

Transport and Environment Committee

10.00am, Thursday, 2 February 2023

Public Transport Action Plan – Delivering the City Mobility Plan

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1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Approves the draft Public Transport Action Plan (Appendix 1) as a basis for public consultation;
 - 1.1.2 Agrees that officers can use the draft Plan's costings as a basis for engaging with funding bodies;
 - 1.1.3 Agrees to the development of a business case and delivery programme based on the draft Plan; and
 - 1.1.4 Notes the integral relationship between this draft plan, the Circulation Plan and the other City Mobility Plan Action Plans (Active Travel, Air Quality, Parking and Road Safety).

Paul Lawrence

Executive Director of Place

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Public Transport Action Plan – Delivering the City Mobility Plan

2. Executive Summary

- 2.1 This report presents a draft Public Transport Action Plan for Edinburgh. It also seeks approval to carry out consultation on the Plan.
- 2.2 The plan covers actions to improve public transport and, linking with walking, wheeling and cycling (or ‘active travel’), over the period to 2030 and beyond to encourage people to travel by more sustainable transport options in the future.

3. Background

- 3.1 The Public Transport Action Plan (PTAP) is one of several action plans that set out proposals for implementing the Council’s [City Mobility Plan 2021-2030](#) (CMP).
- 3.2 The draft plan would replace the current Public and Accessible Transport Action Plan (PATAP), which covered the period 2013 to 2020.

Council Business Plan 2023 - 2027

- 3.3 The [Council Business Plan 2023 – 2027](#) sets out three strategic priorities for the Council:
 - 3.3.1 Create good places to live and work;
 - 3.3.2 End poverty in Edinburgh; and
 - 3.3.3 Become a net zero city by 2030.
- 3.4 Within the business plan, the Council commits to building affordable and sustainable homes in safe and social 20-minute neighbourhoods where streets are signed for people, essential services are easily accessible, and public transport and active travel are the best options for moving around.
- 3.5 Further, the business plan states that the Council will ensure that (7) people use decarbonised public transport and active travel as the first choice way to get around the city.

4. Main report

Purpose of the Public Transport Action Plan

- 4.1 The draft PTAP (Appendix 1) has been developed to build on the commitments within the Council business and in recognition that public transport moves more people around the city than any other mode of transport. It is also extremely efficient in terms of its use of road space and fuel and is an essential part of the city's sustainable travel network, connecting people to employment, health care, retail and leisure. If people are to be encouraged to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be fast, affordable, reliable and convenient.
- 4.2 Recognising that many journeys require changes across travel modes and therefore interchanges between public transport, active travel and other modes must be conveniently placed, seamlessly integrated and easy to understand, interventions which support the use of sustainable modes of travel for the first and last miles of journeys are key to developing a truly integrated door-to-door network.
- 4.3 At the heart of the Plan is a commitment to working to develop and enhance the public transport system in Edinburgh, which includes expansion Mass Rapid Transit and bus priority measures.
- 4.4 The PTAP sets out draft key principles and associated actions to deliver an enhanced public transport system which contributes to achieving net zero carbon and supports sustainable economic growth in the city and wider region to 2030 and beyond.

Current Operating Climate

- 4.5 The current operating climate for public transport operators is extremely challenging due to the changed travel behaviours since COVID-19 and also a severe shortage of bus drivers across the industry.
- 4.6 Journey time reduction and reliability improvements are required to assist patronage recovery from COVID-19 and encourage greater modal shift from general car usage.
- 4.7 Bus journey times have increased significantly in recent years. This has had an associated impact on bus services, as in order to deliver the same frequency of service, additional buses are required. This comes at an increased operational cost and operators cannot sustain this in the current challenging operating environment.
- 4.8 Therefore, it is important to ensure that there is continued monitoring of post-COVID travel patterns to understand any changes in travel behaviour and to ensure that PTAP actions need to reflect and integrate with the other action plans, outlined above.

Delivering the Public Transport Action Plan

- 4.9 Beyond tram and bus, the plan does not at this stage seek to assess the relative merits or provide a weighted analysis of the key principles but sets out a series of

proposed actions which will each contribute to ensuring public transport remains the most popular sustainable mode of transport in the city.

- 4.10 Prioritisation of the principles will follow public consultation in order to reflect on any conflicts and challenges which are identified within the sustainable transport hierarchy.
- 4.11 Fundamentally the PTAP 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.
- 4.12 Meeting the city's growth needs means the use of existing transport infrastructure can be maximised to 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).
- 4.13 Edinburgh is recognised as having two of the most successful and popular bus and tram services in the UK. Notwithstanding this, there are challenges in respect of bus domination and congestion in certain corridors in the city, with an associated impact on public realm.
- 4.14 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.
- 4.15 Future investment in public transport needs to recognise two core components if it is to deliver the growth required to meet zero carbon targets and deliver sustainable economic growth:
 - 4.15.1 High quality infrastructure to deliver competitive journey times to the right areas of the city; and
 - 4.15.2 A safe and efficient operating model to ensure that the system is accessible and affordable for those that wish to use it, when they want to use it.
- 4.16 The plan contains a balance of infrastructure, operational and behavioural measures and is presented under six themes:
 - 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; and
 - Improving Governance and Coordination.
- 4.17 Within each of the themes, the plan outlines the key challenge and the principles to address this, with a series of high level actions. A detailed actions table breaks this down further into individual actions.
- 4.18 The summary table also maps to the nine objectives in the CMP and other relevant policy measures.

- 4.19 Some of the actions cut across more than one theme and/or objective. A summary of the themes is outlined below, and specific actions are set out in Appendix A of the Appendix.

Addressing the Climate Emergency

- 4.20 This section of the plan seeks to identify interventions which will be key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. The plan 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

- 4.21 Edinburgh is a city of different cultures, needs, ages and abilities. The way that transport systems are provided to meet different needs and behaviours can have a significant impact on peoples' ability to find and sustain work, to look after children and relatives and to use health, education and other public services. The aim is to create a city where you don't need to own a car to move around by ensuring that public transport, walking, wheeling and cycling infrastructure is prioritised to support the choices available to reduce private car use.

Delivering a Reliable and Efficient Network to Support Growth

- 4.22 With forecasts for Edinburgh's population pointing to a 15% increase by 2041, and the strength of Edinburgh's economy being based on the breadth of sectors, financial services, life sciences, higher education and tourism, public transport must adapt to cater for additional demand within the confines of a historic city and changing travel patterns.
- 4.23 To support growth, Edinburgh must deliver an efficient and attractive public transport system, competitive with peer cities. To achieve this, further investment in rail and tram networks is required. Bus 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 creating new journey opportunities; build out of West Edinburgh will require services across rural West Edinburgh to be developed.

Enhancing Regional Connectivity

- 4.24 Edinburgh is the hub of the subregional economy and therefore 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 commuting into Edinburgh. Within this theme, the Council is currently developing a Strategic Business Case for a Mass Rapid Transit solution for the north/south route from Granton Waterfront to Edinburgh Bioquarter and beyond.
- 4.25 An update on this will be presented to the Council on 9 February 2023 and notes that a three month consultation on the primary findings of the work completed so far will be progressed.
- 4.26 The key area focus for consultation will be on the assessed route alignment options. Public consultees will be provided with a summary of the multi-criteria analysis and views will be sought.

4.27 At this stage, no decision has been taken on any alignments at this stage and feedback from the extensive consultation will be reported to Transport and Environment Committee.

Place - Reducing vehicular dominance

4.29 Edinburgh's streets and spaces in which people shop, work and socialise are also formed by the way people travel around. The more people that 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.

Improving Governance and Coordination

4.30 Parts of the city's transport network are highly congested. The cost of congestion to drivers is £764 per annum. The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be. This will be tackled by managing demand on roads and enhancing the efficiency of our public transport system.

4.31 Many journeys require changes across travel modes. Interchanges between public transport, active travel and other modes must be conveniently placed, seamlessly integrated and easy to understand. Interventions which support the use of sustainable modes of travel for the first and last miles of our journeys are key to developing a truly integrated door-to-door network.

5. Next Steps

5.1 Subject to approval of this report's recommendations, over the coming months it is proposed to carry out an extensive programme of engagement and consultation on the PTAP. This programme will be integrated with consultation on the Circulation Plan and other associated Action Plans (Active Travel, Public Transport, Parking, Road Safety and Air Quality).

5.2 The outcomes of the consultation will be reported to Committee in Autumn 2023.

5.3 As noted above, a report on the development of a Strategic Business Case for a Mass Rapid Transport solution from Granton Waterfront to Edinburgh Bioquarter and an update on Transport Scotland's Strategic Transport Projects Review (STPR2) report will be presented to the Council on 9 February 2023.

6. Financial impact

6.1 Full delivery of the Action Plan, even over a period of a decade or more, would require a substantial increase in funding and resources. Subject to Committee approval, it is proposed to develop a business case and delivery programme for the

PTAP and to seek funding from funding partners to support the delivery of the Action Plan.

7. Stakeholder/Community Impact

- 7.1 Over the coming months it is proposed to carry out an extensive programme of engagement and consultation on the PTAP.

8. Background reading/external references

- 8.1 Report to Transport and Environment Committee, [8 December 2022](#) - Circulation Plan
- 8.2 Report to Transport and Environment Committee, [6 October 2022](#) – Circulation Plan

9. Appendices

- 9.1 Appendix 1: Draft Public Transport Action Plan

Public Transport Action Plan 2030

Draft

January 2023

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Foreword

Edinburgh already has one of the best public transport systems in the UK, and my aim is to make it better. What is good for public transport is good for Edinburgh.

Edinburgh is a city of differing needs, ages and abilities. Our transport systems can have a significant impact on peoples' ability to find and sustain work, to look after children and relatives, and to use health, education and other public services. Cutting congestion and improving public transport is absolutely key to attracting investment to Edinburgh. With tens of thousands of houses being built in Edinburgh in the coming decade, and more in surrounding local authority areas, now is the time to act.

We need to create a city where you don't need to own a car to move around. This means further strengthening and protecting our excellent local public transport, alongside improving walking, wheeling and cycling. I am determined that the Council plays its part in making this happen.

To encourage everyone to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be reliable, convenient and affordable. It needs the capacity to bring people into the city from surrounding local authorities, and the connectivity to ensure the newest developments are just as well served as the oldest.

There has never been a better time for us to think about how we can improve public transport in Edinburgh. COVID 19 has caused big changes in the way we live our lives, and one of the impacts has been major shifts in travel behaviours, with reduced public transport use, especially for commuting.

I am delighted that the Public Transport Action Plan (PTAP) provides clear actions and allows us to think differently to deliver the public transport system we need to encourage a greater shift from car use.

The PTAP actions recognise four core components needed to deliver the city's aspirations – competitive and reliable journey times, a network that caters for today's changed movement patterns, an efficient integrated operating model, and an accessible and affordable transport system. This means the plan contains the right balance of infrastructure, operational and behavioural measures alongside addressing public transport governance in Edinburgh.

Through our Circulation Plan we intend to integrate the infrastructure elements of the PTAP with our plans for Active Travel, Air Quality, Road Safety and Parking. Together, these plans will transform Edinburgh into a better place to visit, work, live and bring up a family.

I look forward to further development work on the PTAP, which will enable us to present a detailed, integrated case for investment in a transport system fit for Edinburgh's future.



Councillor Scott Arthur

Transport and Environment Convener, the City of Edinburgh Council

January 2023

1. Introduction

Introduction

In the face of multiple challenges, from climate change to air pollution and the economic uncertainties associated with the recovery from the Covid-19 pandemic, cities around the world are looking to adapt. They are investing in their streets and sustainable transport networks, with public transport playing a key part of the solution. In Edinburgh, our City Mobility Plan sets out the challenges we're facing. It talks about how, if we are to meet our net-zero carbon targets as a city and tackle transport poverty, we need to change the way we travel and transport goods in Edinburgh. This means investing in sustainable transport and making sure that the system is accessible to everyone.

We have invested heavily in public transport in recent years and Edinburgh is recognised as having two of the most successful and popular bus and tram services in the UK. Pre-Covid, Lothian Buses were carrying more than 120 million passengers per year, with 45% of all commuting trips being made by public transport. Therefore, the importance of public transport in making sure Edinburgh continues to grow and attract visitors can't be overstated. This Public Transport Action Plan (PTAP) sets out how we will invest in public transport in Edinburgh to 2030 and beyond to enable sustainable travel to play an even bigger role in helping to overcome the major crises we face in the 21st Century. At the core of the plan, we have committed to working to develop and enhance the public transport system which includes, expansion Mass Rapid Transit and bus priority measures.

What's the purpose of the plan?

The PTAP is one of several actions plans that set out proposals for implementing the Council's City Mobility Plan (CMP). It outlines a programme of work that is needed to improve public transport in Edinburgh to 2030 and beyond.

What's driving this plan?

Despite our investment in public transport, parts of the city's transport network are highly congested. The cost of congestion to drivers is £764 per annum. The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be. We will tackle this by managing demand on our roads and enhancing the efficiency of our public transport system.

The workstreams in this plan have been designed to help to deliver the vision, objectives and policies set out in the CMP and to build on the commitments made in the Council business plan. The CMP is Edinburgh's Local Transport Strategy to 2030, which was adopted by the Council in 2021. By delivering the CMP successfully, Edinburgh will be a city that is connected by a much enhanced, safer, and more inclusive, net zero carbon transport system.

Public transport is an essential part of the city's sustainable travel network, connecting people to employment, health care and leisure. It already moves more people around the city than any other mode and is therefore an extremely efficient in terms of its use of road space and fuel. Our bus and rail services also provide invaluable connections to the surrounding towns and settlements, as well as strategic links to Scotland's other cities, and cross border to England.

As well as catering for existing trips, this plan also seeks to ensure that any growth in Edinburgh's population and neighbourhoods over the next decade is sustainable. Where and how Edinburgh

may grow over the next decade is set out in the Local Development Plan, the City Plan 2030¹. This plan identifies a number of actions to ensure that new homes and neighbourhoods will be accompanied by appropriate public transport provision from the outset of the development.

The PTAP also responds to specific national policies and frameworks which seek to encourage more travel using sustainable modes in Scotland. The second National Transport Strategy (NTS) and the recently published second Strategic Transport Projects Review (STPR2) both highlight the need for investment in public transport across the country, and many of the 45 recommendations contained in STPR2 are directly aligned to the actions within this plan.

What's our vision for Edinburgh by 2030?

The vision stated within the CMP is that **“Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents.”**

Public transport moves more people around the city than any other mode. It is an extremely efficient mode of transport and is an essential part of the city's sustainable travel network, connecting people to employment, health care and leisure. If we are to encourage people to travel more sustainably and contribute to reducing carbon emissions and congestion, public transport needs to be fast, affordable, reliable and convenient.

The Circulation Plan and Edinburgh's Street-Space allocation framework

The actions in this plan will be taken forward in the context of Edinburgh's emerging Circulation Plan and street-space allocation framework. The Circulation Plan and framework provide a strategic approach to deciding how the limited space we have in our constrained and congested streets is best used to deliver a fairer, thriving city that is connected by a low-carbon transport system. The Circulation Plan therefore defines what level of priority different ways of travelling will be given on different streets in the city. This means which streets in Edinburgh we prioritise public transport will be shaped by the Circulation Plan and the decision-making process. The decision-making process looks to balance trade-offs that must be made in streets where we don't have room to do everything. This means it looks to systematically and rationally balance reducing how long journeys take on our buses and trams, whilst also creating better conditions for active travel and making sure our air quality is the best it can be. It also tries to balance how we use our streets to travel around the city efficiently and safely, with making streets pleasant places to spend time in. It also looks to balance supporting the needs of our businesses and making sure our streets are well-adapted to deal with our changing climate and contribute to boosting our local biodiversity. The current proposals in this plan will therefore be developed and refined as the Circulation Plan also develops.

Accompanying delivery plans

We are investing heavily to enhance our sustainable transport networks across the city and working with neighbouring local authorities to take forward measures that will encourage the use of sustainable modes in the region. However, to fully maximise and accelerate outcomes of the CMP, additional workstreams are needed to turn the vision and objectives into a reality. These different workstreams are captured in several action plans. This plan focuses on Public Transport. There are also separate action plans for:

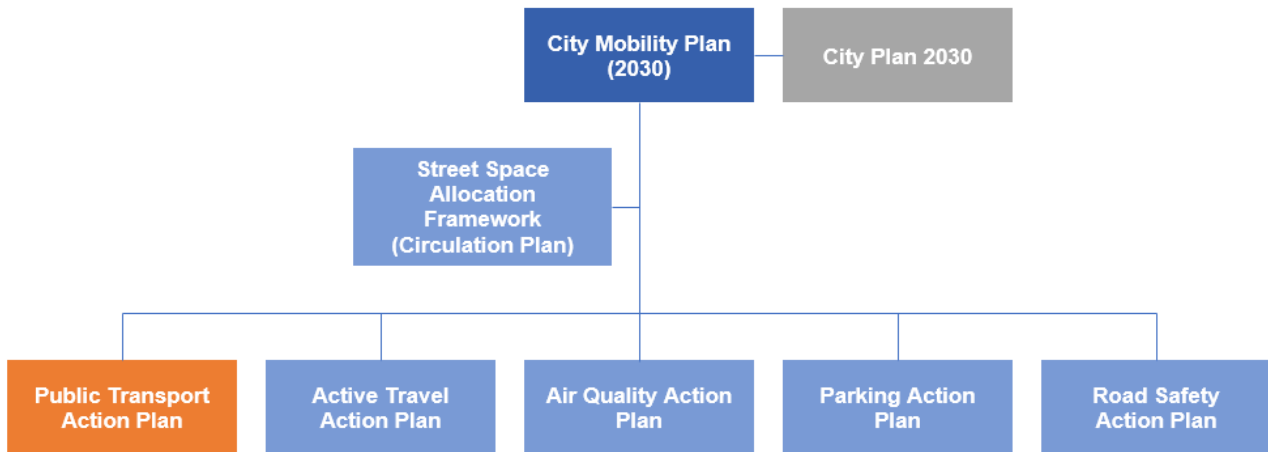
- Active Travel
- (Motor vehicle) Parking
- Road Safety and
- Air Quality

¹ Following Examination, to be adopted late 2023

Whilst there are separate plans for different issues or types of transport, the plans are intended to support one another. The various actions have been designed to work together, with certain key actions appearing in several of the plans.

Figure 1.1 below shows how all these plans link together.

Figure 1.1: City Mobility Plan and Associated Action Plans



2. Policy Context

Introduction

This chapter provides a short summary of the current policy context. It then provides a brief summary of the most relevant recent studies undertaken in the area.

Policy Context

National and Regional Policy Priorities

The Infrastructure Investment Plan (IIP) 2021-22 to 2025-26, published in February 2021, focuses on three core strategic themes for guiding investment decisions in Scotland:

- Enabling the transition to net zero emissions and environmental sustainability
- Driving inclusive economic growth
- Building resilient and sustainable places

In relation to transport, the IIP outlines the objective to decarbonise transport and supporting active travel, and to reduce the need to travel unsustainably.

The IIP themes have been addressed further through various national policies and strategies. The Climate Change Bill commits the Scottish Government to a target of net zero emissions of all greenhouse gases by 2045. In addition, an Update to the Climate Change Plan commits to a 20% reduction in vehicle kilometres by 2030.

The second National Transport Strategy (NTS2) provides the emerging national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out key priorities to support that vision: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing.

The second Strategic Transport Projects Review (STPR2) was recently published. It will help inform transport investment in Scotland for the next 20 years. It will help to deliver the vision, priorities and outcomes for transport set out in NTS2 and will align with other national plans such as the National Planning Framework (NPF4) and the Climate Change Plan. A strong focus within STPR2 was the drive towards identifying interventions that will deliver a step change in mode share from the private car to active travel and public transport. Of most relevance to the PTAP is the 13 recommendations grouped under the Enhancing Access and Affordable Public Transport theme, such as:

- Edinburgh and South East Scotland Mass Transit (recommendation 12)
- Provision of Strategic Bus Priority Measures (14)
- Improved Public Transport Interchange Facilities (21)
- Framework for Delivery of Mobility Hubs (22); and
- Smart, Integrated Public Transport Ticketing (23)

Transport Scotland is currently developing a delivery plan setting out how and when these recommendations will be taken forward and it is expected that this plan will highlight the need for partnership working with the local authorities to deliver the outcomes of the review.

In November 2022, the Revised Draft NPF4 was laid in the Scottish Parliament. The Revised Draft NPF4 sets out a need to “embrace and deliver radical change to tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, build a wellbeing

economy and create great places.” It also recognises the need to plan our places in a way that reduces the need to travel, especially by unsustainable modes, and promotes a shift to active and sustainable travel. In setting out this context, the Revised draft NPF4 also embeds the NTS2 Sustainable Travel Hierarchy and Sustainable Investment Hierarchy into the planning decision making process, which is very much aligned to the principles and objectives set out in our own CMP.

Dealing with the future needs of society, and in particular the role of new land use developments, the document advocates the infrastructure-first approach, where development proposals will be supported where it can be demonstrated that the transport requirements generated:

- Provide direct, easy, segregated and safe links to local facilities
- Are accessible by public transport, ideally supporting the use of existing services
- Integrate transport modes

The SEStran Regional Transport Strategy (RTS) sets out a clear framework for how transport and mobility will be provided, developed and improved across the region, to meet the aspirations for sustainable economic growth area over the next 10 years and beyond. The vision underpinning the strategy is the ‘development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region’s success through high quality access to services and opportunities, respects the environment and contributes to better health’. Key themes include:

- Connectivity - the need for a sustainable approach, supporting the long-term competitive position of the area through resource efficiency, social inclusion and minimum environmental impact.
- Region-wide measures – including influencing travel behaviour, smart ticketing, freight distribution, etc.
- Initiatives for specific groups – relevant to: access to healthcare, employment, public transport in rural areas and the needs of disabled people.
- Regional Transport Corridors - improvements in public transport along the main regional corridors of commuting travel within SEStran and between neighbouring areas.

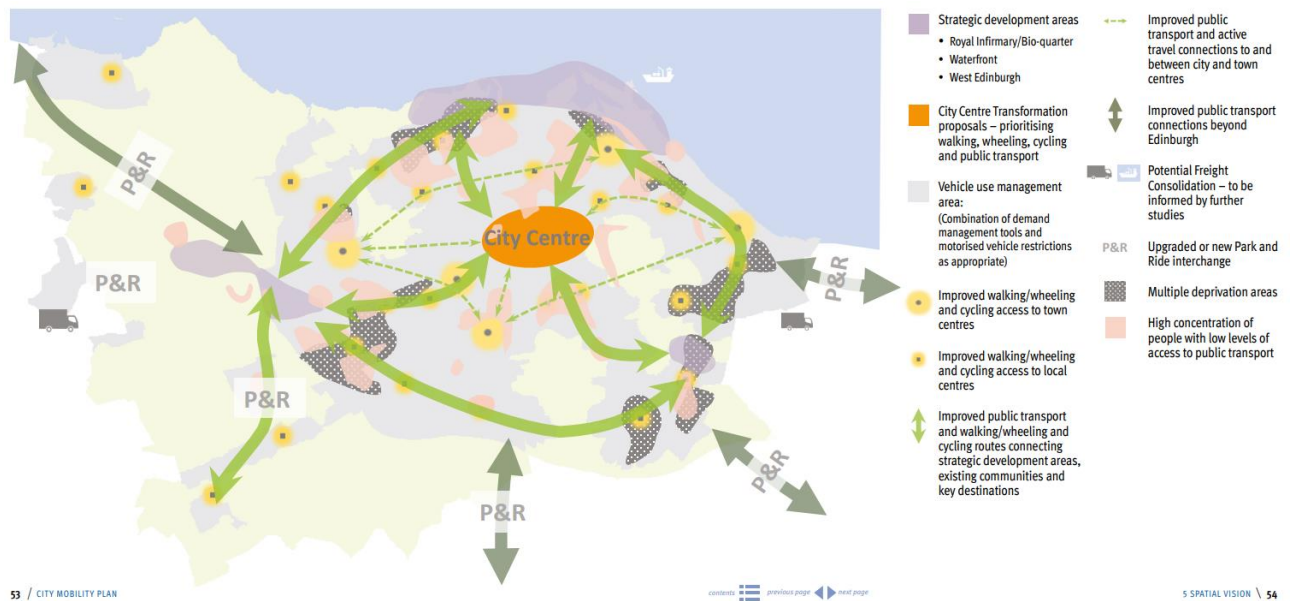
Local Context and Priorities

Within Edinburgh, transport is the single biggest contributor to greenhouse gas emissions, including carbon, and central to the damage being done to the environment. If the city is to meet the challenge of becoming net carbon zero by 2030, transport policies and practises have to change and we will need to further enhance the public transport provision.

Over the past ten years Edinburgh has made significant progress with investment in greener and more affordable public transport and active travel provision. The City Mobility Plan aim for 2030 is a city transformed. The mass transit network will have been extended to connect the Waterfront in the north to the Royal Infirmary in the south and beyond. The city region’s seven Park and Ride facilities will be upgraded to support fast and frequent public transport along strategic bus lanes and mass rapid transit routes travel from these interchanges into the city. Additional regional interchanges will have been developed to support a wider regional strategy. This will give people travelling to the city a better choice to leave their cars at multimodal journey hubs and travel around the city on a fast, efficient public transport network.

The City Mobility Plan Spatial vision is illustrated in Figure 2.1 below.

Figure 2.1: City Mobility Plan Spatial Vision



Policy Summary

In summary, there is a clear consistency across policy objectives and desired outcomes at national, regional and local levels. There is an urgent imperative to address climate change and to achieve net zero carbon by 2045. Key to achieving this is to encourage travel by sustainable modes including walking, cycling and public transport, which will require our public transport provision to be inclusive and affordable, serving key services across the city.

At a policy level, there is a real coming together of a coherent policy framework from NPF4 and NTS2 at the national level through to STPR2. The emerging SEStran Regional Transport Strategy, Draft (June 2021) Edinburgh and South East Scotland Regional Prosperity Framework and the bid to the Bus Partnership Fund across local authorities, demonstrate collaborative and aligned working at a regional level. Bold new strategies are forming at a local authority level, such as the recently published Edinburgh City Mobility Plan and Edinburgh Strategic Sustainable Transport Study.

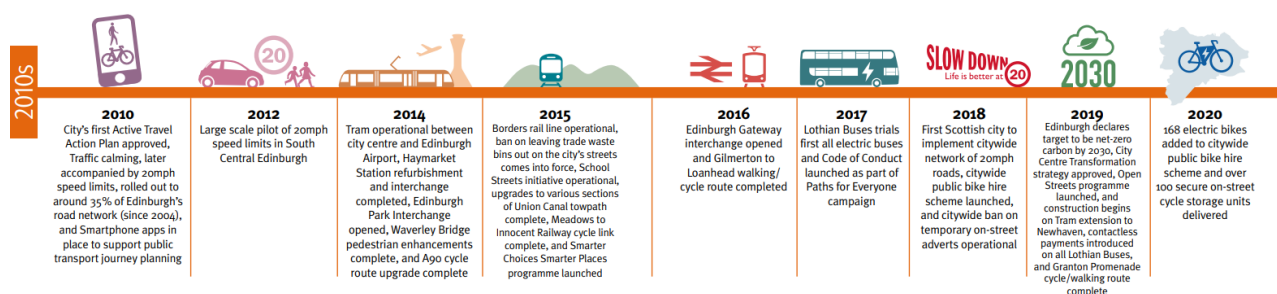
Given all of the above, investment priorities will focus on immediate actions to aid recovery from Covid alongside longer term improvements to public transport.

3. Looking Back 2012-2022

Public Transport Progress to date

A number of key developments have taken place in the last ten years to enhance the city's public transport system, and the integration with the active travel provision, as shown in Figure 3.1 below.

Figure 3.1: Public Transport Timelines 2010-2022



Bus

2012 - Edinburgh Bustracker revamped: Edinburgh City Council updated its Bustracker utility for planning trips by bus. Bustracker upgraded with some new features including details of journey times, more information on bus routes including street names and postcodes, and information on bus diversions including rerouted bus stops.

2016 - Borders Buses takeover of First Scotland East.

2016 - Queensferry Crossing: The Queensferry Crossing opened to traffic on 30 August 2017. The new crossing formed the centrepiece of a major upgrade to the cross-Forth transport corridor in the east of Scotland, representing a total Scottish Government investment of over £1.3 billion. on 1st February 2018, the Forth Road Bridge became a Public Transport Corridor, with all approach roads in full operation.

2017 - East Coast Buses: in 2017 Lothian Buses announced the creation of a wholly owned subsidiary company, East Coast Buses, to again fill the gap left by First. The new company also took over the former First depots at North Berwick and Musselburgh, and took on many former First staff. From 23 April 2017, the two Lothian Country Buses routes were integrated into East Coast Buses. East Coast Buses have subsequently introduced its own nightbus service under the NightHawk brand, to North Berwick and Dunbar

2017 - Lothian Country Buses: In June 2017, a new subsidiary of Lothian Buses, named Lothian Country commenced operating route 43 to South Queensferry after the previous operator Stagecoach East Scotland deemed the service not economically viable. This new operation re-used the recently defunct Lothian Country Buses brand, for unrelated services travelling the opposite direction out of the city. In December 2018, Lothian Country introduced the Nightbus N28 to Livingston.

2018 – CavForth: In November 2018, it was announced that £4.35 million of funding had been secured for the United Kingdom's first passenger-carrying driverless bus trial, planned to take place across the Forth Road Bridge.

2019 - Contactless payment system: Lothian Buses rolled out a contactless payment system on its fleet of city buses from today with unlimited daily travel in Edinburgh capped at £4.

2020 – Ember Electric Bus: Ember launches the UK's first all-electric intercity bus service between Dundee and Edinburgh.

2021: Bus Partnership Funding: In June 2021, the City of Edinburgh Council was awarded funding through the Scottish Government's Bus Partnership Fund to develop the business case for bus priority measures on eight routes within the city and surrounding network.

2022 - McGills takeover of First in September.

Tram

2014 - Edinburgh Tram Airport to York Place: The tram service commenced in May 2014 running from the airport to York Place, with approximately 6 trams per hour

2016 – Enhanced Tram Timetable: In 2016 an enhanced timetable was introduced taking the frequency to 8 trams per hour.

2019 – Tram Extension approved: In March 2019, Edinburgh Council approved extending the system from York Place to Newhaven, with the line due to be operational by early 2023. Preliminary works to Constitution Street and Leith Walk started in November 2019. Work was suspended in March 2020 due to the coronavirus pandemic but was restarted in June 2020.

Rail

2015 - Borders Railway: Regular passenger services began on 6 September 2015 between Tweedbank and Edinburgh Waverley. Edinburgh stations include Brunstane and Newcraighall.

2016 - Edinburgh Gateway station: Edinburgh Gateway Station/Interchange at Gogar in Edinburgh opened on 11 December 2016. It is served by ScotRail and Edinburgh Trams.

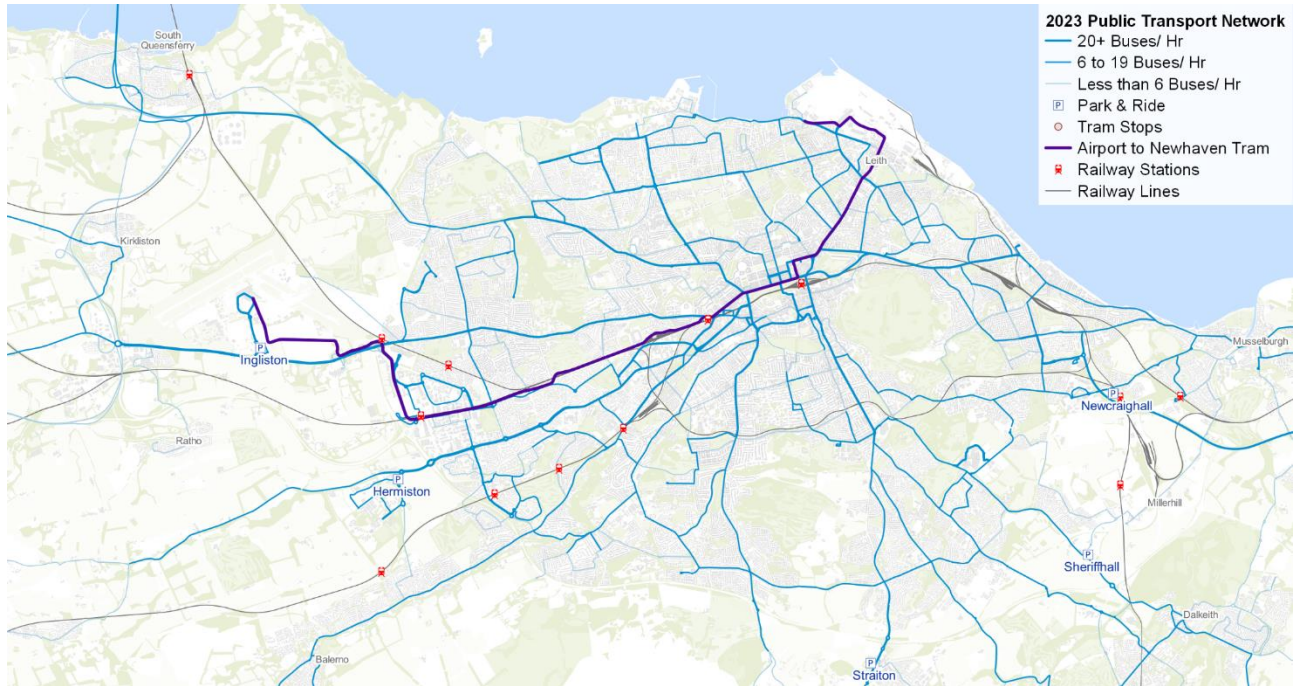
2018 – EGIP: The Edinburgh Glasgow Improvement Programme (EGIP) was an initiative funded by Transport Scotland on behalf of the Scottish Government to increase capacity on the main railway line between Edinburgh and Glasgow.

2021- Edinburgh Waverley Masterplan: in February 2021 Consultants appointed to take forward the design work to assess and select the most appropriate options for the various elements of the Waverley Masterplan.

The Current Public Transport System

Figure 3.2 below presents the key components of the 2023 public transport system in Edinburgh, with the tram extension to Newhaven fully operational.

Figure 3.2: 2023 Public Transport Network



4. Understanding Transport Demand in Edinburgh

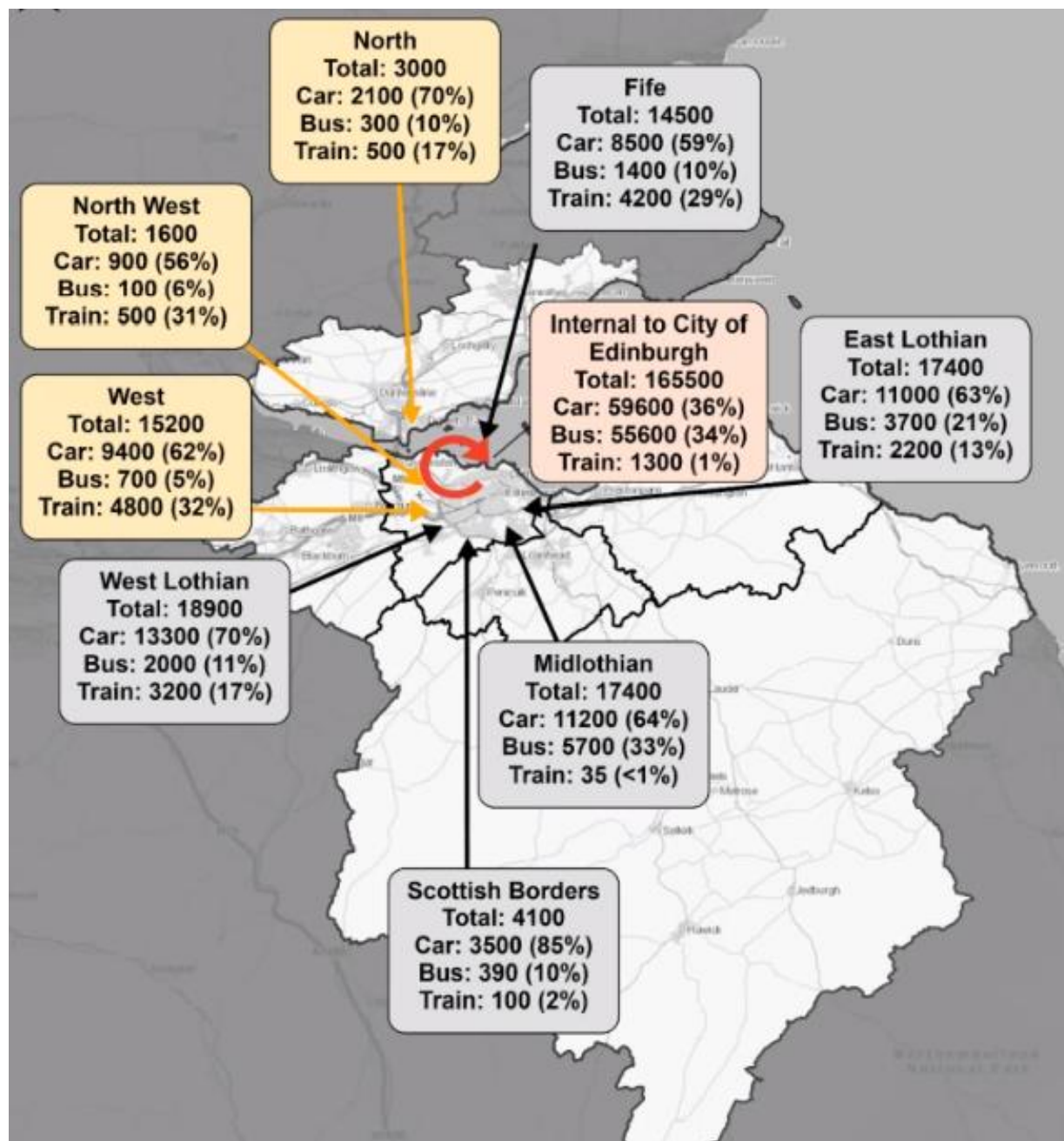
Introduction

This section provides an overview of transport demand in Edinburgh and the surrounding area, focusing on aspects most relevant to the PTAP.

Travel Patterns

Figure 4.1 illustrates 2011 census origin/ destination daily travel to work flows from south east Scotland local authority areas (grey boxes) to Edinburgh. From Fife, 10% of movements to the city are by bus, 29% are by train. West Lothian to Edinburgh public transport mode shares are 11% by bus and 17% by train.

Figure 4.1: Census Based Origin/ Destination Daily Travel to Work Flows – Travel to the City of Edinburgh



Midlothian data pre-dates the Borders Railway with 33% of trips to Edinburgh by bus. From East Lothian, 21% of journeys are by bus, 13% are by train, the former value reflecting the frequency of journeys from Musselburgh and areas closer to Edinburgh.

Approximately 10% of journeys from the Scottish Borders to Edinburgh are by bus, again this data was collected prior to completion of the Borders Railway.

Mode shares from the rest of Scotland are highlighted in yellow. Generally, rail captures a much higher share of longer distance journeys with the percentage of bus journeys being lower than for shorter journeys.

Finally, within Edinburgh, bus accounts for approximately 34% of all journeys (compared with a 36% share for car). The number of rail journeys within the city are low reflecting the regional focus of the network.

Public Transport Operations

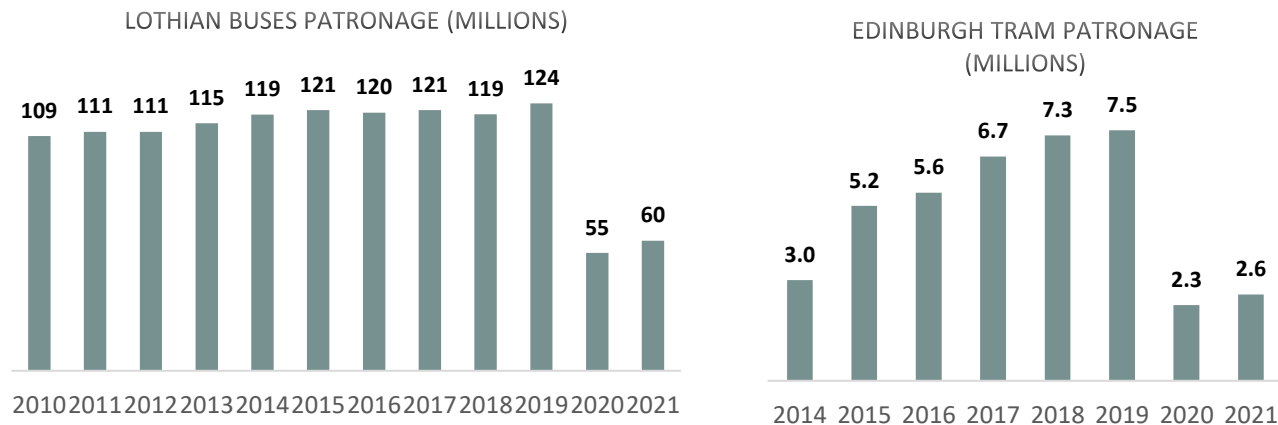
Buses / Tram

There are a broad range of bus services that operate in the Edinburgh and the surrounding region. Services such as Bus Rapid Transit and Regional Express Services typically on set routes have faster schedules, limited stops and offer mass passenger capacity. At the other end of the spectrum Community Bus Services are flexible, less focused on mass transit and typically cater for unmet local transport demands. Other bus operations include regular or local services (i.e. non-express services), sight-seeing tours, smaller hopper buses and school buses.

Lothian Buses is the main provider of bus services in Edinburgh and Midlothian. Subsidiary companies of Lothian Buses include Lothian Country serving Queensferry and West Lothian and East Coast Buses serving the east of the East Lothian area. As can be seen in Figure 4.1, bus patronage levels grow by almost 15% from 2010 to 2019, which was in contrast to many other parts of the country which experienced a decline in numbers.

Edinburgh Trams provide a service between the city centre and the airport with an extension to Newhaven opening in spring 2023. Similar to bus patronage, there was a steady increase in numbers until 2019.

Figure 4.2: Lothian Buses / Edinburgh Trams Patronage to 2021



Stagecoach operates a highly successful range of express services from Fife to the city centre, with the majority calling at Ferrytoll Park and Ride. JET747 also provides a service from Halbeath Park and Ride, Inverkeithing railway station and Ferrytoll to Edinburgh Airport. In addition, an autonomous bus trial (Service AB1) is about to commence, linking Ferrytoll with Edinburgh Park's transport interchange.

In September 2022, McGill's Bus Services acquired the operations of First Scotland East from the FirstGroup. The company rebranded as McGill's Scotland East, but also trades as McGill's Midland Bluebird and McGill's Eastern Scottish.

Borders Buses provide a range of services across the Scottish Borders and into Edinburgh. Key routes include the X62 from Galashiels / Peebles and the 253 from Berwick-upon-Tweed.

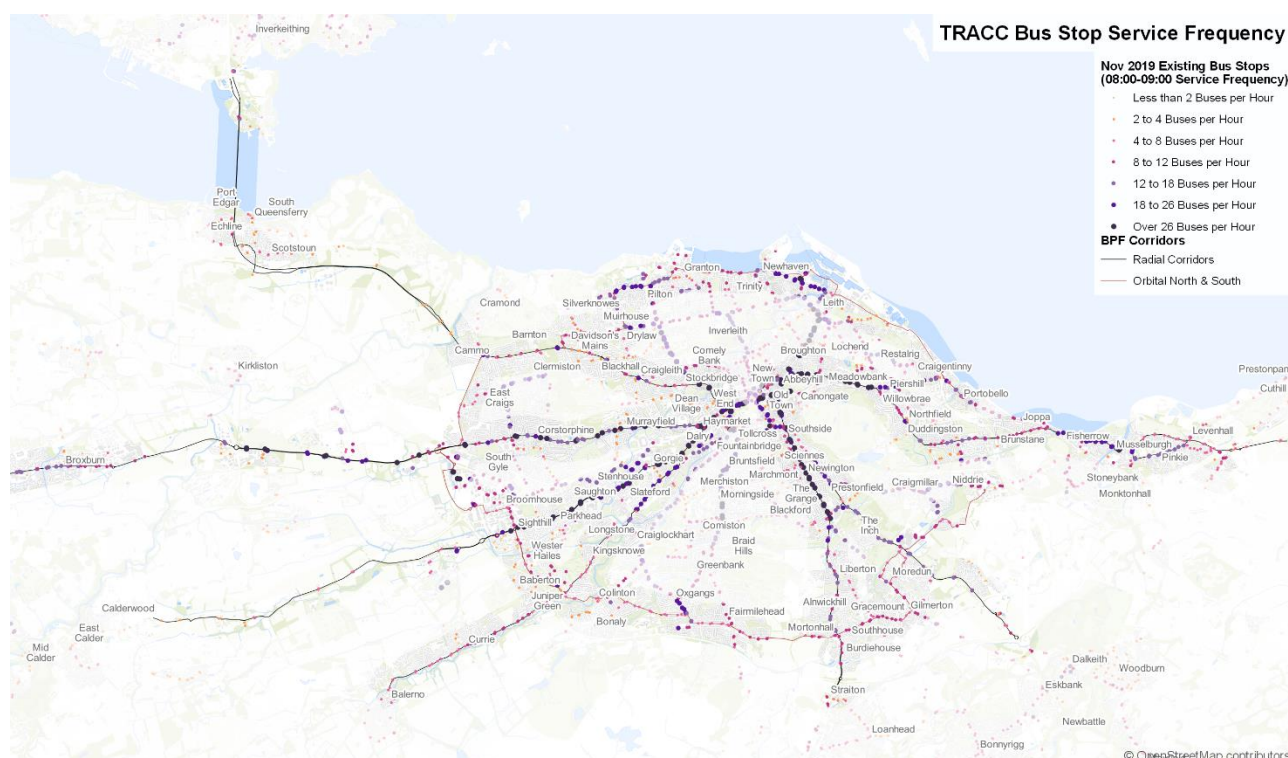
Regional coach services are provided by Citylink, Ember, National Express and Flixbus.

Smaller local operators include:

- Prentice
- Edinburgh Coach Lines
- E & M Horsburgh

Taken together, Edinburgh is considered to have a high quality bus service with excellent coverage across the majority of the city (Figure 4.3). Nevertheless, there are some gaps in provision and delivering an appropriate level of public transport connectivity across rural west Edinburgh is particularly challenging.

Figure 4.3: Service Frequency within Edinburgh



Rail

Edinburgh Waverley and Haymarket stations account for over 90% of all the movements in the city.

Waverley is the busiest long distance station in Scotland and caters for a number of operators, including LNER, Avanti, Cross Country, TransPennine Express and Lumo.

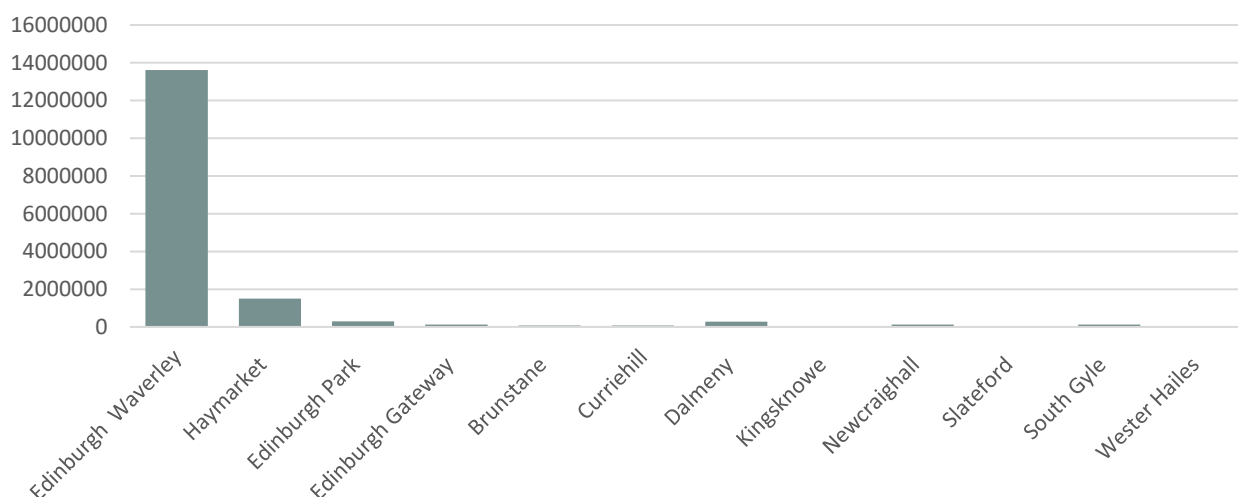
ScotRail provides the vast majority of regional services and there has been a significant expansion of the network in the last 20 years, including:

- Airdrie – Bathgate
- Borders railway

- Edinburgh Glasgow Improvement Programme
- New rail station at Edinburgh Gateway
- Levenmouth rail link – opening summer 2024

Within Edinburgh, the rail market is relatively small, reflecting the compact nature of the city and the high concentration of bus services. Latest station entries and exits across the city are given in Figure 4.4.

Figure 4.4: Apr 2021 to Mar 2022 Station Entries and Exits within Edinburgh:



Park and Ride/ Choose

Park and Ride / Choose is an important element of the regional transport network. It has provided users with easier access to the public transport networks, reducing the number of car trips within Edinburgh. Historically, Park and Ride targeted commuting trips, but it is increasingly popular amongst leisure users, particularly at Ingliston, where there is access to the tram.

Major Park and Ride sites in the southeast Scotland region include:

Rail: Inverkeithing, Bathgate, Eskbank, Tweedbank, Newcraighall, and Wallyford

Bus: Halbeath, Ferrytoll, Ingliston, Hermiston, Straiton, and Sheriffhall

There is an opportunity to grow the network with potential for strategic sites on the M8 and M9. Mobility hubs within local town centres also provide an opportunity to improve walking and cycling access to the public transport network, while reinforcing local communities and improving placemaking and the urban realm.

2019 Citywide Travel Survey

A citywide travel survey was undertaken in 2019. Key statistics from this are summarised below.

Approximately 43% of all travel to work / education journeys across the city are by bus or coach, to the city centre this figure is in excess of 80%. Walking accounts for 66% of all local journeys, as illustrated in Figure 4.5.

The change in mode share based on journey distance is highlighted in Figure 4.6. For journeys less than 2 miles 50% of trips are on foot but walking only accounts for 7% of the total for distances of 2-5 miles, and less as distance increases.

Bus journeys account for 31% of trips less than 2 miles, 58% of trips between 2 and 5 miles and 51% of trips between 5 and 10 miles. For longer distances, car dominates with a 70% mode share.

Figure 4.5: Mode Share

Travel to Work / Education

Local Journeys

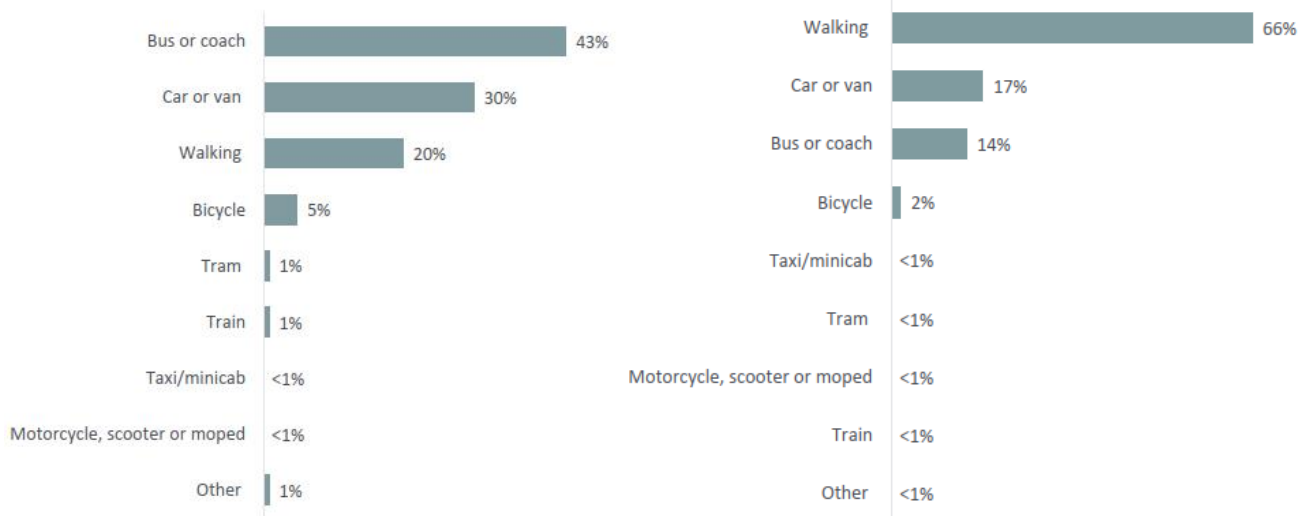


Figure 4.6: Modal Share by Distance

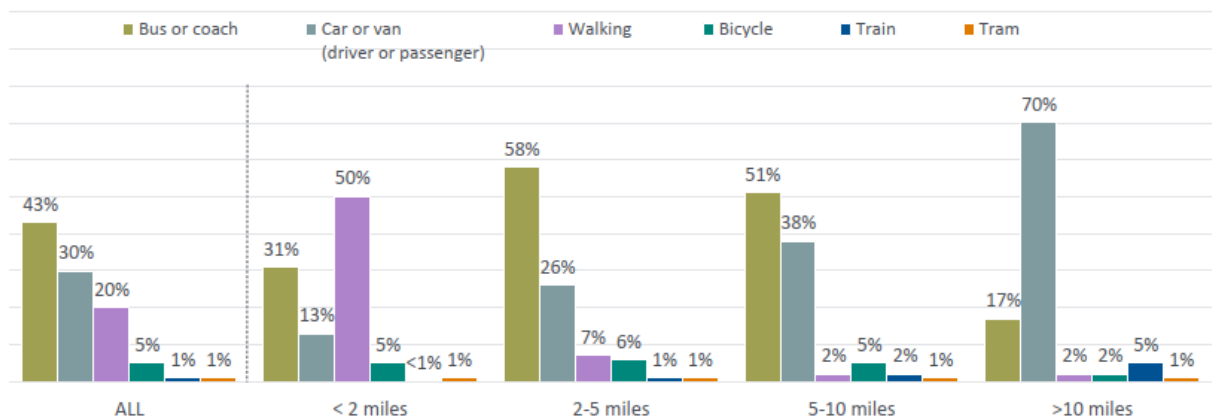


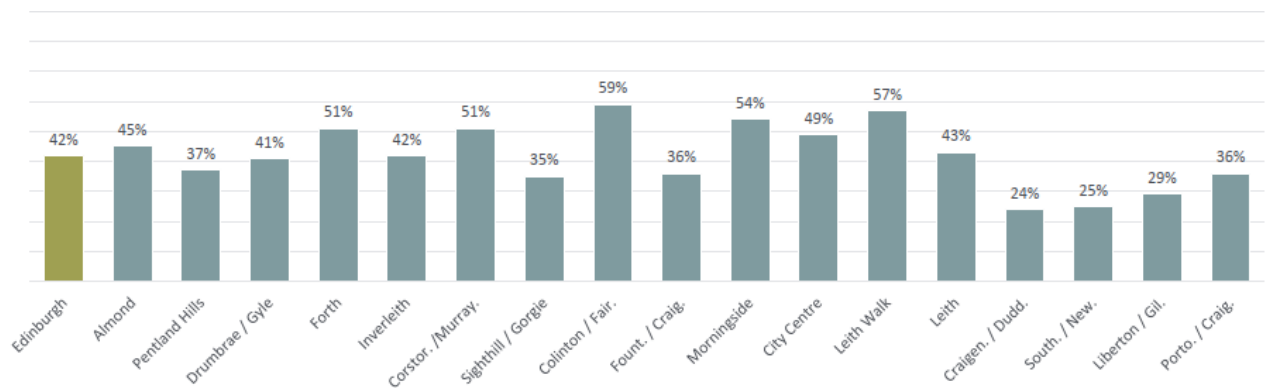
Figure 4.7 shows how the attractiveness of public transport varies by ward. Generally areas closer to the city centre score more highly in terms of the attractiveness of public transport although there is some variation. For instance, 59% of residents in Colinton / Fairmilehead were likely to consider public transport ahead of driving.

Respondents in most areas strongly agreed that public transport is easy to access. Lower scores were given in Almond and Pentland Hills wards which are furthest from the city centre.

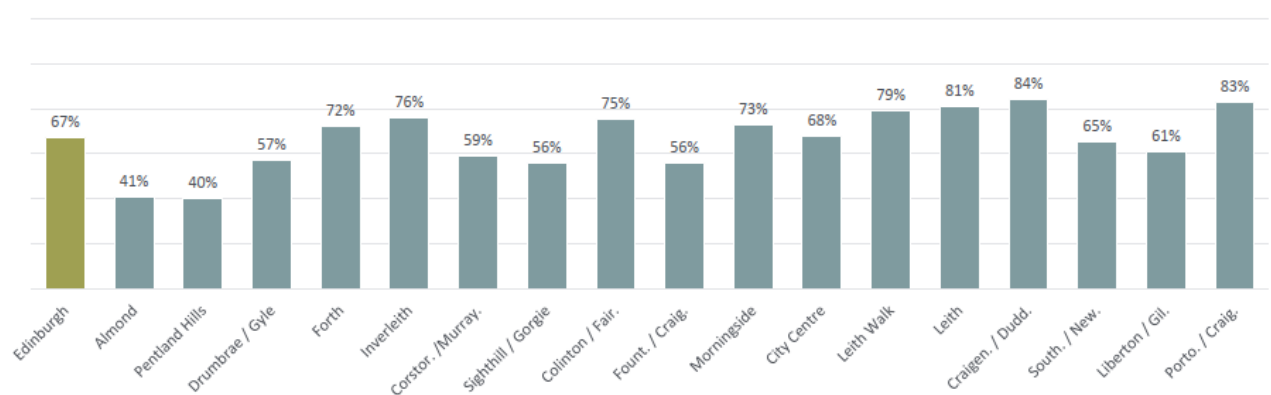
Overall scores for public transport reliability were lower with only 46% of all respondents strongly agreeing that public transport is reliable. Scores were again lowest in the Almond and Pentland Hills wards, the Almond ward in particular is affected by significant congestion along Queensferry Road in both morning and evening peaks.

Figure 4.7: Attractiveness of Public Transport by Ward

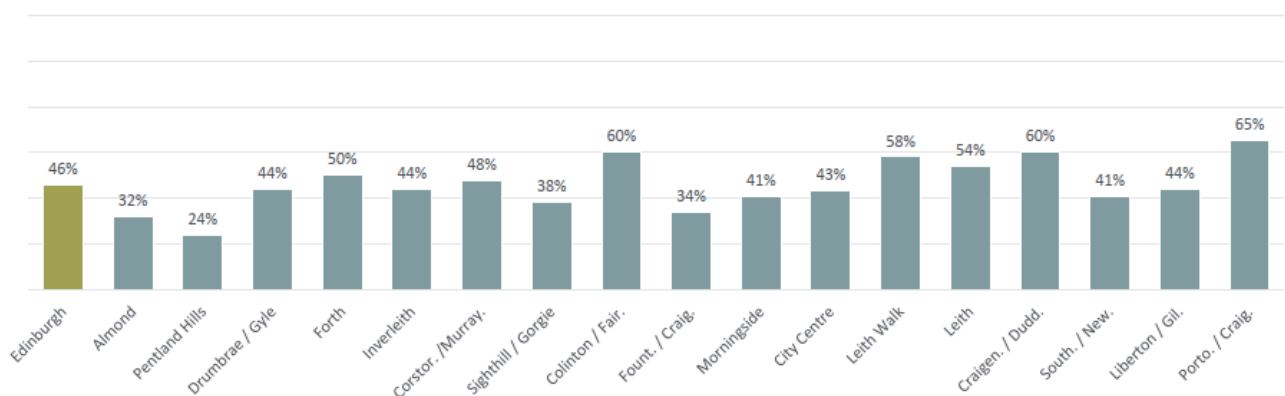
% very/quite likely to consider PT instead of driving



% Strongly agreeing that PT is easy to access in their local area



% Strongly agreeing PT is reliable



Post COVID-19 Patterns

The COVID-19 pandemic has significantly changed how people move around the city. Future impacts remain uncertain; however, the delivery of a more efficient public transport network, serving an increased range of destinations, helping reduce car travel and emissions, is a key outcome that continues to be supported.

Whilst overall demand for travel was significantly reduced during the height of the COVID-19 pandemic, we are now seeing a return to pre-COVID-19 levels in some parts of the country. However, whilst the volume of car trips have returned to, and in some cases exceeded, the 2019 levels public transport usage is still below these levels. One most notable factor has been the flattening of demand throughout the day as change in working patterns, such as home working, has resulted in fewer commuting trips in the traditional peak periods.

Another factor impacting on public transport use has been the fear of contracting COVID-19. The ([Transport Scotland COVID-19 Public Attitudes Survey](#), carried out in April 2021, found that 45% of respondents agreed with the statement “I will avoid public transport and use my car or other vehicle more than I did before when restrictions on transport are lifted”). The main reasons given for avoiding public transport in rank order were as follows: the risk that others are still carrying the disease; convenience; unable to stay 1 m apart; and cleanliness or hygiene on-board public transport. This reluctance to return to public transport is more pronounced in the over 60's age group.

A Subsequent Transport Scotland survey conducted in [May-June 2022](#), found that a third of respondents (33%) say they are avoiding public transport and using their car more than they did before due to the Pandemic. However, half (50%) say they are walking, wheeling or cycling more.

There will be continued monitoring of post-COVID travel patterns to understand any changes in travel behaviour.

Given the above it is clear that the city faces a challenge in encouraging the general public back on to public transport, albeit there have been positive signs in the last 12 months. This highlights the need to invest in high quality, affordable public transport to attract travellers from their private car.

Catering for Future Growth

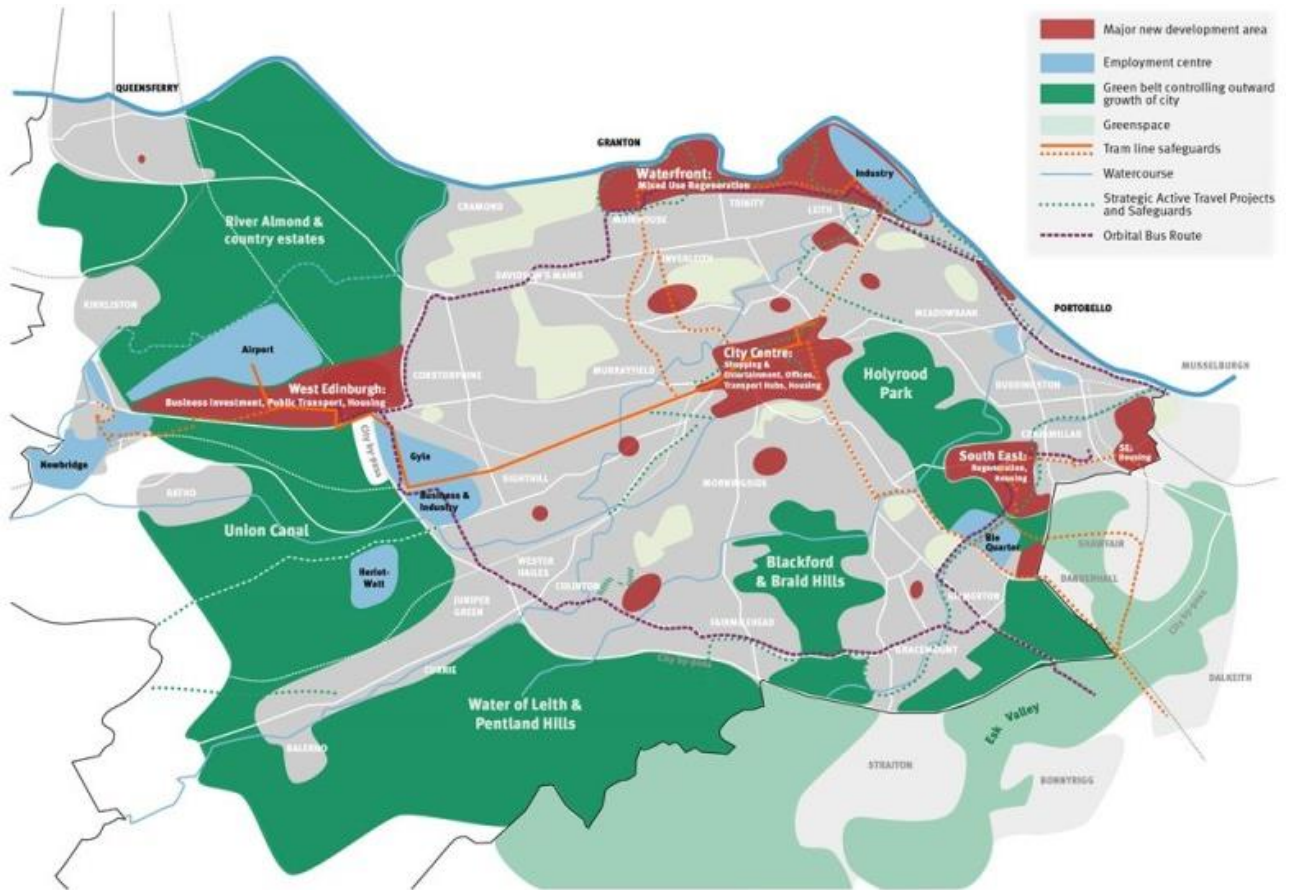
The Public Transport Action Plan needs to be consistent with the City Plan 2030 spatial strategy illustrated in Figure 4.8. Generally, growth is centred around brownfield sites where typically high public transport provision already exists (but further local improvements may be needed). Major new development areas include: City Centre, West Edinburgh, Waterfront and the South East. Employment growth is centred around the Edinburgh Park / Gyle, Leith Docks, the BioQuarter, Heriot-Watt and Newbridge. In these locations, a more significant improvement in public transport is required in order to meet mode share targets, particularly to destinations away from the city centre.

Collaborative working with the Scottish Government and the context of the National Transport Strategy 2 and the Strategic Transport Projects Review 2 underpin the opportunities for progress to be made to support better connectivity and access to jobs across the region whilst also supporting transition to net carbon zero movement.

City Plan 2030, together with the Council's approved City Mobility Plan and related strategies, will be major influences on the delivery of sustainable transport modes alongside national and regionally focused projects. So too will be progress in delivering committed City

Region Deal funding for the West Edinburgh Transport Improvement Programme and potential Bus Partnership Funding to help address public transport issues across the city and region.

Figure 4.8: City Plan 2030 Spatial Strategy



5. Developing the Future Public Transport System for Edinburgh

The Vision for Public Transport

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

The Vision is summarised as:

An Integrated Approach

Fundamentally the PTAP 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 journeys 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.

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.

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 seven objectives under the themes of People, Movement and Place. In developing this action plan 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 action plan interventions are key to helping deliver Edinburgh's target to achieve a net zero carbon emissions by 2030. The plan 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 and 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

The PTAP will support improved regional connectivity. A north south / tram route 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.

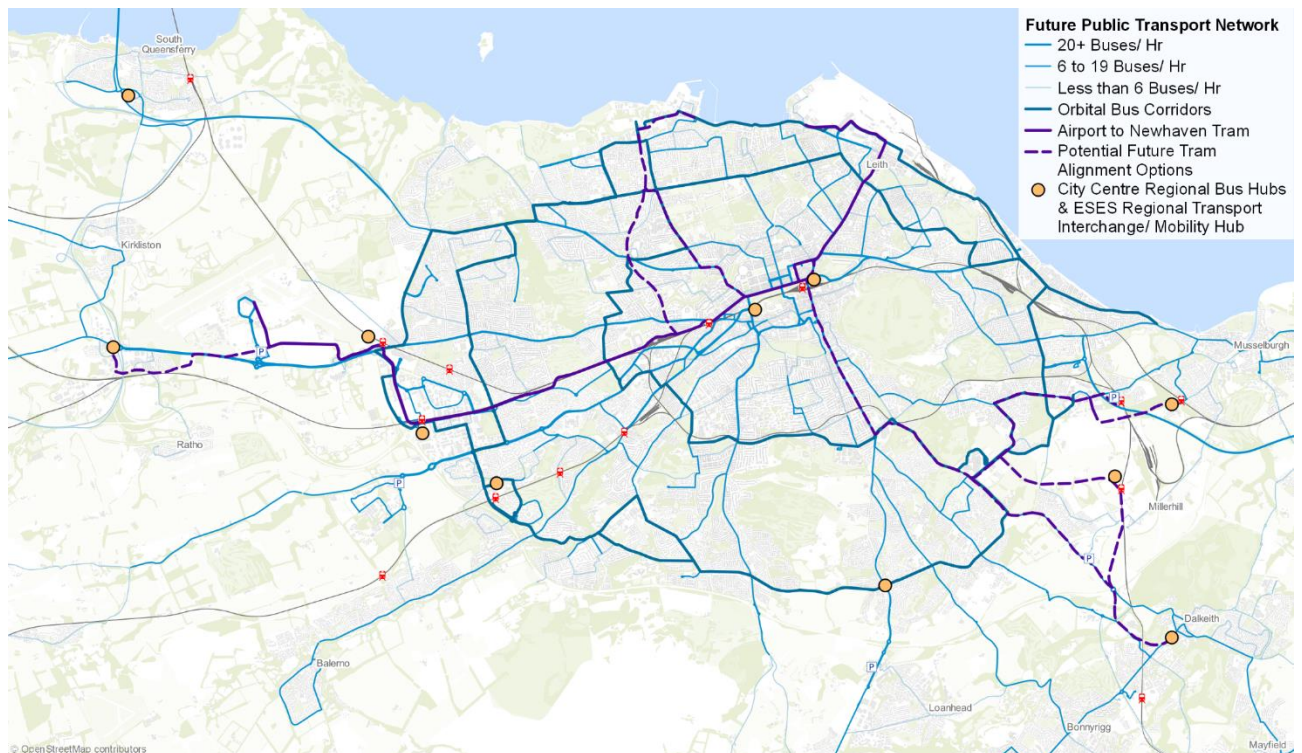
Improving Governance and Coordination

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 circulation plan will ensure efficiency of delivery between PT and AT. Land use policies will be coordinated to maximise sustainable travel opportunities.

Our Future Public Transport Network

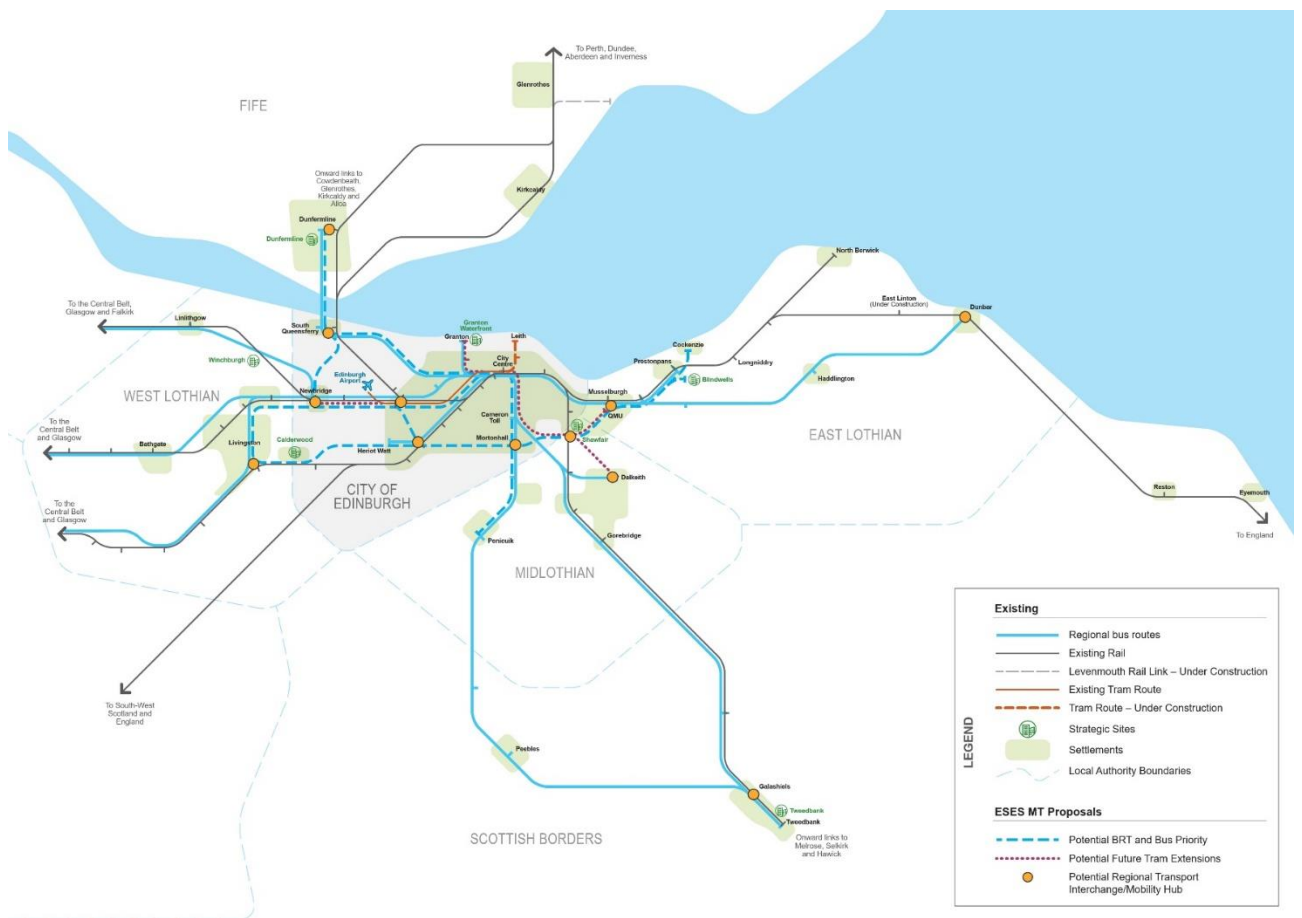
Figure 5.1 below presents an overview of the future public transport network for the city and surrounding region.

Figure 5.1: 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 5.2: Edinburgh and South East Scotland Mass Transit (STPR2 Recommendation 12)



The following chapters of the plan present the core actions under the six themes outlined in this chapter. These chapters are complemented by an actions summary table, which provides a mapping across to the nine people, movement and place objectives in the CMP, as well as the most relevant policy measures. It should be noted that some of the actions cut across various themes and objectives.

It should be noted that all actions outlined in the table will be taken forward in accordance with our governance processes, and will require confirmation of available funding. In some cases, this funding will come from external sources, such as the private sector and Scottish Government.

6. Addressing Climate Emergency

Addressing the Challenge

As we move through the 21st century, the greatest challenge facing us all is that of climate change, and relevant to this plan is the fact that transport is the biggest generator of carbon emissions in Edinburgh. The CMP highlights that if we are to meet the challenge of becoming net carbon zero by 2030, our transport policies and practises have to change. Consequently, the overall vision within CMP confirms the need to address climate change, and the tackling this is at the heart of the CMP actions, and those within the supporting actions plans.

Many of the measures in this PTAP 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. The plan also supports actions to improve air quality with a particular focus on the city's air quality management areas. Specific actions include:

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 plan, 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.

PC1 Deliver a programme of behaviour change interventions, focusing on key priority groups

Bus Fleet Enhancement / Zero Emission Buses

A large number of bus services run through Edinburgh every day and contribute to poor levels of air quality in certain parts of the city. It is important the city's bus fleet is as clean as possible. Currently 97% of the Lothian Buses fleet is Euro VI standard (or equivalent). 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. We will capture opportunities to work with this Taskforce and Scottish Government to support the transition to zero emission buses.

PC2 Work with operators to deliver options for a net zero carbon fleet

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.

PC3 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.

PC4 Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet

7. Providing Safe, Affordable and Accessible Public Transport

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.

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.

PT1 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.

PT2 Improve travel experience for disabled users including more information on space availability

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.

PT3 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, it is proposed to continue to work with the Scottish Government on the Fair Fares Review to extend this scheme to include Light Rail.

PT4 Continued engagement on 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.

PT5 Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail

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 planned opening of the extension to Newhaven in spring 2023.

PT6 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 to seek ways in which to improve the customer experience when using public transport, including continuing our programme of shelter replacement and developing a protocol for shelter enhancement at busiest stop and interchange locations, which may include enhanced quality of provision. Opportunities for other initiatives including living roof shelters will be considered, delivered through sponsorship and community involvement.

PT7 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.

PT8 Replace existing on-street bus tracker signs with multi operator information signs

Shared Mobility

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

PT9 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 ensuring the current provision is maintained in the vicinity of existing ranks.

PT10 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

Demand Responsive Transport

The development of mobile and app-based technologies provides 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.

PT11 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 expand this application to include all public transport links in Edinburgh.

PT12 Support development of Mobility as a Service (MAAS) in Edinburgh

The advancement of technologies and data generated will provide opportunities to provide a more efficient and sustainable transport system. We will work with experts to identify and deliver enhancements.

PT13 Deliver enhanced public transport solution through use of Data Driven Innovation (DDI) experts

8. Delivering a Reliable and Efficient Network to Support Growth

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.

Bus Network Review

Edinburgh's 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.

PG1 Deliver outcomes from the 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

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.

PG2 Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments

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. Therefore, to demonstrate Edinburgh's commitment to public transport, we will consult on proposals for the extension of bus lane operating hours, to 7am to 7pm every day of the week, and the additional enforcement measures.

PG3 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.

PG4 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 the existing bus stop infrastructure. We will then develop an implementation programme through the Bus Partnership Fund to deliver the optimal bus stop spacing across the city.

PG5 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.

PG6 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

Mobility Hubs

Mobility hubs can play a substantial role in promoting public transport use and reducing the need to travel by private car. 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.

PG7 Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area

9. Enhancing Regional Connectivity

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.

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. We will work with bus operators to identify preferred locations for buses terminating east and west of the city centre.

PR1 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.

PR2 Consider future options for the bus station

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.

PR3 Enhance interchange:

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

Park and 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 and Ride / Choose requirements for expansion of existing and creation of new sites as informed by STPR2.

PR4 Deliver regional Park & Ride / Choose strategy

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.

PR5 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. Work is on-going on a Strategic Business Case (SBC) for this, and we intend to consult on this later in 2023. 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 mass rapid transit solution from the Waterfront in the north to the Royal Infirmary in the south and beyond. This would be supported by enhanced Park and 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 SBC for regional mass transit as informed by the STPR2.

PR6 Deliver North / South mass rapid transport solution linking Granton to the Bio Quarter 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. This action is linked to PG6, but with a focus of extending the bus priority and associated infrastructure into the adjacent local authorities.

PR7 Implement express and regional bus services (limited stops)

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.

PR8 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.

PR9 Deliver Waverley Station Masterplan subject to Network Rail programme

An exercise will be undertaken to review previous South Suburban Rail Line studies and changes in policy and demand since these were undertaken.

PR10 Consider future use of South Suburban Rail Line

Cross-Forth Ferry

We will explore the potential for a cross-Forth ferry considering commuting and wider tourism opportunities.

PR11 Working with partners, explore the opportunity for a Cross-Forth ferry

10. Place – Reducing Vehicular Dominance

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.

City Centre Transformation

In September 2019 we set out an ambitious 10-year Edinburgh City Centre Transformation (ECCT) plan,³⁰ 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 implementation programme in line with the Circulation Plan and roll out in two phases, with Phase 1 including the delivery of the city centre Pedestrian Priority Zone.

PV1 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.

PV2 Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance

11. Improve Governance and Coordination

Addressing the Challenge

Parts of the city's transport network are highly congested. The cost of congestion to drivers is £764 per annum. The cost to the city is £177 million per annum. Congestion adds 41% travel time to each peak time journey. Goods and services stuck in traffic have a direct impact on the cost and productivity of businesses and public services. Congestion adversely affects the communities along these routes, making them more polluted, more dangerous and less pleasant places to be. We will tackle this by managing demand on our roads and enhancing the efficiency of our public transport system.

Many journeys require changes across travel modes. Interchanges between public transport, active travel and other modes must be conveniently placed, seamlessly integrated and easy to understand. Interventions which support the use of sustainable modes of travel for the first and last miles of our journeys are key to developing a truly integrated door-to-door network.

Governance Reform of Council-owned Public Transport Companies

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. We will therefore deliver new governance for Council owned public transport services with the new company set to be in place in 2023.

PS1 [Deliver new governance arrangements for council owned public transport operators](#)

Linked to the above, align strategic business planning and operational management of the Council-owned public transport companies with the city's transport policies and programmes.

PS2 [Align strategic business planning and operational management of the council-owned public transport companies with the city's transport policies and programmes](#)

Enhance Regional Coordination

In coordination with neighbouring alliances and local authorities we will strengthen the new Edinburgh Bus Alliance and implement the Bus Service Improvement Plan (BSIP).

PS3 [Deliver Edinburgh Bus Alliance / Bus Service Improvement Plan](#)

Appendix A: Draft PTAP Actions

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|---|-----|--|--|--|--|--|---|---|----------------------------|
| Addressing the Climate Emergency | | | | | | | | | |
| Changing minds, changing behaviour | PC1 | Deliver a programme of behaviour change interventions, focusing on key priority groups | Develop programme of behavioural change initiatives and roll implement pilot projects | Review success of pilot project and develop regular programme of initiatives | Monitor success and review programme as required | | | | |
| Bus Fleet Enhancement / Zero Emission Buses | PC2 | Work with operators to deliver options for a net zero carbon fleet | Agree preferred technologies (electric, hydrogen or mix) | Roll out fleet on identified corridors | Roll out of fleet on-going with an aim to complete by 2035 | | | | |
| | PC3 | Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric / hydrogen fleets | Review available technologies. Potential to deliver demonstrator project | Roll out charging infrastructure on identified corridors. | Continue to review and expand charging network to support a net zero fleet | Initial routes to be identified, noting limited range of existing battery capabilities | | | |
| | PC4 | Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet | Review options for upgrade / new location(s) for state of the art electric / battery charging depot(s) | Deliver 1 upgraded / new depot to support zero emission fleet | Complete upgrade / new locations for all depots to support a zero emission fleet | | | | |
| Providing Safe, Affordable and Accessible Public Transport | | | | | | | | | |
| Safety and Accessibility | PT1 | Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations | Complete an audit of existing infrastructure. Consult with key stakeholders | Prioritise improvement at key locations of concern and deliver, subject to funding | | Work with ATAP and planning to ensure space is protected for bus / bus facilities | | | ATAP, RSAP |
| | PT2 | Improve travel experience for disabled users including more information on space availability | Work with stakeholders to identify interventions and implement | Implement identified interventions | Implement identified interventions | | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--|-----|---|---|--|--|-------------------------------------|---|---|----------------------------|
| | | | identified interventions | | | | | | |
| Flexible and Affordable Fares / Integrated Smart ticketing | PT3 | Deliver Edinburgh Tram / Lothian Buses integrated ticketing | Tap Tap Cap expansion to cover tram in 2023 | Deliver city wide integrated ticketing as part of arm's length external organisation (ALEO) reform | | | | | |
| | PT4 | Continue engagement on concessionary travel / free under 22 travel on tram | Continue to work with the Scottish Government on the Fair Fares Review to extend this scheme to include Light Rail | NA | NA | | | | |
| | PT5 | Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail | Scope options for integrated ticketing | Deliver integrated ticketing in partnership with regional and national stakeholders | NA | | | | |
| Improved Infrastructure | PT6 | Complete Trams to Newhaven operations and handover | Opening spring 2023 | NA | NA | | | | |
| | PT7 | Continue ongoing programme of shelter replacement | Continue programme for shelter replacement. Work with JCDecaux to identify new sites. Develop protocol for replacement of any shelters that are removed | Continue with on-going options to enhance quality of shelter. Identify new site locations | Continue with on-going options to enhance quality of shelters. Identify new site locations | | | | |
| | PT8 | Replace existing on-street bustracker signs with multi operator information signs | Replace all existing on-street bustracker signs. Install new on-street screens at new locations over the next 24 months | Review and implement at additional sites | Maintain and enhance as improved technologies allow | | | | |
| Shared Mobility | PT9 | Strengthen partnerships with the taxi and private hire car | Develop access strategy for taxis and | Monitor and review taxi and private hire | Monitor and review taxi and private hire | Electric hackney fleet | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--|------|--|---|---|--|--|---|---|----------------------------|
| | | 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 | PHVs in the city centre and on key arterial routes | network. Expand city car club locations | network. Expand city car club locations | has the potential to be a major clean travel provider. | | | |
| | PT10 | 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 | Undertake a CEC led taxi rank review, locations and demand | Implement results of taxi rank review | Continue to monitor taxi rank provision | | | | |
| Demand Responsive Transport (DRT) | PT11 | Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable | Review success of existing services (e.g. Pingo in Scottish Borders) | Implement trial service within West Edinburgh and monitor initial performance | Review potential expansion as West Edinburgh develops. Commercial services may replace DRT as demand increases | | | | |
| | PT12 | Support development of Mobility as a Service (MAAS) in Edinburgh | Review success of SEStran's GoSEStran App pilot | Expand App to include Edinburgh and wider southeast Scotland area | Review success and continue to improve functionality as technology develops | | | | |
| | PT13 | Deliver enhanced public transport solution through use of Data Driven Innovation (DDI) experts | Develop solutions in collaboration with universities | Deliver Phase 1 of implementation plan | Deliver further phases | | | | |
| Delivering a Reliable and Efficient Network to Support Growth | | | | | | | | | |
| Bus Network Review | PG1 | Deliver outcomes from the Circulation Plan to ensure that the bus network continues to support strategic priorities including improved | A comprehensive integrated public transport system will be agreed, including stops, routes, and | An evolved bus network will be in place. | Continue to undertake regular reviews of the network to facilitate future growth and | | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--------------------------|-----|---|--|--|--|--|---|---|----------------------------|
| | | accessibility, integration and traffic reduction, particularly in the city centre | public transport interchanges | | changing demographics in the city | | | | |
| Serving new developments | PG2 | Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments | As part of City Plan 2030, review public transport requirements / obligations for each development site | Support delivery of public transport service extensions and enhancements | Support delivery of public transport service extensions and enhancements | | | | |
| Bus Priority Measures | PG3 | Extension of bus lane operating hours | Develop plan and implement. | Monitor and review | Monitor and review | | | | |
| | PG4 | Deliver bus priority through the UTC/UTMC and AVL at traffic signals and investigate further technology options to help deliver reductions in peak bus journey times on key corridors and hotspot locations | Prove the technology works and begin to roll out at further locations | Increased the number of locations with bus priority to cover a significant percentage of the bus network | Have full coverage of bus priority across the network where required to deliver a 25% reduction in journey times | | | | |
| | PG5 | Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure while maintaining access for less abled people | In partnership with Bus Partnership Fund (BPF) identify initial corridors for trial (e.g. A1, A70, A90) | Monitor performance and examine roll out on other corridors | Monitor performance and examine roll out on other corridors | Map-based tools demonstrating walking distances. Proposing possible better locations, shelters, RTPI, footways and lighting etc. | | | |
| | PG6 | 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 | By 2023: Identify corridor journey time targets and action plans to achieve these for priority corridors, integrated | Delivery of further interventions including the A8 more ambitious schemes helping delivery of | Delivery of further interventions | | | | City Plan |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--|-----|---|---|--|--|---|---|---|----------------------------|
| | | journey times across the city region | with active travel and town centre proposals. By 2025: Deliver core BPF packages as part of integrated corridor action plans | West Edinburgh growth | | | | | |
| Mobility Hubs | PG7 | Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area | Develop and implement a plan for delivery of pilot projects and monitor usage (e.g. West Granton and Bio-Quarter) | Develop a strategy and guidance for the delivery of a network of mobility hubs | | Potential locations have been identified in City Plan 2030 and pilot sites prioritised based on the feasibility of delivering the pilot as part of proposed or ongoing projects | Delivery of first pilot sites by 2025 | | CMP, ATAP, 20min NH |
| Enhancing Regional Connectivity | | | | | | | | | |
| City Centre Capacity | PR1 | Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services | Work with operators to identify preferred locations | Develop detailed plans for implementation | Implement preferred locations | | | | |
| | PR2 | Consider future options for the bus station | A review of options to retain bus station | Retain bus station or move to alternative location | | Potential redevelopment or CPO | | | |
| Regional Interchange | PR3 | Enhance interchange: <ul style="list-style-type: none"> ▪ Between rail, tram, bus and active travel ▪ between radial and orbital bus services ▪ across the city centre | Develop an implementation plan in conjunction with operators, regional partners and Transport Scotland | Delivery of enhanced orbital connectivity and new key interchange points outside the city centre | Review and enhance interchanges to facilitate ongoing growth | | | | |
| Park & Ride / Choose | PR4 | Deliver regional Park & Ride / Choose strategy | With regional partners, complete | Deliver Phase 1 of new strategy | Delivery of enhanced orbital connectivity | | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|---------------------------------|-----|--|--|--|---|-------------------------------------|---|---|----------------------------|
| | | | study to define regional Park & Ride /Choose requirements for expansion of existing and creation of new sites as informed by Strategic Transport Projects Review (STPR2) | | and new key interchange points outside the city centre | | | | |
| Mass Rapid Transit | PR5 | Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region | By 2024 work with regional partners and Transport Scotland to complete programme level Strategic Business Case (SBC) for regional mass transit as informed by the STPR2 | | | | | | |
| | PR6 | Deliver North/ South tram line linking Granton to the Bio Quarter and beyond | Complete Outline Business Case (OBC) for North/South tram | Complete Financial Business Case (FBC) and gain approvals for north/south tram | By 2035: Subject to approval, north/south tram line complete | | | | |
| | PR7 | Implement express and regional bus services (limited stops) | Consult with operators on opportunities particularly from Mid and West Lothian and investigate infrastructure requirements to aid delivery | Delivery of 1 st phase of enhanced networks | Delivery of enhanced networks | | | | |
| Supporting Improvements to Rail | PR8 | Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects | Agree options which optimise local, regional and national services to deliver enhanced regional connectivity | Review success of Levenmouth reopening. Support continued network improvements including Portobello Junction remodelling | Deliver key upgrades including East Coast Mainline capacity enhancements and Almond Chord. Support delivery of Borders Railway to | | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--|------|---|---|--|---|---|---|---|----------------------------|
| | | | | and extension of the Borders Railway | Hawick (and beyond should a business case merit this) | | | | |
| | PR9 | Deliver Waverley Station Masterplan subject to Network Rail programme | Engage with Network Rail to develop programme to deliver masterplan. Support consultation, finalise and commence delivery | Delivery of core masterplan | Complete remaining station upgrade elements | Need to agree overarching assumptions with Network Rail | | | |
| | PR10 | Consider future use of South Suburban Rail Line | Review previous South Suburban Rail Line studies and changes in policy and demand since these were undertaken | Subject to outcome of the review | Subject to outcome of the review | | | | |
| Cross-Forth Ferry | PR11 | Working with partners, explore the opportunity for a Cross-Forth ferry | Explore the opportunity for a cross-Forth ferry considering commuting and wider tourism opportunities | Consider viability of business case | Subject to business case, consider delivery options | | | | |
| Place – Reducing Vehicular Dominance | | | | | | | | | |
| City Centre Transformation | PV1 | Support Edinburgh City Centre Transformation (ECCT) initiatives to reduce city centre traffic volumes on key streets | Update ECCT programme in line with Circulation Plan (CP) | Deliver Phase 1 of ECCT including Pedestrian Priority Zone (PPZ) | Deliver Phase 2 of ECCT | | | | |
| | PV2 | Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance | Engage with operators to identify options to speed up boarding | Delivery initial trials and roll out if successful | Continue roll out and monitor | | | | |
| Improving Governance and Coordination | | | | | | | | | |
| Governance Reform of | PS1 | Deliver new governance arrangements for council | New company in place by end of 2023 | NA | NA | | | | |

Public Transport Action Plan

| Sub-theme | No. | Action | Aim by end of 2025 | Aim by end of 2030 | Aim after 2030 | Proposed approach to prioritisation | Approximate delivery dates or target rate of delivery | Responsible team(s) (FOR INTERNAL USE ONLY) | Link to Other Action Plans |
|--|-----|--|--|--|---|-------------------------------------|---|---|----------------------------|
| Council-Owned Public Transport Companies | | owned public transport operators | | | | | | | |
| | PS2 | Align strategic business planning and operational management of the council-owned public transport companies with the city's transport policies and programmes | Agreement on Key Performance Indicators (KPIs) for the operator and the wider city | On-going monitoring and performance evaluation | On-going monitoring and performance evaluation | | | | |
| Enhance Regional Coordination | PS3 | Deliver Edinburgh Bus Alliance / Bus Service Improvement Plan | Strengthen new Edinburgh Bus Alliance and coordination with neighbouring alliances and local authorities | Implement initial BSIP proposals | Monitor performance and continue coordination and support | | | | |

Appendix B: Mapping of Actions against CMP Objectives

Public Transport Action Plan

| | | People | | Movement | | | | | Place | |
|---|---|--|----------------------------------|--|---|--------------------------|----------------|--------------------------------|--|---|
| | | behaviour change to support sustainable travel | Inclusive & affordable transport | Increase prop of trips by active & sustainable modes | Improve choice into, out of and across city | Reduce harmful emissions | Improve safety | Maximise efficiency of streets | Reduce need to travel and distance travelled | Reduce vehicle dominance and improve quality of streets |
| Addressing the Climate Emergency | | | | | | | | | | |
| PC1 | Deliver a programme of behaviour change interventions, focusing on key priority groups | ✓ | ✓ | | | ✓ | ✓ | | ✓ | |
| PC2 | Work with operators to deliver options for a net zero carbon fleet | | | | | ✓ | | | | |
| PC3 | Review on street infrastructure required (e.g. opportunity charging) to support multi operator electric / hydrogen fleets | | | | | ✓ | | | | ✓ |
| PC4 | Review of depot infrastructure and charging requirements to support a fully electric / hydrogen fleet | | | | | ✓ | | | | |
| Providing Safe, Affordable and Accessible Public Transport | | | | | | | | | | |
| PT1 | Improve perceived safety for all users through improved lighting at and walking routes to bus and tram stops and rail stations | ✓ | | ✓ | | | ✓ | | | ✓ |
| PT2 | Improve travel experience for disabled users including more information on space availability | | ✓ | ✓ | ✓ | | ✓ | | | |
| PT3 | Deliver Edinburgh Tram / Lothian Buses integrated ticketing | | ✓ | ✓ | | | | ✓ | | |
| PT4 | Continued engagement on concessionary travel / free under 22 travel on tram | | ✓ | ✓ | | | | | | |
| PT5 | Work with public transport operators and Transport Scotland to deliver comprehensive integrated ticketing across tram, bus and rail | | ✓ | ✓ | ✓ | | | | | |

Public Transport Action Plan

| | | People | | Movement | | | | Place | | |
|--|---|--------|---|----------|---|---|---|-------|---|---|
| PT6 | Complete Trams to Newhaven operations and handover | | ✓ | ✓ | ✓ | | ✓ | | | |
| PT7 | Continue ongoing programme of shelter replacement | | | | | | | ✓ | | ✓ |
| PT8 | Replace existing on-street bustracker signs with multi operator information signs | | ✓ | | | | | ✓ | | |
| PT9 | 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 | | ✓ | ✓ | | | | ✓ | | |
| PT10 | 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 | ✓ | | ✓ | | | | ✓ | | |
| PT11 | Develop DRT solutions that are useable for everyone and provide travel choices to support journeys that are sustainable, efficient and affordable | ✓ | ✓ | | | | | | | |
| PT12 | Support development of Mobility as a Service (MAAS) in Edinburgh | ✓ | ✓ | | | | | | | |
| PT13 | Deliver enhanced public transport solution through use of Data Driven Innovation (DDI) experts | | | | | | | ✓ | ✓ | |
| Delivering a Reliable and Efficient Network to Support Growth | | | | | | | | | | |
| PG1 | Deliver outcomes from the 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 | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| PG2 | Work with the Council's Planning Authority, developers and public transport operators to ensure public transport provision serves new developments | ✓ | | ✓ | ✓ | | | ✓ | ✓ | ✓ |
| PG3 | Extension of bus lane operating hours | | | ✓ | ✓ | | | | | |
| PG4 | Deliver bus priority through the UTC/UTMC and AVL at traffic signals and investigate further technology options | | | | ✓ | | | ✓ | | ✓ |

Public Transport Action Plan

| | | People | | Movement | | | | | Place | |
|---------------------------------|--|--------|---|----------|---|---|---|---|-------|---|
| | to help deliver reductions in peak bus journey times on key corridors and hotspot locations | | | | | | | | | |
| PG5 | Delivery of bus stop realignment supporting faster journey times with an opportunity to provide higher quality infrastructure while maintaining access for less abled people | | | ✓ | ✓ | | | ✓ | | |
| PG6 | 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 across the city region | ✓ | ✓ | ✓ | ✓ | | | | | |
| PG7 | Plan, design and deliver pilot projects with site specific sustainable transport and urban realm facilities to suit the needs of the area | | | | | ✓ | | ✓ | | ✓ |
| Enhancing Regional Connectivity | | | | | | | | | | |
| PR1 | Identify additional city centre terminating capacity (East and West Ends) to support growth in regional bus services | | | | ✓ | | | ✓ | ✓ | ✓ |
| PR2 | Consider future options for the bus station | | | | | | | ✓ | | ✓ |
| PR3 | Enhance interchange: <ul style="list-style-type: none"> Between rail, tram, bus and active travel between radial and orbital bus services across the city centre | | ✓ | ✓ | | | | ✓ | | |
| PR4 | Deliver regional Park & Ride / Choose strategy | | | | ✓ | | | ✓ | | |
| PR5 | Develop mass rapid transit plan (including tram and Bus Rapid Transit (BRT)) for the city and region | | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ |
| PR6 | Deliver North/ South tram line linking Granton to the Bio Quarter and beyond | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ |
| PR7 | Implement express and regional bus services (limited stops) | | ✓ | ✓ | ✓ | | | | | ✓ |
| PR8 | Engage with Transport Scotland, Network Rail and rail operators in the delivery of new strategic rail projects | | | | ✓ | | | | | |

Public Transport Action Plan

| | | People | | Movement | | | | | Place | |
|--|--|--------|---|----------|---|---|--|---|-------|---|
| PR9 | Deliver Waverley Station Masterplan subject to Network Rail programme | | | ✓ | ✓ | | | | | |
| PR10 | Consider future use of South Suburban Rail Line | | | ✓ | ✓ | | | | | |
| PR11 | Working with partners, explore the opportunity for a Cross-Forth ferry | | ✓ | ✓ | ✓ | ✓ | | | | ✓ |
| Place – Reducing Vehicular Dominance | | | | | | | | | | |
| PV1 | Support Edinburgh City Centre Transformation (ECCT) initiates to reduce city centre traffic volumes on key streets | ✓ | | | | | | ✓ | ✓ | ✓ |
| PV2 | Review opportunities to reduce bus stop dwell times lessening the need for stacking and the impact of vehicle dominance | | | ✓ | | ✓ | | ✓ | | |
| Improving Governance and Coordination | | | | | | | | | | |
| PS1 | Deliver new governance arrangements for council owned public transport operators | | ✓ | ✓ | | | | ✓ | | |
| PS2 | Align strategic business planning and operational management of the council-owned public transport companies with the city's transport policies and programmes | | ✓ | ✓ | | | | ✓ | | |
| PS3 | Deliver Edinburgh Bus Alliance / Bus Service Improvement Plan | | ✓ | ✓ | | | | ✓ | | |