

Transport Transition

Cllr Scott Arthur

Transport & Environment Committee Convener
City of Edinburgh Council

April 2024



Transport Challenges

Combined challenges.

Getting the basics right or showing ambition.

City Growth.

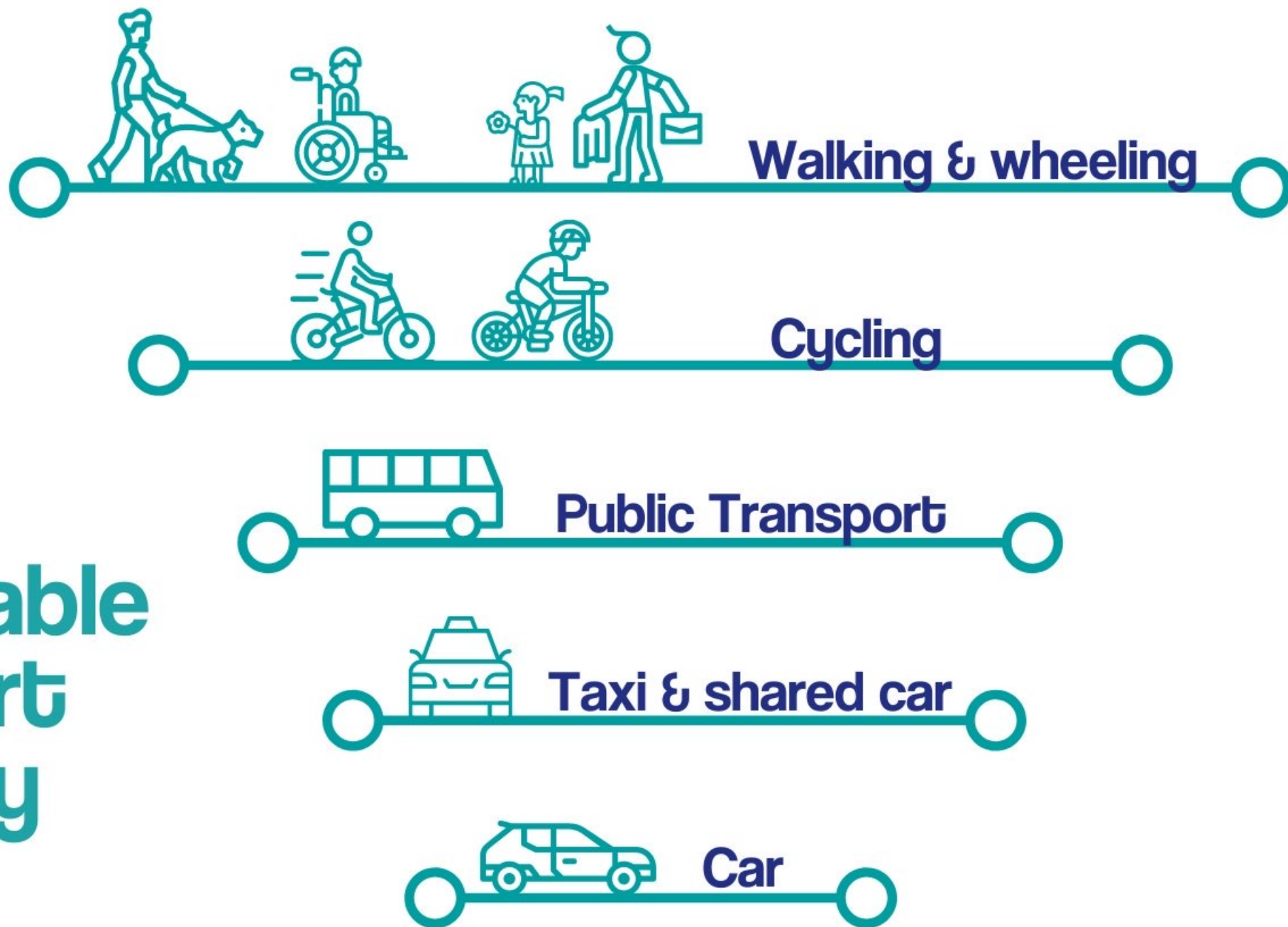
Five dimensional party politics.

Change is painful.

Inequality.

**paths
for all**

FOR A HAPPIER,
HEALTHIER SCOTLAND



Sustainable transport hierarchy



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

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

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

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

Transport Projects







Pavement parking crackdown begins in Edinburgh

🕒 29 January · 💬 Comments



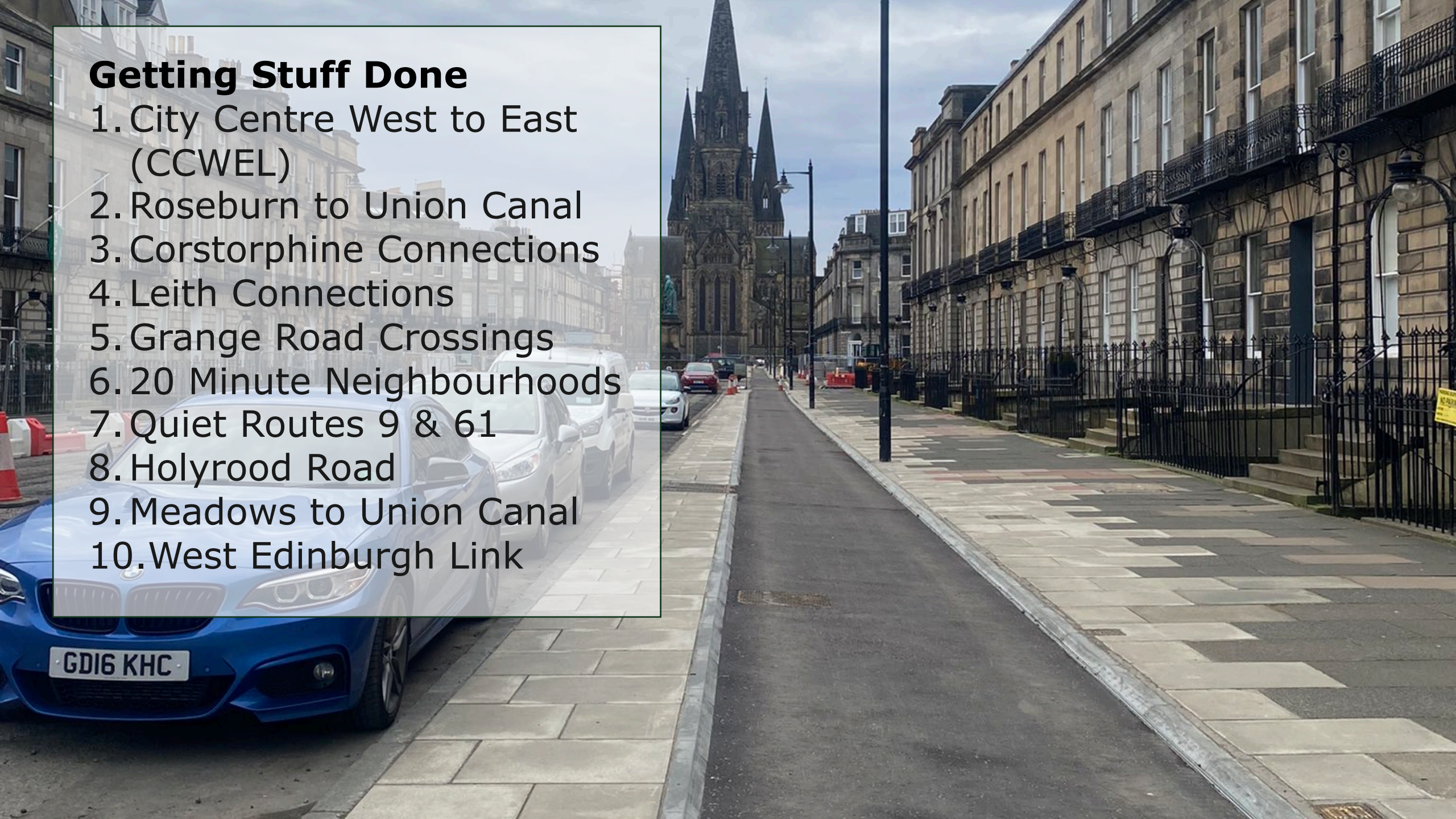
| Victoria Watson said the ban was ill-thought-out and very irresponsible



Transport, Economic Development or Quality of Life?

Getting Stuff Done

1. City Centre West to East (CCWEL)
2. Roseburn to Union Canal
3. Corstorphine Connections
4. Leith Connections
5. Grange Road Crossings
6. 20 Minute Neighbourhoods
7. Quiet Routes 9 & 61
8. Holyrood Road
9. Meadows to Union Canal
10. West Edinburgh Link



3. The Difficult Decisions

Through
Traffic

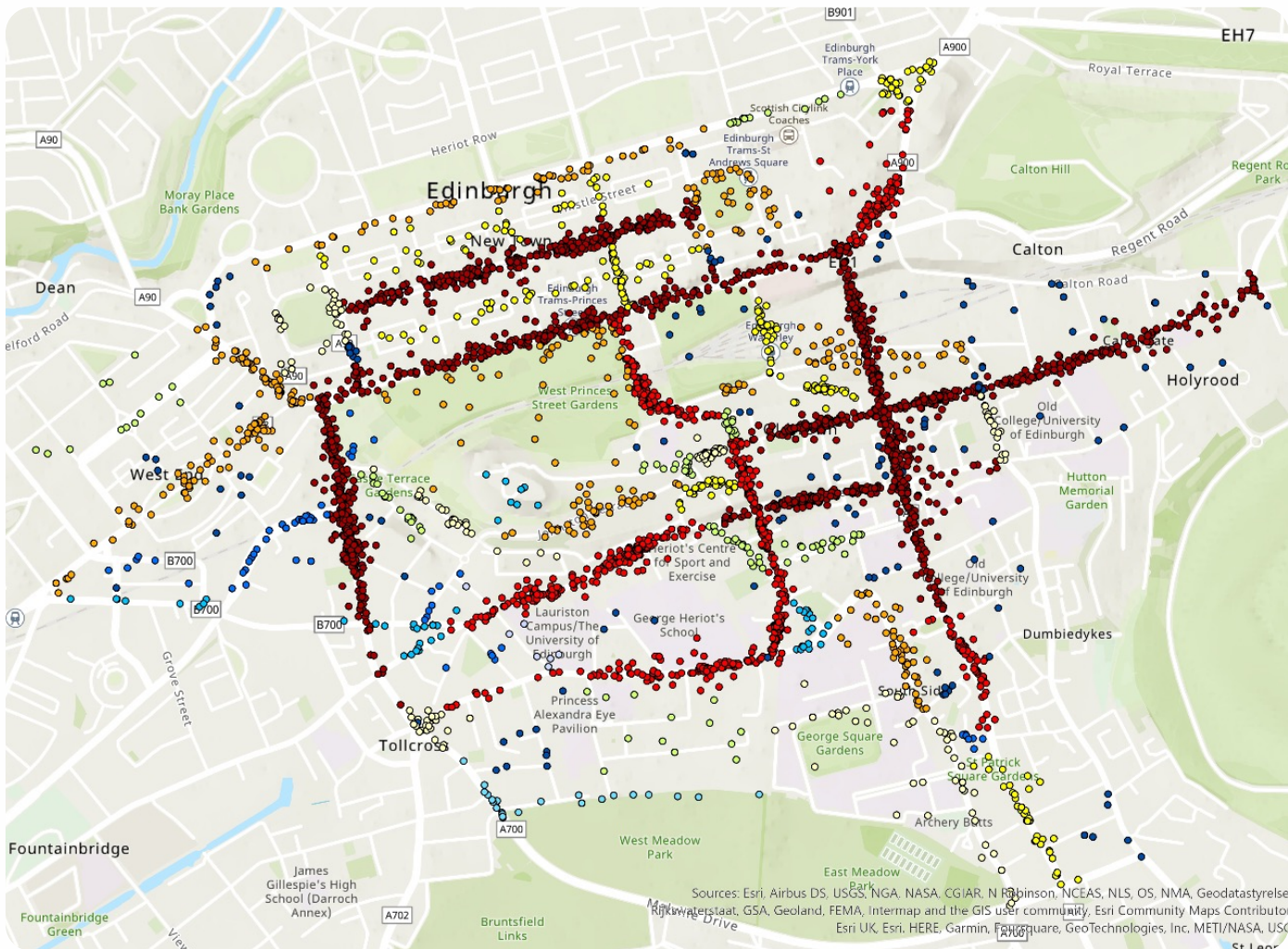
the city centre

major junctions

reducing
parking

neighbourhoods

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

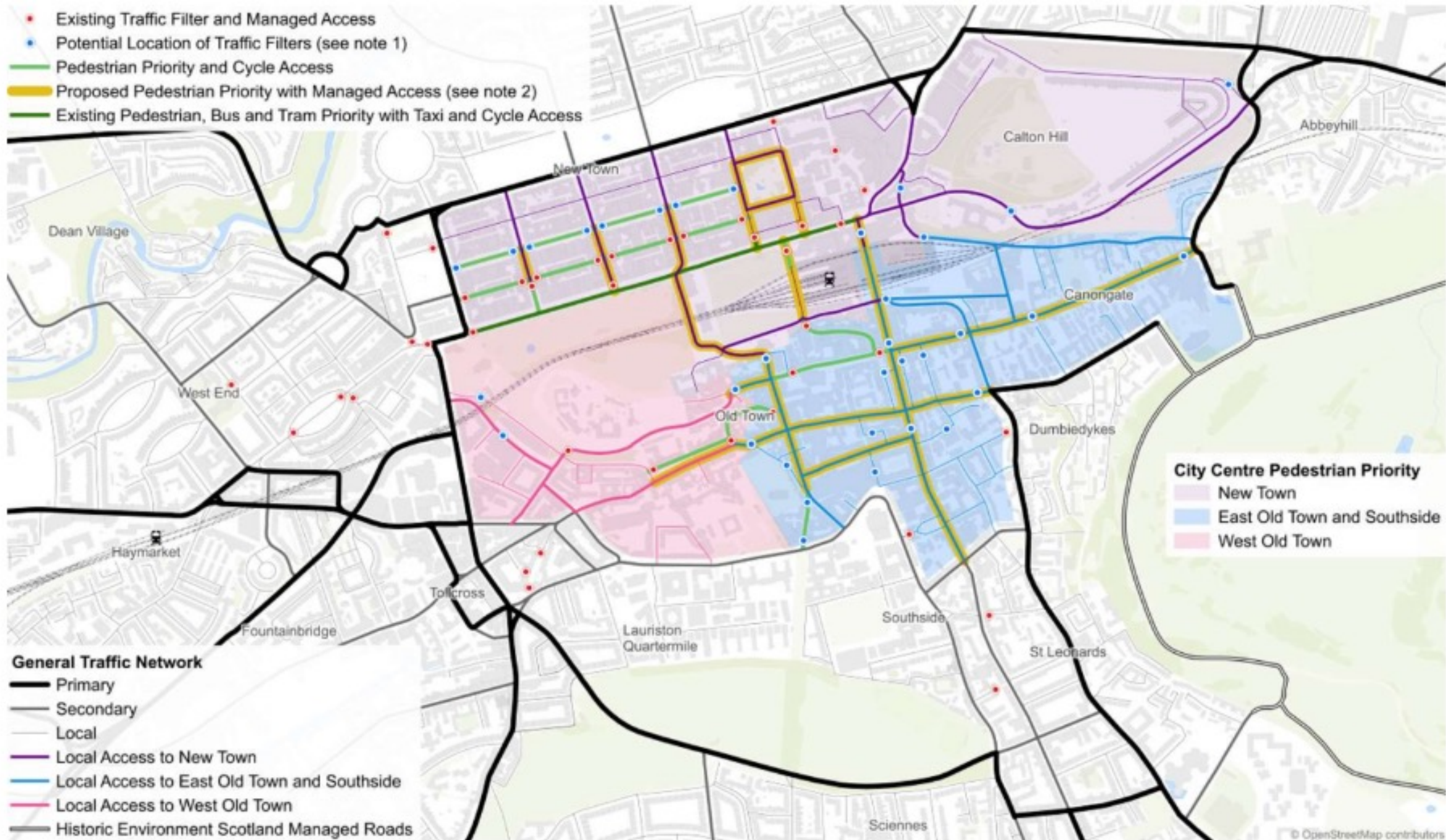


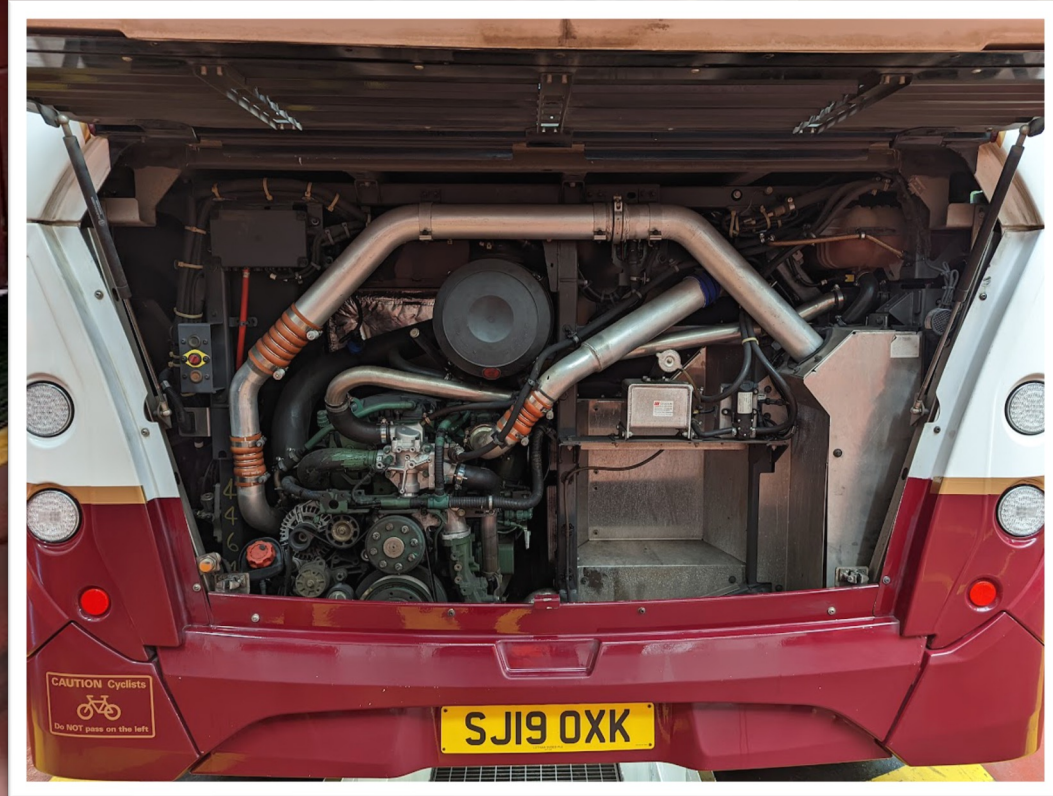
in addition to current city centre projects, **the Bridges Corridor, Canongate, Grassmarket and Cowgate** were identified as key priorities for change

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

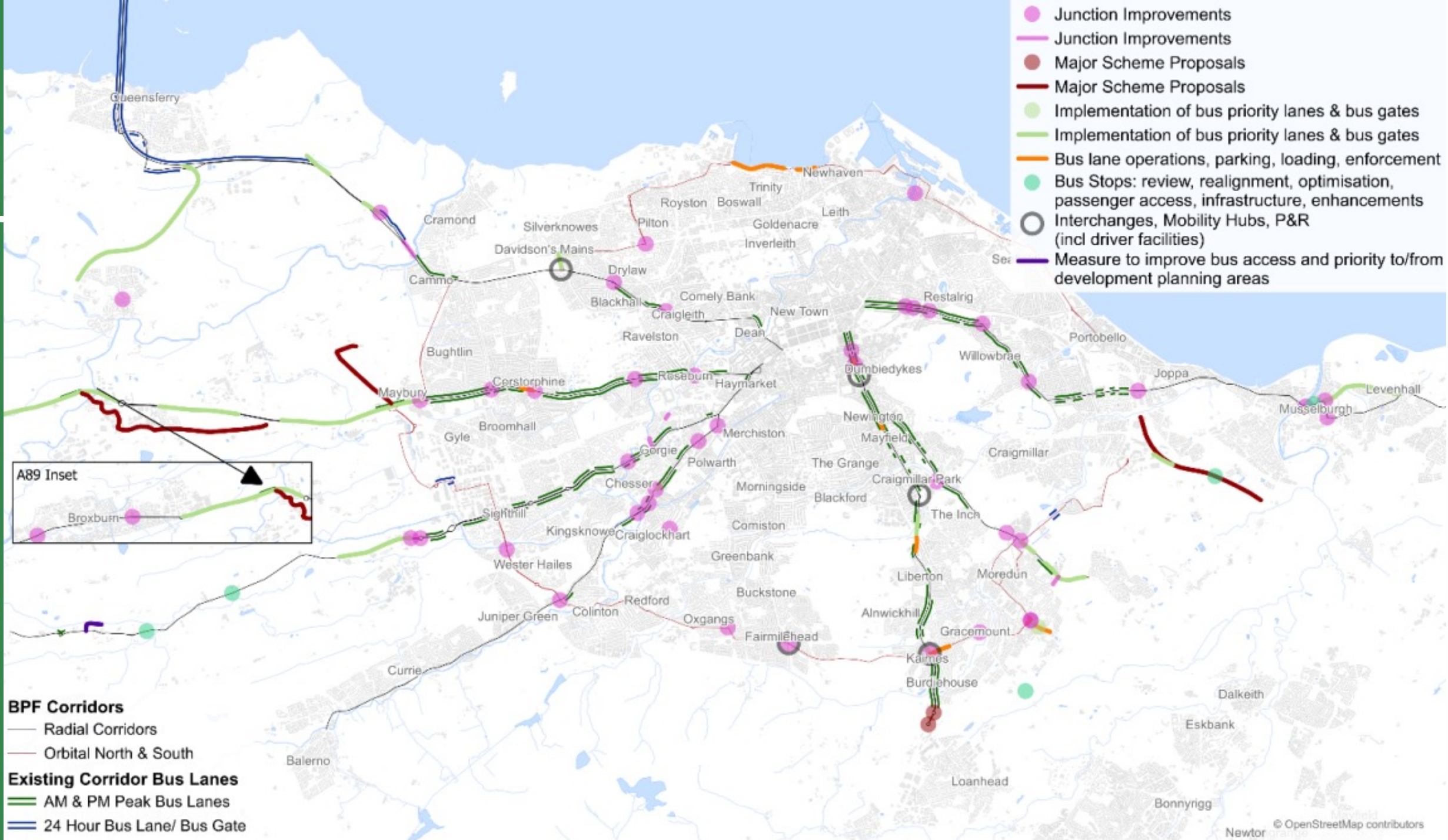
bringing in **area-wide traffic restrictions** was identified as a potential mitigation for the wider impacts of major projects across the city centre

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

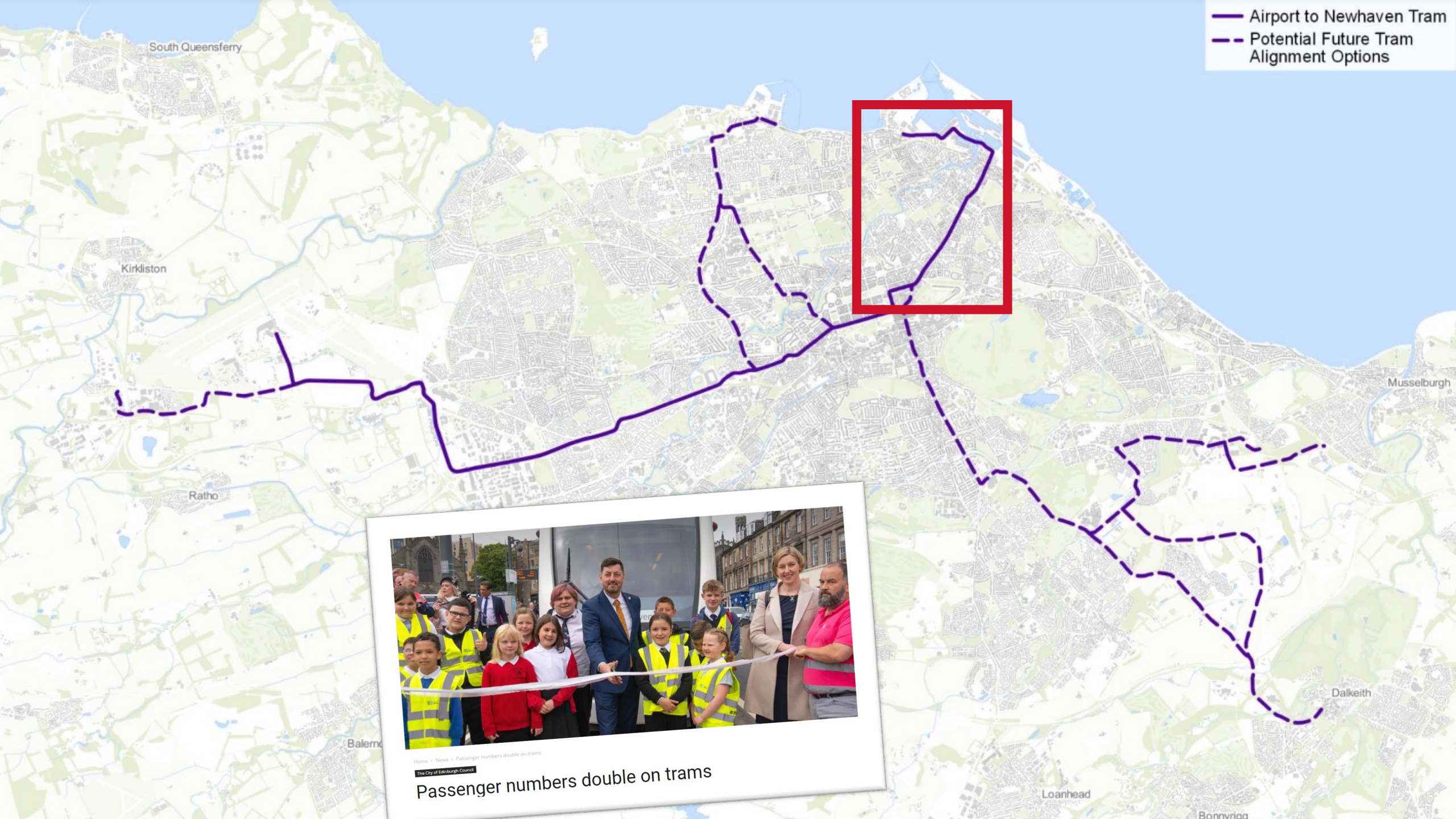












— Airport to Newhaven Tram
- - - Potential Future Tram
Alignment Options



Home > News > Passenger numbers double on trams

The City of Edinburgh Council

Passenger numbers double on trams

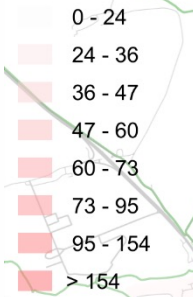
12/06/2024



◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Granton to Bioquarter, and Beyond.

**Tot Population
(people/ha)**



Scotland Census 2011
Data Zone Boundaries

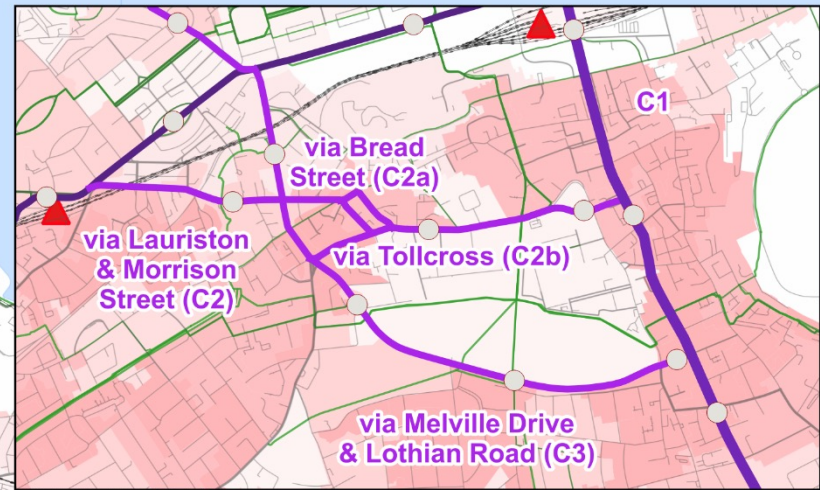
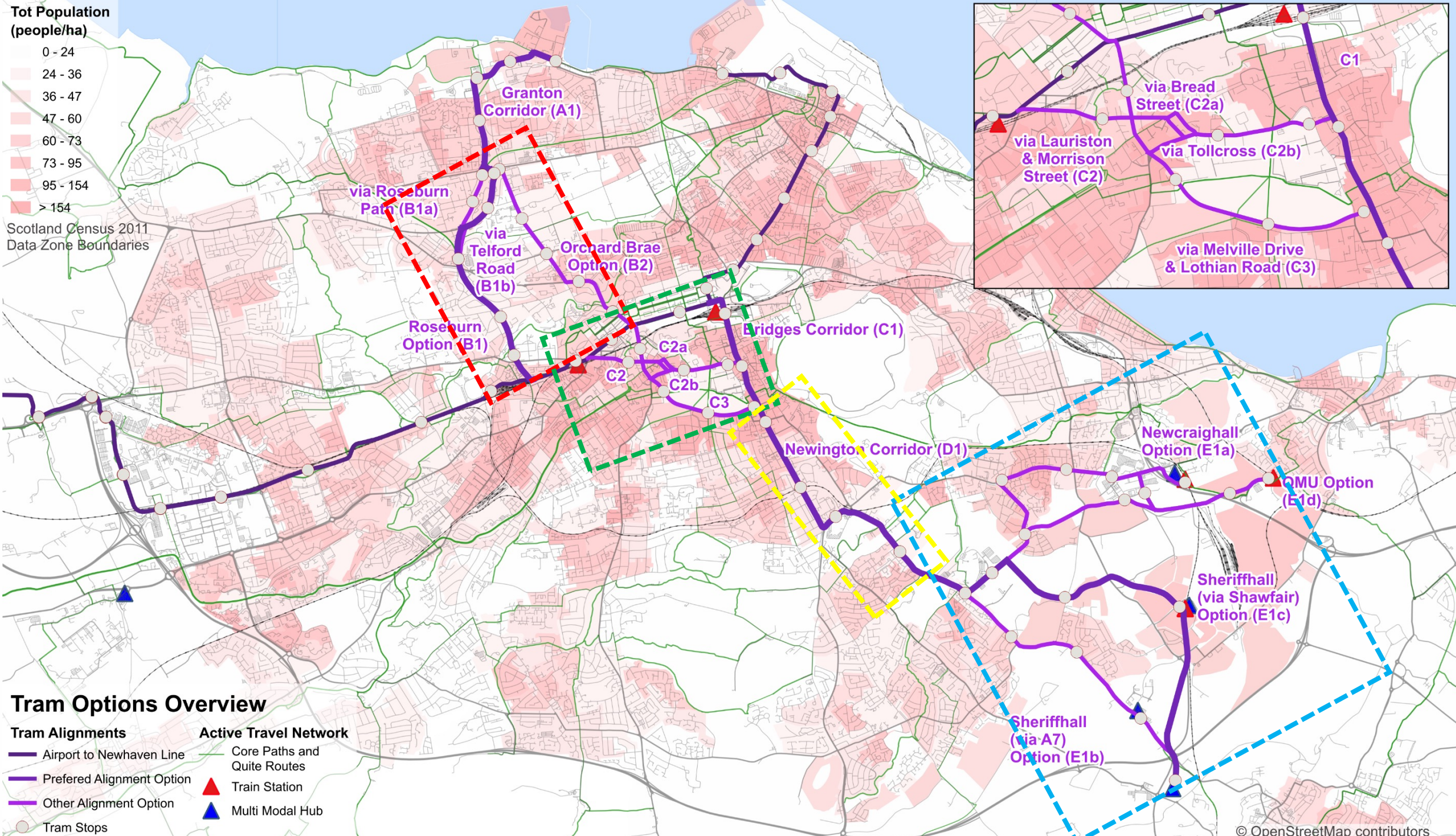
Tram Options Overview

Tram Alignments

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

Active Travel Network

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











[Home](#) › [News](#) › [Council setting up Accessibility Commission](#)

Council setting up Accessibility Commission

By **Phyllis Stephen** - January 5, 2024 4:27 pm  122  0

Opportunities

1. Creating a fairer city.
2. Working with people
3. Working with our neighbours
4. Working with the rest of Scotland

Thank You





Consultation will present Roseburn & Dean Bridge Routes without preference, with data on

1. Cost;
2. Environmental impact;
3. Energy requirement;
4. Impact on businesses and residents;
5. Construction time;
6. Journey times
7. Customers
8. Operating costs; and,
9. Walking & cycling options