



# CITY MOBILITY PLAN

## 2021-2030

### Implementation Plan

Delivering Actions for Public Transport  
Supporting Information

February 2024

◆ EDINBURGH ◆  
THE CITY OF EDINBURGH COUNCIL

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## 1. Developing the Future Public Transport System for Edinburgh

### 1.1 Purpose and Vision

This paper augments and supports the delivery of the Council's City Mobility Plan (CMP). It provides further details on the actions required to deliver enhancements to and expansion of the city's public transport network to help meet committed Council targets, including becoming a net zero carbon city by 2030, reducing car kilometers by 30% by 2030 and Vision Zero - where there are zero fatalities or serious injuries on Scotland's roads - by 2050.

Specifically, the actions set out should be read in conjunction with the CMP Implementation Plan (updated in 2024). The Implementation Plan includes key delivery information across the full suite of mobility actions including those set out in this paper, and presents expected delivery milestones, funding/cost information (where known at this stage) and delivery responsibilities.

This paper should also be read in conjunction with the Our Future Streets (Circulation Plan) which gives strategic direction to delivering roadspace reallocation across the city with particular focus on key corridors, the city centre and neighbourhoods. The Framework will support the delivery of key CMP objectives by enhancing sustainable, safe, efficient, and inclusive travel across the city. Enhancing conditions to support accessible and efficient public transport is critical to this.

This paper is informed by extensive consultation with key stakeholders including members of the public. The most recent consultation in 2023 sought further understanding of the city's biggest priorities in order to meet CMP objectives and key Council targets.

The Vision for Public Transport is summarised as:

***'Edinburgh will be connected by a safe, efficient and more inclusive net zero carbon public transport system, accessible to all'.***

### 1.2 An Integrated Approach

Fundamentally this supporting paper recognises that the public transport system is part of the integrated solution to address the movement of people and goods to, from and within the city. Our approach to land use planning remains focussed on supporting the development or repurposing of brownfield (previously developed) land in higher densities rather than lower density development on greenfield sites. Meeting the city's growth needs in this way means we can maximise the use of existing transport infrastructure and support the viability, accessibility, and expansion of public transport. This also means people will have less distance to travel to meet their daily needs which is fundamental to the 20-minute neighbourhood concept.

Edinburgh is recognised as having two of the most successful and popular bus and tram services in the UK. Notwithstanding, to address the future needs in the city in a way that achieves a significant modal transfer to public transport, better alignment of strategic business planning and operational management of the Council-owned transport companies is considered necessary.

Future investment in public transport needs to recognise two core components if it is to deliver the growth required to meet our Zero Carbon targets and deliver sustainable economic growth. Firstly, high quality infrastructure is required, to deliver competitive journey times to the right areas of the city. Secondly, a safe and efficient operating model is

required to ensure that the system is accessible and affordable for those that wish to use it, when they want to use it.

### **1.3 Future Governance**

The City of Edinburgh Council has three Transport Arm's Length External Organisations (ALEOs): Transport for Edinburgh Limited, Lothian Buses Limited and Edinburgh Trams Limited. The City of Edinburgh Council is the sole (100%) shareholder of Transport for Edinburgh. Transport for Edinburgh holds the Council's shareholding for Lothian Buses (91%) and Edinburgh Trams (100%). East Lothian, Midlothian and West Lothian Councils also hold a minority shareholding in Lothian Buses.

The CMP outlines policy measures designed to support delivery of the vision and objectives, with one of these being the need to reform the governance of the public transport companies in order to deliver strong integration between modes and to deliver public transport which takes account of public policy drivers. Following a review of potential options, a report was presented to the Transport and Environment Committee in August 2021, which outlined the preferred approach of to progress to reconstitute the Lothian Buses corporate entity with an amended Memorandum and Articles of Association, to be responsible for multi modal public transport delivery. Edinburgh Trams would be a subsidiary of the reconstituted company.

### **1.4 Aligning to the CMP Objectives**

The CMP sets out our commitment to delivering truly sustainable, safe and integrated mobility for Edinburgh over the next 10 years. It also defines nine objectives under the themes of People, Movement and Place. In developing this paper, these themes have been considered within the specific context of the role of public transport over the next decade or so. In this regard six transport focused themes have been derived to frame the individual actions, as outlined below.

- Addressing the climate emergency;
- Providing safe, affordable and accessible public transport;
- Delivering a reliable and efficient network to support growth;
- Enhancing regional connectivity;
- Place - Reducing vehicular dominance;
- Improving Governance and Coordination.

#### **Addressing the Climate Emergency**

Transport is the biggest generator of carbon emissions in Edinburgh. Identified public transport interventions are key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. The supporting paper also supports actions to improve air quality with a particular focus on the city's air quality management areas.

#### **Providing Safe, Affordable and Accessible Public Transport**

We will build on recent investments to ensure that our public transport continues to be reliable, safe, affordable and convenient. Infrastructure improvements will seek to reduce bus journey times and further improve reliability. Improved and additional Park & Ride and new interchange hubs will enable safe and easy transfer between modes. Technology will help deliver improved passenger information and flexible ticketing options.

#### **Delivering a Reliable and Efficient Network to Support Growth**

Future forecasts for Edinburgh's population point to a 15% increase by 2041. The strength of Edinburgh's economy is based on the breadth of sectors, financial services, life sciences, higher education and tourism. Public transport will continue to adapt to cater for additional demand within the confines of a historic city and changing travel patterns. To support growth,

Edinburgh strive to ensure that our public transport system is efficient and attractive public transport system, and competitive with peer cities. To achieve this, further investment in rail and tram networks is required. Bus also has a key role to play and journey times need to be reduced, particularly from and around the periphery of the city. Investment in orbital bus connectivity will be key in supporting new journey opportunities; development of West Edinburgh will require services across rural West Edinburgh to be reimagined.

### Enhancing Regional Connectivity

Improving regional connectivity is critical especially as population continues to grow and the city remains the most significant employment hub in the region. Expansion of tram linking Granton to the BioQuarter and beyond, together with wider mass transit investment, will help deliver an efficient and cohesive network, serving a wide range of destinations.

### Place – Reducing Vehicular Dominance

To protect and enhance our environment, improved public transport will seek to reduce the need to travel by car. In combination with investment in our urban realm it will therefore result in more space for people, and enhanced quality of our streets.

### Improving Governance and Coordination

A new governance and operating structure will be implemented for the delivery of Council owned public transport that ensures strong integration between modes and takes account of wider public policy drivers. The overarching Our Future Streets (Circulation Plan) will ensure efficiency of delivery between public transport and active travel. Land use policies will be coordinated to maximise sustainable travel opportunities.

**The actions set out in this paper generally support the following CMP objectives and policy measures:**

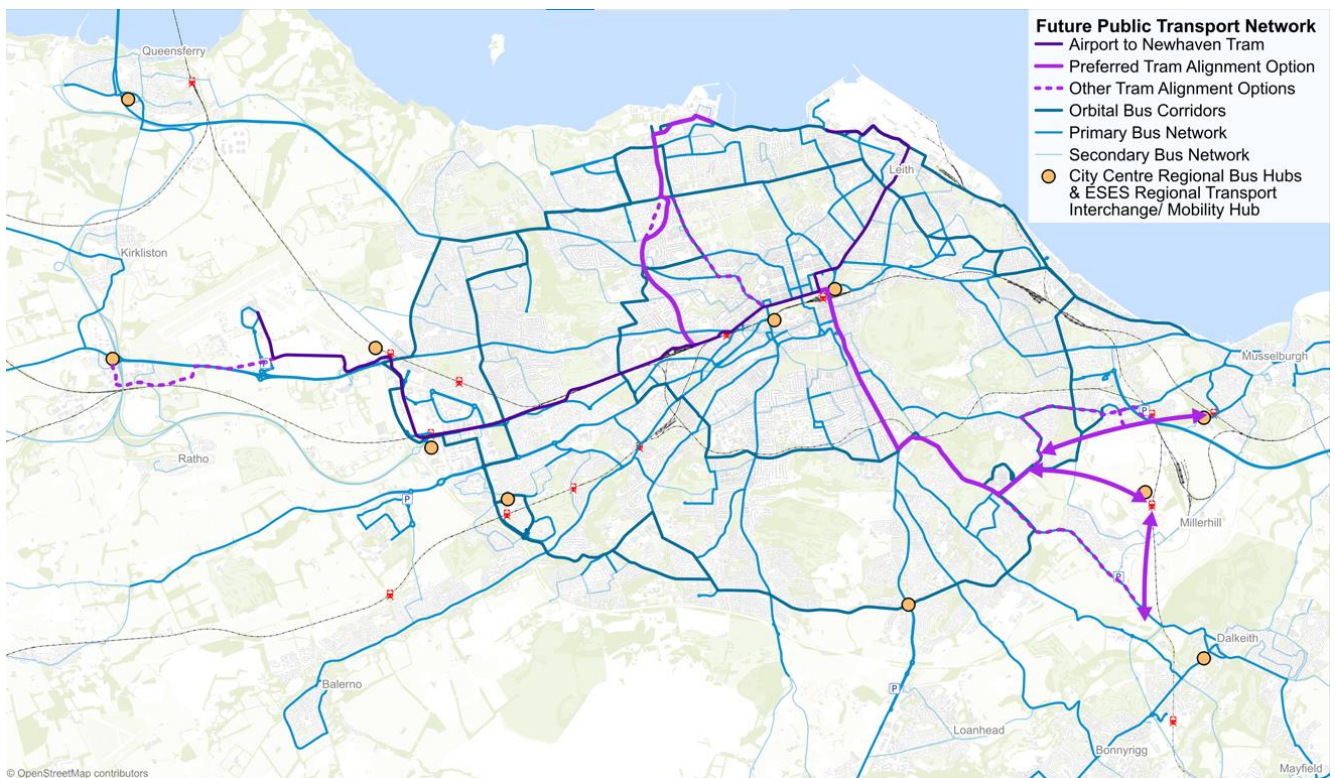
| Supported Objectives  | Supported Policy Measures  |
|---|--|
| Encourage behaviour change to support the use of sustainable travel modes.              | PEOPLE 1 – Supporting Behaviour Change                                     |
|   | PEOPLE 3 – Flexible and Affordable Fares                                   |
|   | MOVEMENT 1 – Mass Rapid Transit  |
| Increase the proportion of trips people make by active and sustainable travel modes.    | MOVEMENT 2 – Bus Network Review  |
|   | MOVEMENT 3 – City Interchanges   |
|   | MOVEMENT 4 – Bus Priority Measures   |
| Improve sustainable travel choices for all travelling into, out of and across the city. | MOVEMENT 5 – Integrated, Smart and Flexible Ticketing                      |
|   | MOVEMENT 6 – Fleet Enhancement   |
|   | MOVEMENT 7 – Bus and Tram Shelters   |
| Reduce harmful emissions from road transport.   | MOVEMENT 8 – Governance Reform of Council-owned Public Transport Companies |
|   | MOVEMENT 9 – Regional Interchanges   |
| Ensure that transport options in the city are inclusive and affordable.                 | MOVEMENT 10 – Supporting Improvements to Rail                              |
|   | MOVEMENT 11 – Rail Integration   |
| Maximise the efficiency of our streets to better move people and goods.                 | MOVEMENT 16 – Shared Mobility  |
|   | MOVEMENT 18 – Mobility on Demand   |
|   | MOVEMENT 19 – Mobility Hubs  |
| Reduce vehicular dominance and improve the quality of our streets.                      | MOVEMENT 25 – Strategic Approach to Road Space Allocation                  |

|  |  |
|--|--|
|  | MOVEMENT 27 – Harnessing New Technology        |
|  | MOVEMENT 32 – Cleaner Vehicles                 |
|  | MOVEMENT 33 – Zero Emission Buses              |
|  | PLACE 1 – Edinburgh City Centre Transformation |
|  | PLACE 3 – Dense Mixed-Use Development          |
|  | PLACE 4 – Liveable Places                      |
|  | PLACE 5 – Streets for People                   |

### 1.5 Our Future Public Transport Network

Figure 1 below presents an overview of the future public transport network for the city and surrounding region.

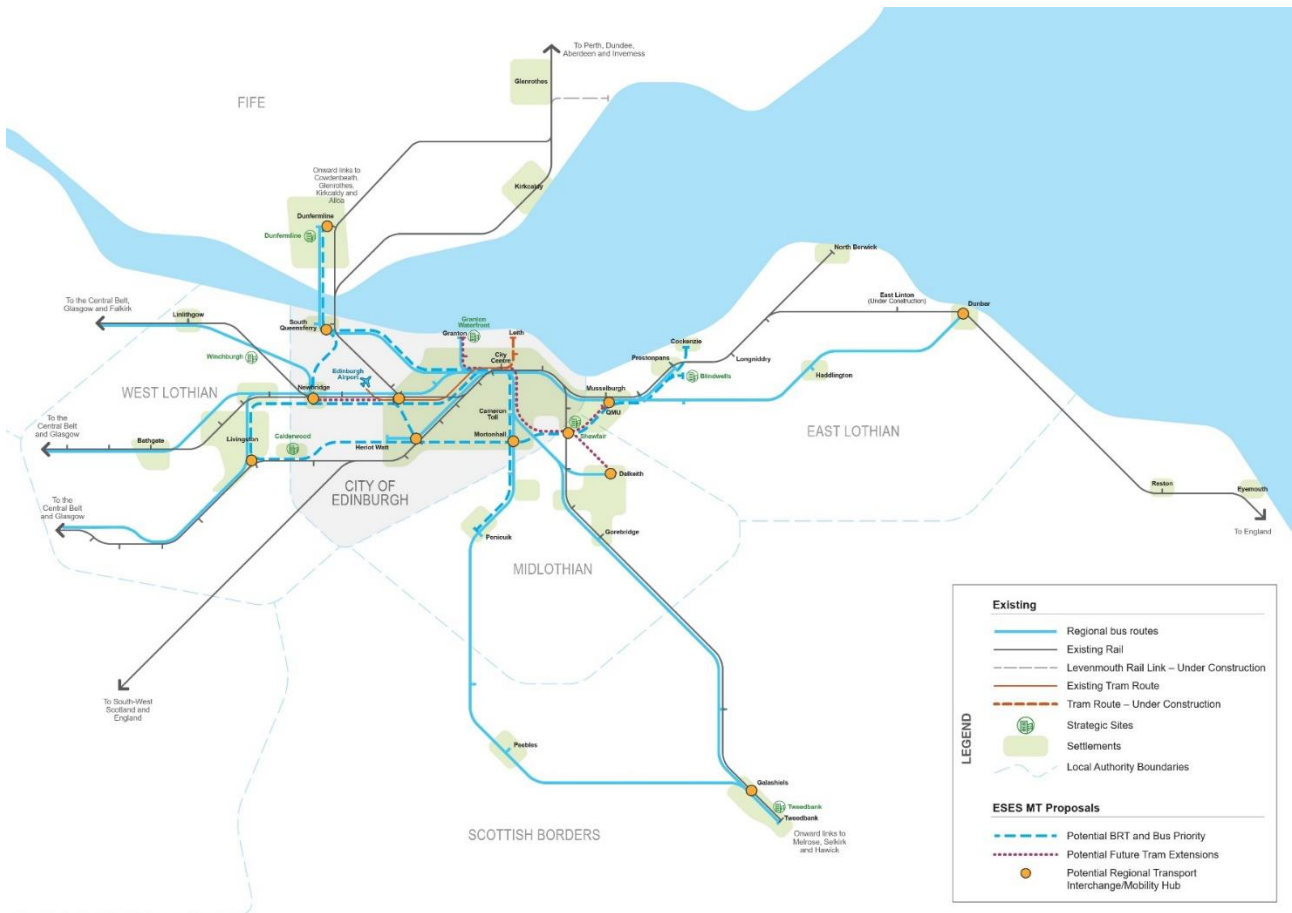
**Figure1: Future Public Transport Network (~2035)**



This comprehensive network complements and is aligned to the recent recommendation within Transport Scotland’s second Strategic Transport Projects Review (STPR2) for the Edinburgh and South-East Scotland Mass Transit. A mass transit system for the Region would provide more public transport options for cross-boundary travel, reducing the need to make unnecessary changes between services, leading to lower journey times. This would improve Region-wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would include cross-boundary routes along key corridors within and around the City of Edinburgh, as the main population and economic area of the Region. The primary purpose would be to facilitate end-to-end

sustainable transport journeys. The introduction of new regional interchanges would also form part of the mass transit system.

**Figure 2: Edinburgh and South East Scotland Mass Transit (STPR2 Recommendation 12)**



The following chapters present the core actions under the six themes outlined in this chapter and should be read in conjunction with the CMP Implementation Plan, which provides key information on the delivery of these actions, including delivery milestones, main responsible bodies and funders, cost information (where known at this point). It should be noted that some of the actions cut across various themes and objectives.

It should be noted that all actions outlined will be taken forward in accordance with our governance’s processes and will require confirmation of available funding.

## **2. Addressing Climate Emergency**

### **2.1 Addressing the Challenge**

As we move through the 21<sup>st</sup> century, the greatest challenge facing us all is that of climate change. Transport is the biggest generator of carbon emissions in Scotland and the second biggest generator in Edinburgh. The CMP highlights that if we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practices must change. Consequently, the overall vision within CMP confirms the need to address climate change, and tackling this is at the heart of the actions defined in the CMP Implementation Plan as supported by this paper.

Many of the actions in this paper reinforce the enhancement and growth of our city's public transport as the most efficient means of moving large volumes of people. This is critical if we are to tackle climate change and ensure the sustainable economic growth of our city. Identified interventions will be key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. This paper also supports actions to improve air quality with a particular focus on the city's air quality management areas. Specific actions include:

### **2.2 Changing Minds, Changing Behaviour**

Public transport has a key role to play if the city is to meet the net zero carbon target. In addition to the many infrastructure measures identified in this supporting paper, there is a need to influence travel behaviour in a positive way to encourage greater use of sustainable modes. Part of the behaviour change programme needs to address issues around socio-economic barriers, and real and perceived concerns over the safety, reliability and access to public transport. Tackling these in a consistent manner with regular monitoring of effectiveness will deliver long term benefits through a sustained growth in public transport use across the city, thereby helping to meet the net zero target.

**Deliver a programme of behaviour change interventions, focusing on key priority groups**

### **2.3 Bus Fleet Enhancement / Zero Emission Buses**

A large number of bus services run through Edinburgh every day and it is important that the fleet is as clean as possible. While improvements to diesel powered buses are welcome more can be done to further improve the emission standards of the fleet. The Bus Decarbonisation Taskforce, comprised of leaders from the bus, energy and finance sectors, aims to ensure that the majority of new buses purchased from 2024 are zero emission. In addition, the Scottish Government has made funding available to accelerate the commitment towards decarbonising the bus industry.

**Work with operators to deliver options for a net zero carbon fleet**

We will capture opportunities to work with this Taskforce and Scottish Government to support the transition to zero emission buses.

To support a move towards cleaner vehicles, we will add to existing electric vehicle infrastructure to ensure the city has a comprehensive charging network. This will include the opportunity to create electric charging hubs to accommodate a range of modes including bikes, cars, motorbikes, buses and goods vehicles including cargo bikes. We will also



monitor the development of other vehicle propulsion such as hydrogen that may play an important role in powering Edinburgh's transport in the future.

**Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric / hydrogen fleets**

Key to delivering a fully electric / hydrogen (or mix of) fleet are depots with sufficient capacity and the necessary technology to charge the buses. We will assess the viability of existing bus depots to be upgraded to provide charging facilities for buses and if required identify locations for new depots.

**Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet**

### **3. Providing Safe, Affordable and Accessible Public Transport**

#### **3.1 Addressing the Challenge**

Edinburgh is a city of different cultures, needs, ages and abilities. The way that transport systems recognise and incorporate peoples' different needs and behaviours can have a significant impact on their ability to find and sustain work, to look after children and relatives and to use health, education and other public services. We want to create a city where you don't need to own a car to move around. We will therefore ensure that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use.

#### **3.2 Safety and Accessibility**

The vast majority of journeys made by public transport require walking / wheeling to their stop locations. Poor quality or lack of lighting is regularly highlighted as key factors impacting on perceived levels of safety. Much of our existing network is well lit and provides a safe and secure environment. Nonetheless, we will undertake an audit of existing infrastructure and engage with stakeholders to identify locations that could benefit from improved lighting at and leading to public transport stops. We will then develop an improvement plan, prioritising areas of greatest concern.

**Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations**

Public transport is a vital transport mode for users with disabilities, and therefore it is an imperative that our network and vehicles are accessible. Through engagement with stakeholders, we will aim to improve facilities and the information available to disabled users when travelling on public transport.

**Improve travel experience for disabled users including more information on space availability**

#### **3.3 Flexible and Affordable Fares / Integrated Ticketing**

Providing quick and easy integration between public transport services is important for promoting the use of sustainable transport modes. Lothian Buses is now operating a smart, contactless 'tap, tap, cap' offering, which ensures users are charged the best value product if making three or more journeys. This system will be introduced across the tram and will be compatible with Lothian Buses.

**Deliver Edinburgh Tram/ Lothian Buses integrated ticketing**

A promotional travel scheme allows people under 22 to travel for free on bus services across Scotland. Whilst this scheme is welcomed, at present it does not extend to the tram network. Therefore, a review of the costs associated with extending this scheme to include tram travel in Edinburgh will be undertaken. Subject to the outcome of this review and availability of funding we will seek to expand the schemes within the city.

**Review of concessionary travel / free under 22 travel on tram**

Integrated, flexible ticketing is an essential part of making public transport more convenient. The recently completed Strategic Transport Projects Review (STPR2) includes a recommendation to build on the existing schemes to support the delivery of fully integrated smart ticketing across all public transport modes. We support this recommendation and will work with all public transport operators, regional partners and the Scottish Government to deliver a fully integrated ticketing system for all.

**Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail**

### **3.4 Improved Infrastructure**

A fast, reliable and sustainable public transport system is vital for providing safe, affordable and accessible movement of people in a city. Our existing tram network delivered year on year growth since it opened in 2014 until the onset of the COVID-19 pandemic. It is therefore a key component of the city's public transport network, and we have demonstrated our commitment to expanding it further with the opening of the extension to Newhaven in 2023.

**Complete Trams to Newhaven operations and handover**

High quality and sustainable infrastructure is important for promoting public transport use, and this includes bus shelters. We will continue with a programme of shelter replacement and develop a protocol for shelter enhancement at busiest stop and interchange locations. This may include enhanced quality of provision, including improved accessibility for everyone, lighting and suitable seating. Opportunities for other initiatives including living roof shelters will be considered, delivered through sponsorship and community involvement.

**Continue ongoing programme of shelter replacement**

Bus tracker has been a success in Edinburgh. New on-street screens will replace the older versions and be capable of showing multi operator information driven by a new content management system. This will be rolled out over the next 24 months to ensure reliable and up to date travel information to all existing sites as well as 80-100 new sites. In the longer term, in collaboration with operators, work will seek to identify how more information on the availability of disabled and buggy spaces on bus and tram can be displayed.

**Replace existing on-street bus tracker signs with multi operator information signs**

### **3.5 Shared Mobility**

We will develop an access strategy for taxis and Private Hire Cabs (PHCs) in the city centre and on key arterial routes and seek opportunities to expand city car club throughout the city.

**Strengthen partnerships with the taxi and private hire car trade and car club partners as key providers of the city’s shared mobility offering to support the shift to zero emission vehicles and the introduction of new technology to improve safety, standards and accessibility**

An audit of taxi ranks across the city will be undertaken with a view to ensure the current provision is maintained in the vicinity of existing ranks.

**Ensure existing taxi-rank requirements are protected – general locations and capacity; continue to review of provision to deliver additional capacity in consultation with the taxi trade**

### **3.6 Demand Responsive Transport**

The development of mobile and app-based technologies provide opportunities to deliver sustainable, efficient and affordable public transport for all users. We will work with experts to identify opportunities to enhance Demand Responsive Transport (DRT) facilities.

**Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable**

SEStran’s GoSEStran App, which is in its pilot stage, provides users with door-to-door travel information across multiple transport modes in East Lothian. In collaboration with SEStran, we will support the expansion of this regional application to include all public transport links in Edinburgh.

**Support development of Mobility as a Service (MAAS) in Edinburgh**

## **4. Delivering a Reliable and Efficient Network to Support Growth**

### **4.1 Addressing the Challenge**

Edinburgh is the fastest growing city in Scotland and one of the fastest growing cities in the UK. By 2043 the city's population is forecast to grow by a further 12% to nearly 600,000. Such growth places a demand on the city to continue to provide good quality housing and jobs for an expanding population. To meet future growth the city will need to maximise existing transport infrastructure and strengthen the viability and accessibility of public transport and mass rapid transit.

### **4.2 Bus Network Review**

Edinburgh's Our Future Streets (Circulation Plan) aims to prioritise street space for different transport modes to develop strategic modal networks including public transport. The plan outlines the framework to be used for determining the optimal allocation of space between modes across the city's network, with a priority on delivering the key corridors. As this plan is implemented we will agree an evolved integrated public transport system including stops, routes and public transport interchanges.

**Deliver outcomes from Our Future Streets (Circulation Plan) to ensure that the bus network continues to support strategic priorities including improved accessibility, integration and traffic reduction, particularly in the city centre**

### **4.3 Serving New Developments**

Edinburgh's climate change targets mean new development sites must prioritise sustainable transport modes and deliver infrastructure / services to support this. Collaboration between city planners, developers and public transport operators will be undertaken prior to developments commencing to maximise the potential of sustainable transport provision. It will be particularly important to achieve the right behaviours from the early stages of development and therefore a commitment towards public transport provision from the outset will be vital.

**Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments**

### **4.4 Bus Priority Measures**

The city already has a comprehensive network of bus priority measures. However, these will be more effective if we adopt a consistent operating regime across the city. The extension of bus lane operating hours, to 7am to 7pm every day of the week will be trialled on key corridors, supported by a comprehensive monitoring programme with agreed Key Performance Indicators. Subject to the successful outcomes of the trial, revised operating hours will be rolled out across the city, in combination with improved enforcement.

**Extension of bus lane operating hours**

To continue to improve bus performance, new Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) technologies will be rolled out across all bus operator services. Bus priority at signalised junctions will be trialled on two corridors, one in the South of the City, Dalkeith Road (A7) and one in the West, Slateford Road (A70). The trial will encompass two

operators; Borders Buses on the Southbound corridor will trial services 51, X95 and X62 and Lothian Buses will trial the service 30 on the South corridor and services 44, 34, 35 & 38 on the West corridor. The trial will encompass a total of 39 virtual loops at 15 junctions.

**Deliver bus priority through the Urban Traffic Control (UTC) and Automatic Vehicle Location (AVL) at traffic signals and investigate further technology options to help deliver a reduction in bus journey times**

Achieving the optimal spacing between bus stops is critical to the success of the network. Too small a spacing impacts on journey times and reduces competitiveness of the bus, whereas if the stops are too far apart it discourages people from walking to the stops. We will build on the work already done to review best practice and develop a decision-making framework to allow a comprehensive and consistent approach to reviewing existing bus stop infrastructure. Stakeholder and public engagement will be a key element of this process. We will then develop an implementation programme through the Bus Partnership Fund to deliver the optimal bus stop spacing across the city.

**Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure**

We have been successful in securing funding from Transport Scotland through the Bus Partnership Fund (BPF) to take forward proposals for enhancing bus provision on eight corridors in the city. These measures will be implemented over the next four to five years. All of the interventions being delivered through the BPF have the aim of reducing bus journey times by 25% at specific locations during peak times.

**Deliver additional bus priority interventions through the Bus Partnership Fund (BPF) and other funding sources, helping to support the aim of a 25% reduction in peak bus journey times on key corridors and hotspot locations**

### 4.5 Mobility Hubs

Mobility hubs can play a substantial role in promoting public transport use and reducing the need to travel by private car. Scottish Government's Strategic Transport Projects Review 2 (STPR2) contained a recommendation to develop a delivery framework for mobility hubs in collaboration with stakeholders to facilitate the creation of high-quality mobility hubs across Scotland. We are supportive of this recommendation and will work with Transport Scotland and other local authorities to develop pilot projects and monitor their performance and usage.

**Develop and implement a plan for delivery of Mobility Hub pilot projects and monitor usage**

## **5. Enhancing Regional Connectivity**

### **5.1 Addressing the Challenge**

Edinburgh is the hub of a subregional economy that extends north (to Fife), west (to West Lothian and Falkirk), east (to East Lothian) and south (to Midlothian and the Scottish Borders). Strengthening cross border public transport services will be key to delivering economic growth for the city, whilst addressing the environmental and social impacts of significant in-commuting into Edinburgh.

### **5.2 City Centre Capacity**

The majority of bus services travel through the city centre on Princes Street, which is at full capacity in terms of bus volumes. Establishing services that terminate at the edges of the city centre (to not through) would allow for more regional services to operate and would provide opportunities for improved placemaking on Princes Street. We will work with bus operators to identify preferred locations for buses terminating east and west of the city centre.

**Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services**

A review of Edinburgh's bus station location will be undertaken to determine whether is possible to retain the existing site or if there are alternative solution(s) in the city centre to maximise capacity and convenience of use.

**Consider future options for the bus station**

### **5.3 Regional Interchange**

We must recognise that it is not always possible to provide direct end-to-end services that cater adequately for all movements across the city region. Therefore, the creation of high quality transport interchanges providing a seamless change between services will be critical in delivering a comprehensive regional public transport system. In conjunction with the wider plans for a regional mass transit system (PR5) we will work with Transport Scotland and regional partners to develop an implementation plan for improved interchange between different transport modes and operators.

**Enhance interchange:**

- **Between rail, tram, bus and active travel**
- **between radial and orbital bus services**
- **across the city centre**

### **5.4 Park & Ride / Choose**

We already have a network of park and ride/choose facilities serving the city, that play key role in encouraging the use of public transport. Similar to the previous action, in conjunction with Transport Scotland and regional partners, we will complete a study to define regional Park & Ride / Choose requirements for expansion of existing and creation of new sites as informed by STPR2.

**Deliver regional Park & Ride / Choose strategy**

## **5.5 Mass Rapid Transit**

Tram is an integral part of both the emerging City Plan 2030 and City Mobility Plan. However the delivery of a wider mass transit network, will require innovative implementation of other forms of mass transit, such as bus rapid transit and comprehensive bus priority. Working with Transport Scotland and regional partners we will complete programme level Strategic Business Case for the regional mass transit recommendation contained in STPR2.

**Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region**

Within City Plan, and recognised as a core part of the regional mass transit network, a second north / south mass transit corridor would support spatial development proposals including high density development around Granton Waterfront and the BioQuarter. Additional public transport capacity and enhanced connectivity will also support major development in West Edinburgh. By 2030, the City Mobility Plan envisages a city transformed with a second tram line from the Waterfront in the north to the Royal Infirmary in the south and beyond. This would be supported by enhanced Park & Ride (P&R) / interchange facilities and additional strategic bus lanes. This will give people travelling to the city a better choice to leave their cars and travel around on a fast, efficient public transport network. By 2024 we will work with regional partners and Transport Scotland to complete programme level Strategic Business Case (SBC) for regional mass transit as informed by the STPR2.

**Deliver extended tram line linking Granton to the BioQuarter and beyond**

Development of faster and more reliable public transport services from surrounding regions will help reduce the need to travel by private vehicle. Consultation with operators will be undertaken on opportunities to deliver express bus services.

**Implement express and regional bus services (limited stops)**

## **5.6 Supporting Improvements to Rail**

The rail network is experiencing a number of challenges at present, as it attempts to recover from the devastating impacting of the COVID-19 pandemic. The focus for those organisations responsible for operating and managing the rail network in Scotland is very much on improving the efficiency and resilience of the existing infrastructure, as opposed to investing in major new pieces of infrastructure. To help deliver enhanced regional connectivity we will work with the relevant authorities to develop options that optimise local, regional and national services.

**Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects**



Improving public transport facilities is important to encouraging their use. In collaboration with Network Rail and other key partners, we will support the completion and implementation of a masterplan for an improved Waverley Station.

**Support the delivery of Waverley Station Masterplan subject to Network Rail programme**

The Council will support Network Rail's review of the future use of the South Suburban Rail Line.

**Support review of future use of South Suburban Rail Line**

### **5.7 Cross-Forth Ferry**

We will support any initiatives or partners considering a Cross-Forth ferry.

**Continue to support initiatives or partners for a Cross-Forth ferry as needed**

## **6. Place – Reducing Vehicular Dominance**

### **6.1 Addressing the Challenge**

Edinburgh's streets and spaces in which people shop, work and socialise are also formed by the way people travel around. The more that people choose public transport, walking, wheeling and cycling the better the environment and the safer the streets. The aim is to create a city where it is not necessary to own a car in order to get around.

### **6.2 City Centre Transformation**

In September 2019 we set out an ambitious 10-year Edinburgh City Centre Transformation (ECCT) plan,<sup>30</sup> with widespread public support, to move from a traffic dominated city centre to a people friendly one. The strategy seeks to encourage the use of public transport in the city centre through improved journey times and service reliability. We will update the ECCT Delivery Plan in line with the Our Future Streets (Circulation Plan).

**Support Edinburgh City Centre Transformation (ECCT) initiatives to reduce city centre traffic volumes on key streets**

One of the key factors in improving overall journey times is reduction in the time required for buses to board and alight passengers. The introduction of card payment onboard buses has helped to reduce the boarding times. Nonetheless, we will undertake an exercise to identify measures aimed at limiting the stacking of buses as they arrive at stops and further reducing the time taken to board the buses.

**Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance**