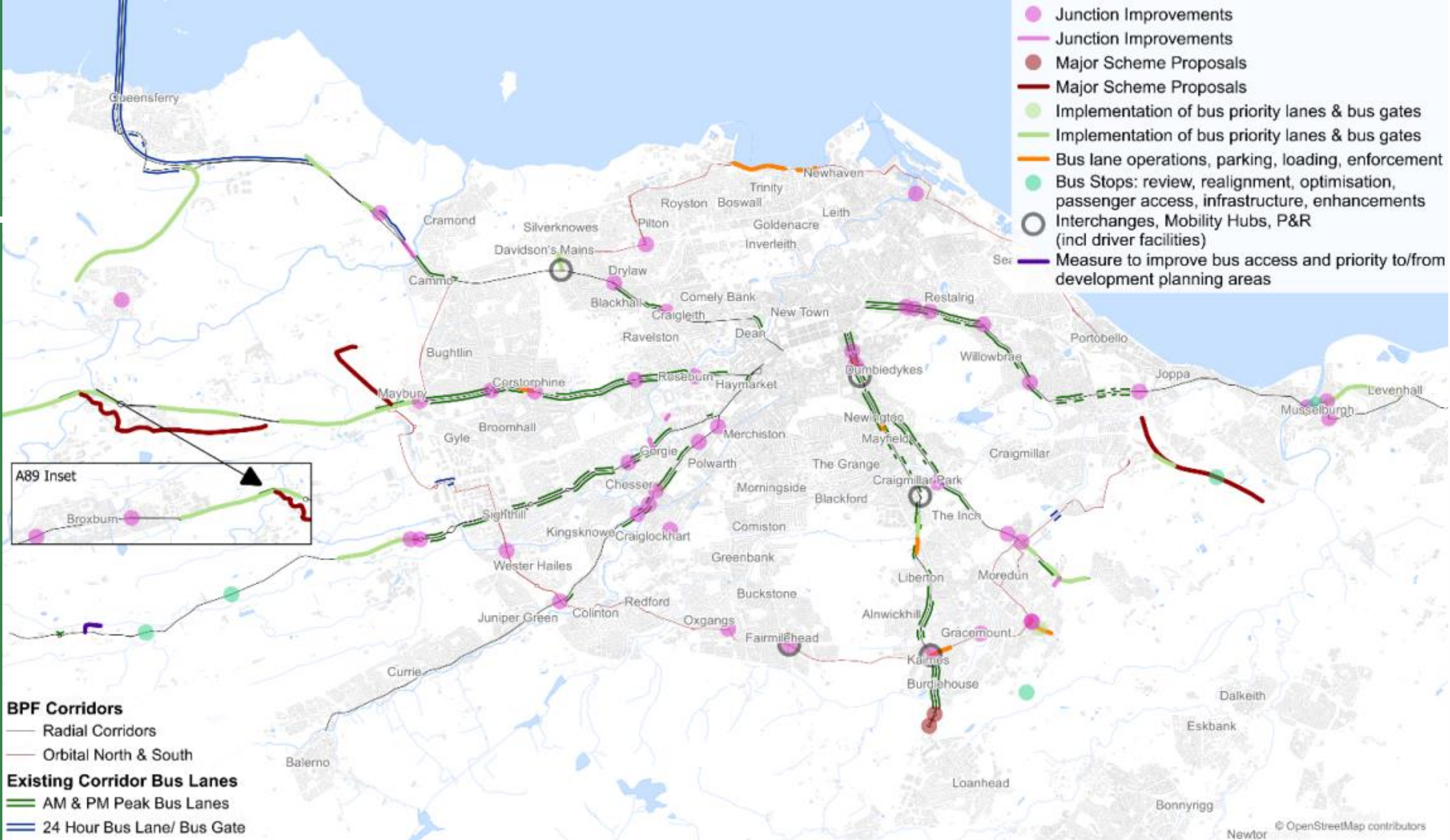
one of the specific examples stakeholders mentioned in this regard was the area east of Lothian Road within Bread Street, West Port, Lady Lawson

City Centre – Option A (ECCT)

- Based on ongoing projects and commitments to create 'traffic free' core
- Recognise the need to go further, based on 30% car km target and CMP consultation feedback







- Junction Improvements
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- Major Scheme Proposals
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- Implementation of bus priority lanes & bus gates
- Implementation of bus priority lanes & bus gates
- Bus lane operations, parking, loading, enforcement
- Bus Stops: review, realignment, optimisation, passenger access, infrastructure, enhancements
- Interchanges, Mobility Hubs, P&R (incl driver facilities)
- Measure to improve bus access and priority to/from development planning areas

A89 Inset

- BPF Corridors**
- Radial Corridors
 - Orbital North & South
- Existing Corridor Bus Lanes**
- AM & PM Peak Bus Lanes
 - 24 Hour Bus Lane/ Bus Gate

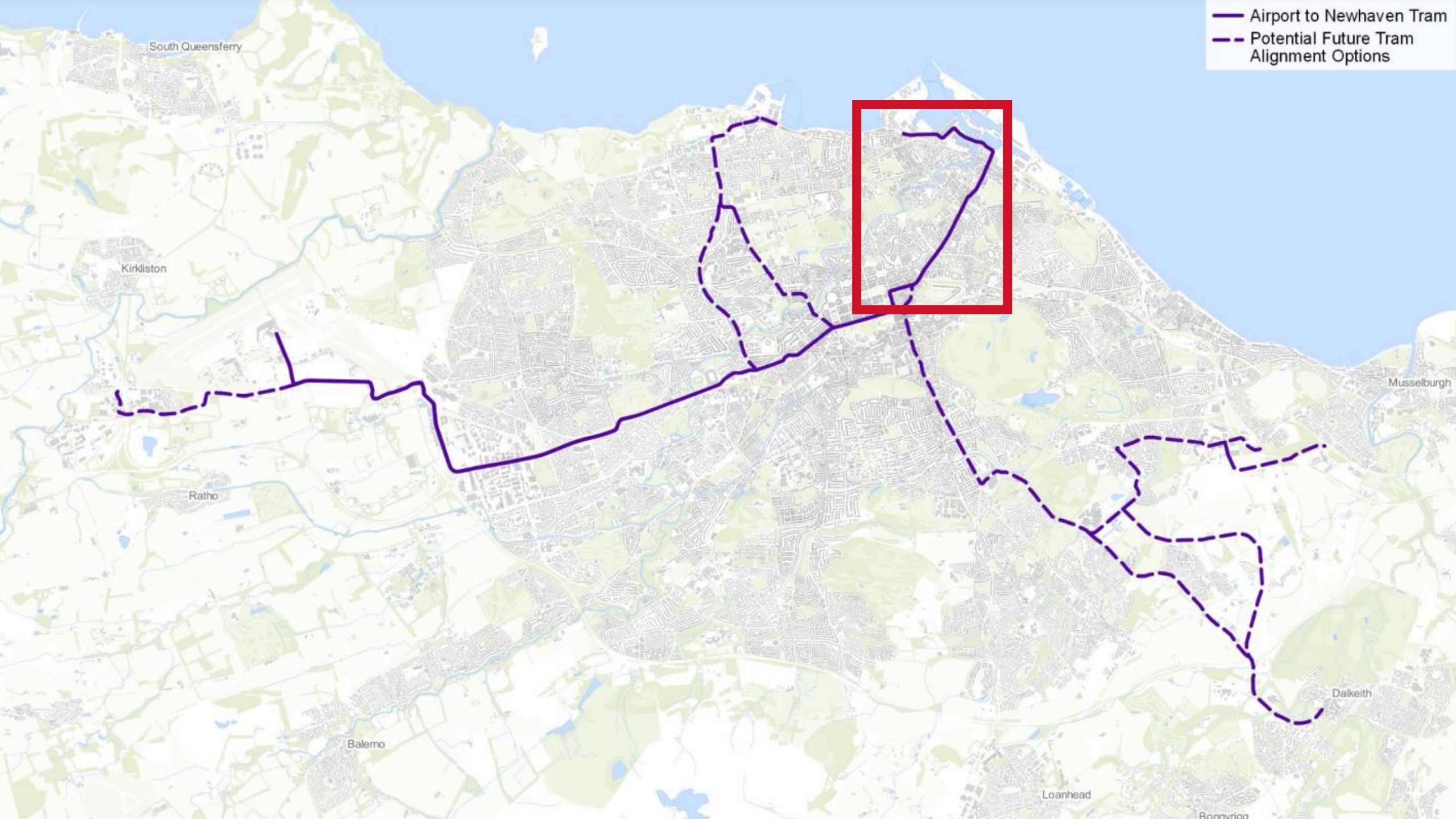


TAKING YOU TO THE SHOPS IN 2011

Edinburgh Trams



WWW.TRAMSFORINBURGH.COM



— Airport to Newhaven Tram
- - - Potential Future Tram Alignment Options

South Queensferry

Kirkliston

Ratho

Balerno

Loanhead

Bonnyrigg

Dalkeith

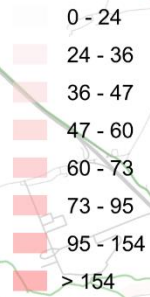
Musselburgh



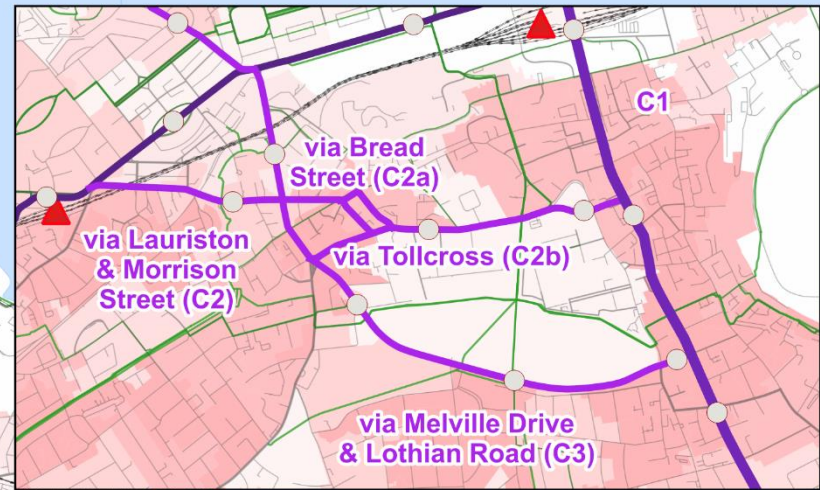
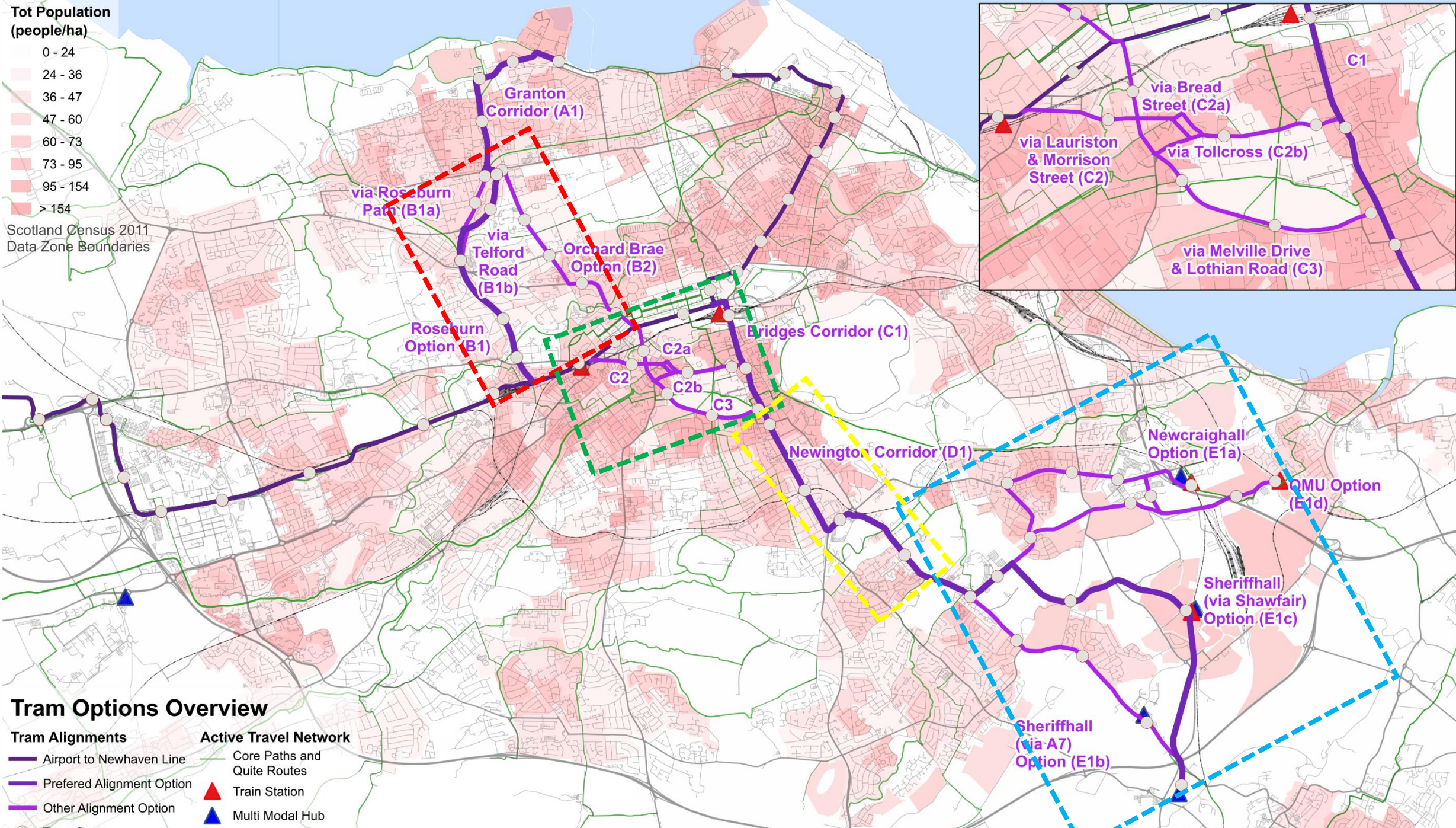
◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Granton to Bioquarter, and Beyond.

Tot Population (people/ha)



Scotland Census 2011
Data Zone Boundaries



Tram Options Overview

Tram Alignments

- Airport to Newhaven Line
- Preferred Alignment Option
- Other Alignment Option
- Tram Stops

Active Travel Network

- Core Paths and Quiet Routes
- Train Station
- Multi Modal Hub

Roseburn / Orchard Brae

Roseburn Corridor

Proposed design solution similar to that for which Powers have been granted

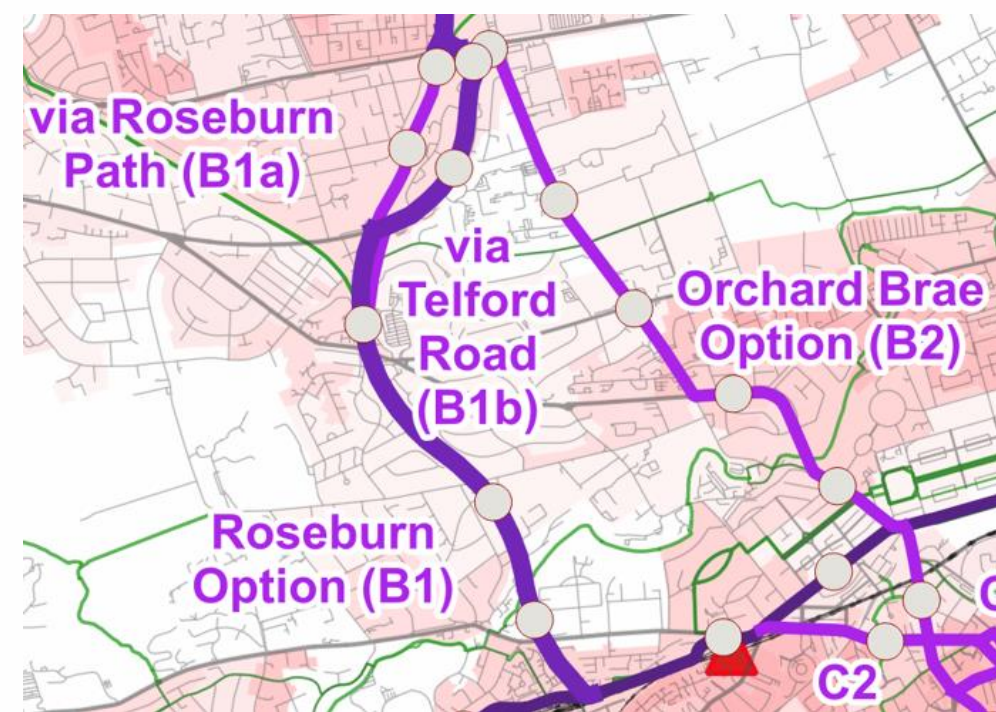
2.5 – 3m walking/cycling path retained with additional cycling provision provided on Queensferry Road / Orchard Brae (and potentially other routes to Haymarket)

Present the Telford Road / Western General route variant as this better serves the hospital

Orchard Brae Corridor

Orchard Brae tram option to be presented at consultation objectively.

Design assumption is that active travel provision would remain on Roseburn with no segregated cycling provision adjacent on-street



Edinburgh

Evening News




SAVE OUR CYCLE PATH

► Campaigners hit out at loss of much-used green corridor to make way for tram line

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Public backing for vape ban

Pages 6-7



Candle firm's monthly charity donations

Page 17



Craft beer tours set off around world

Pages 18-19



Nothing quite like a good old ceilidh

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Roseburn Route

1. Lower price tag?
2. Lower carbon requirement?
3. Lesser impact on businesses and residents?
4. Shorter construction time?
5. Shorter journey times and better reliability?
6. Lower operating costs?

City Centre

Bridges Corridor

Protected alignment within the LDP. Connects Leith to the southeast / BioQuarter maximising passenger demand and revenue.

Lothian Road Corridor

Wider corridor but 5 complex junctions. Princes St / Lothian Road a major constraint with impact on pedestrians. Environmental impacts through The Meadows

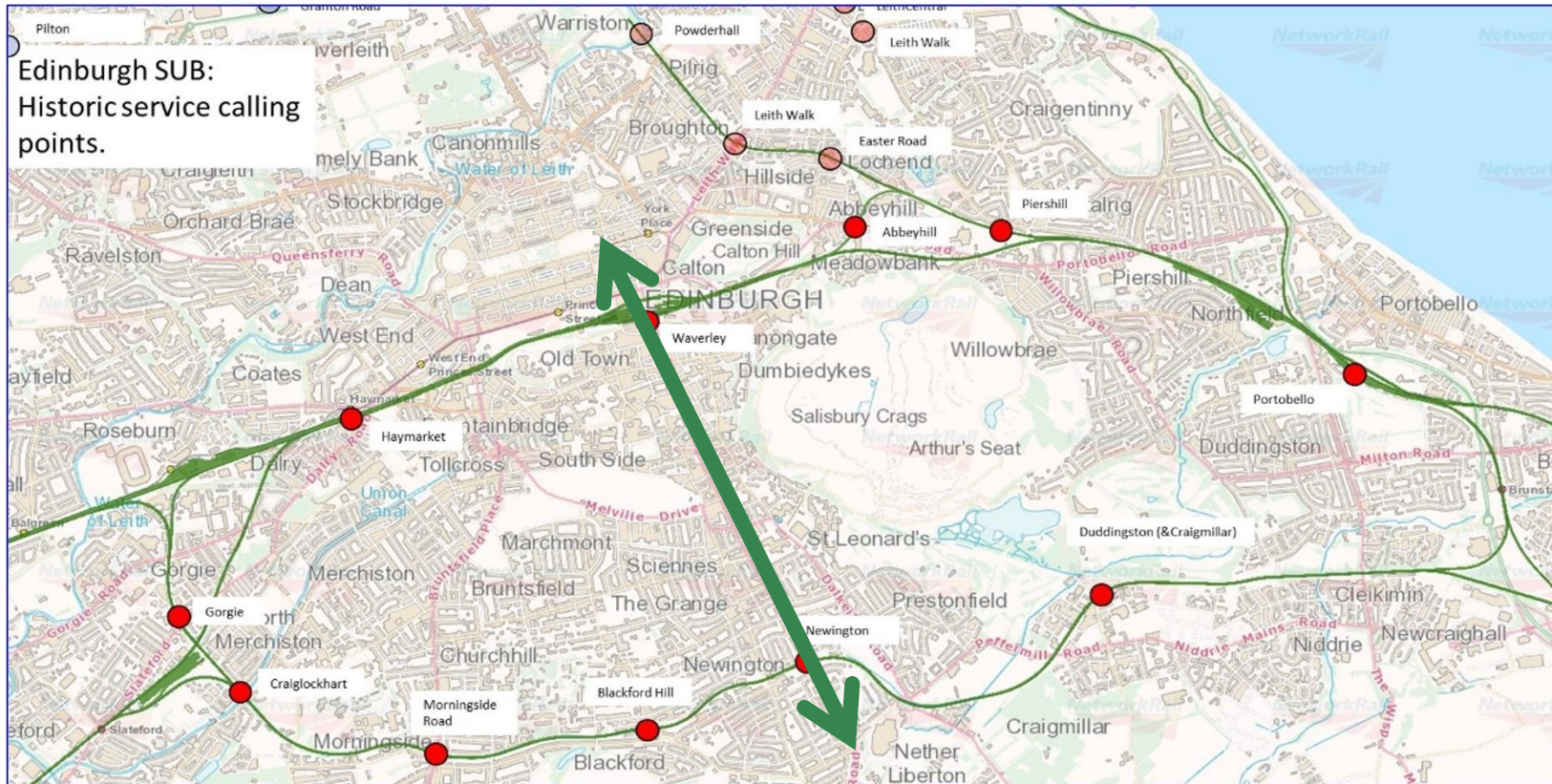
Cross City Corridor (via Lauriston Place and Potterrow)

Could be constructed in longer term but building constraints require to be addressed.



South Suburban Line Opportunities

- The South Suburban line is a strategic freight route but the Council continue to engage with Network Rail on possible reinstatement of passenger services.



Opportunities

1. A just transition?
2. Working with employers & accessibility campaigners.
3. Cross boundary work.
4. Contributing to national progress.



Thank You

South Sub Considerations

- Historical stations may not be in the right locations to address the transport needs identified.
- Weekdays, **Edinburgh Waverley** currently has 981 daily train movements from the West and 384 daily movements from the East.
- Some of the Platforms are already full whilst others are forecast to be full as franchise commitments are delivered. Both the approaches from the East and West are nearing full capacity. There may need to be trade offs by reducing number of existing services to fit new services in
- Would a passenger route compete with bus services in terms of cost
- Connectivity to Edinburgh Waverley, & potential interchange with tram- could there be train/tram on route?