

EXISTING PROPOSALS



There are many buses even in one direction on Princes Street.

Bus traffic along Princes Street is heavy. Will routing half of it through George Street double or halve the problem?

Benefits of proposals

Dedicated cycling provision on George Street is a huge step forward for cycling in the city.

Reduction of buses on Princes Street is an appropriate change for an iconic central part of Scotland's capital city.

Investment in public realm and encouragement of vibrancy in streets is good for shoppers, tourism and locals alike.

Concerns with the proposals

Bus numbers even in just one direction can be an issue. Will the introduction of buses on to George Street double the problem?

There is not much detail on the routing of the cycle facility beyond George Street

The top of Leith Street remains a problem without a significant reduction in buses turning right into Princes Street.

A one way bus route is not so 'legible' - It would be more difficult to find the way to the correct bus stop for a return journey.

One way cycling is unworkable on the scale of the system proposed.

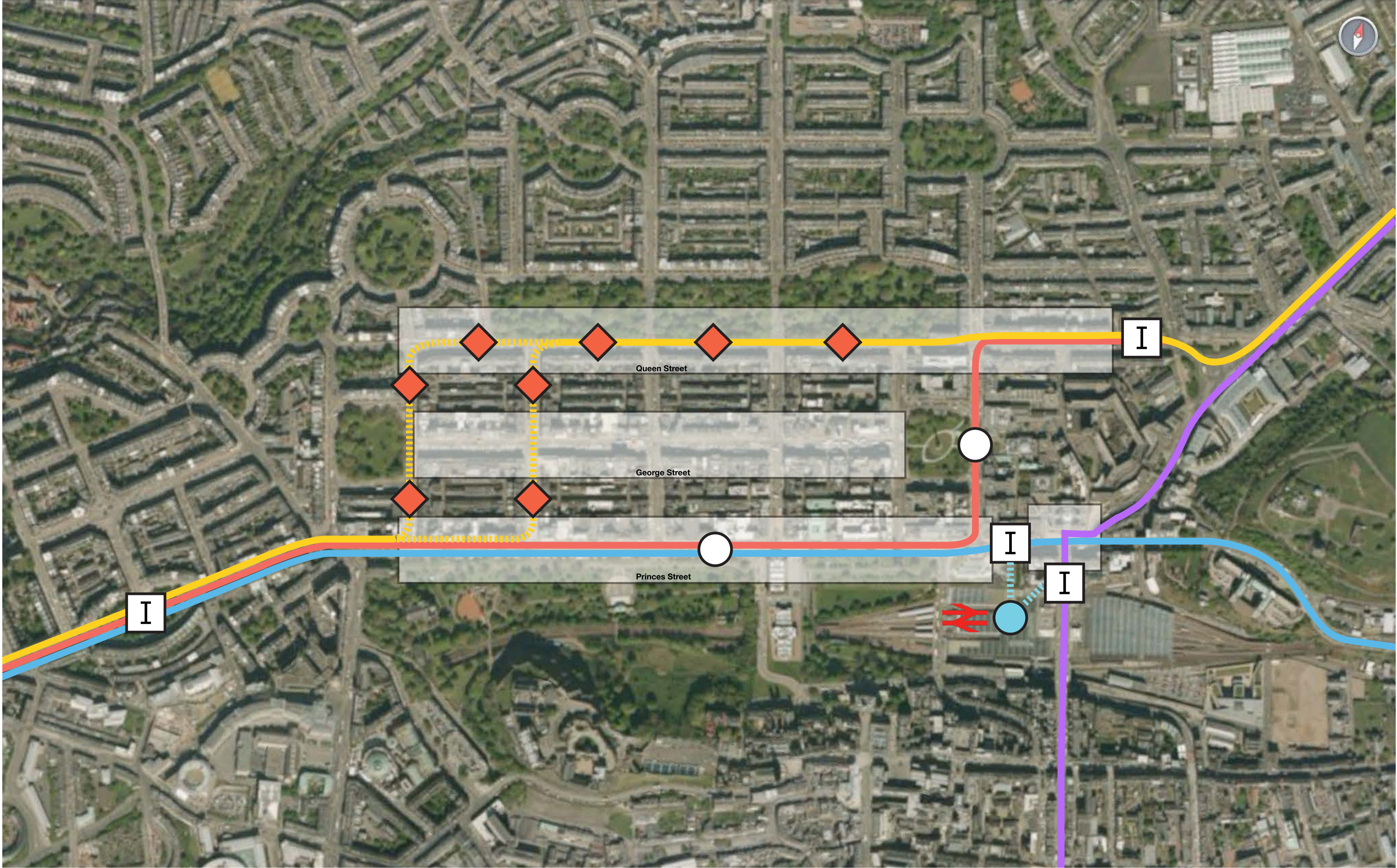
Unrealistic expectation of cyclists to have to 'go right around the block'

Buses from the west will not pass waverley



Leith Street southbound is clogged as it meets Princes Street. The one way proposals fail to deal with this bottleneck.

A DIFFERENT SOLUTION






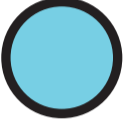


- Bus-Tram/Train Key Interchange
- Potential Bus Stops
- Tram Stops
- Rail (Edinburgh Waverley)
- West to Leith Bus Routes
- Tram Route
- East-West Bus Routes
- North-South Bus Routes

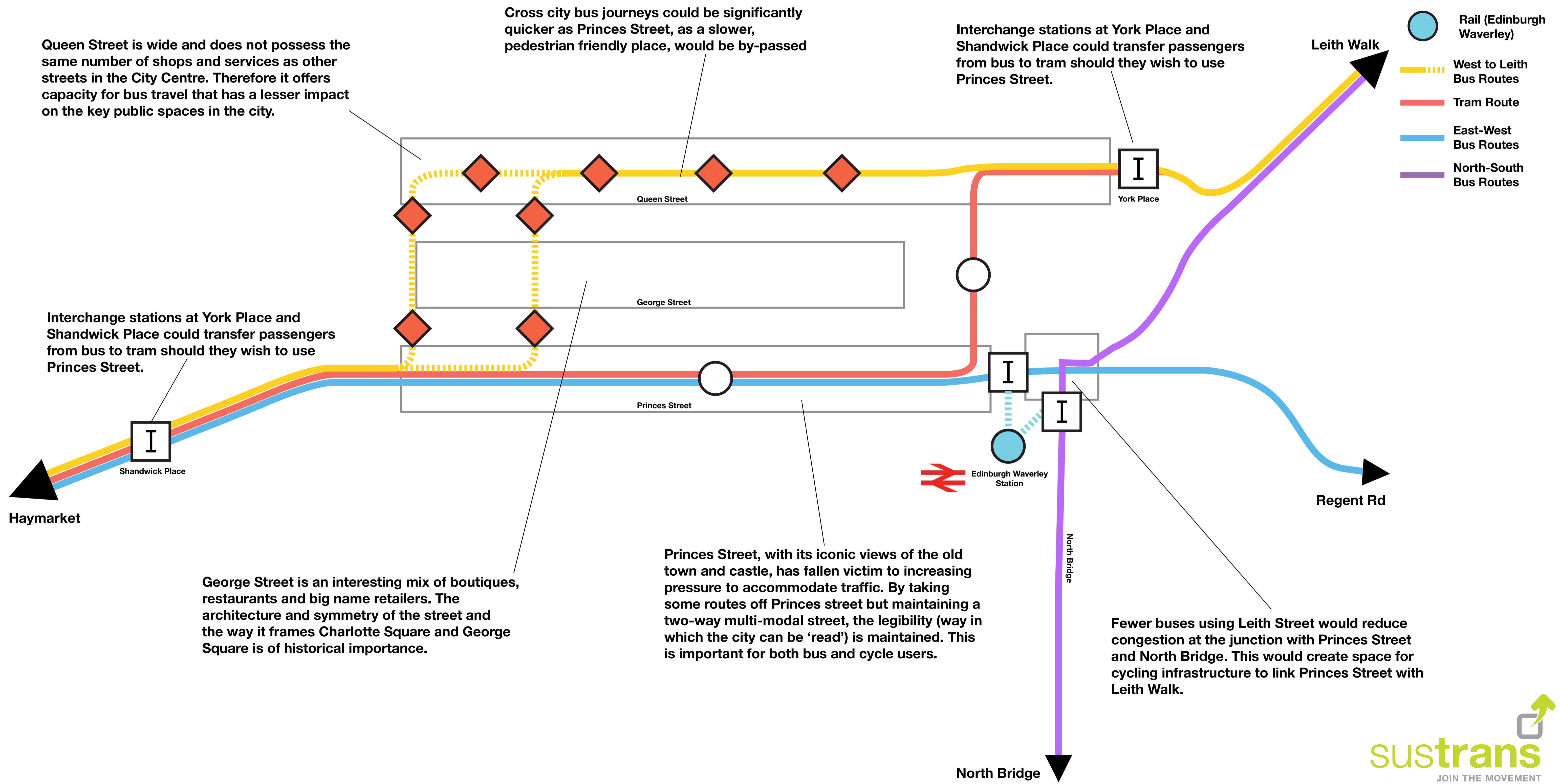
THE ROLE OF QUEEN STREET

Many bus movements can be accommodated through the far wider Queen Street

Key tram/bus interchange stops transfer passengers onto tram for access to the centre of Princes Street.

Bus passengers from the west would be able to transfer to a tram at Shandwick Place for access to Waverley. (This option would not be available with a one-way system.)

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PLACES FOR PEOPLE & CONNECTIVITY

Places for People

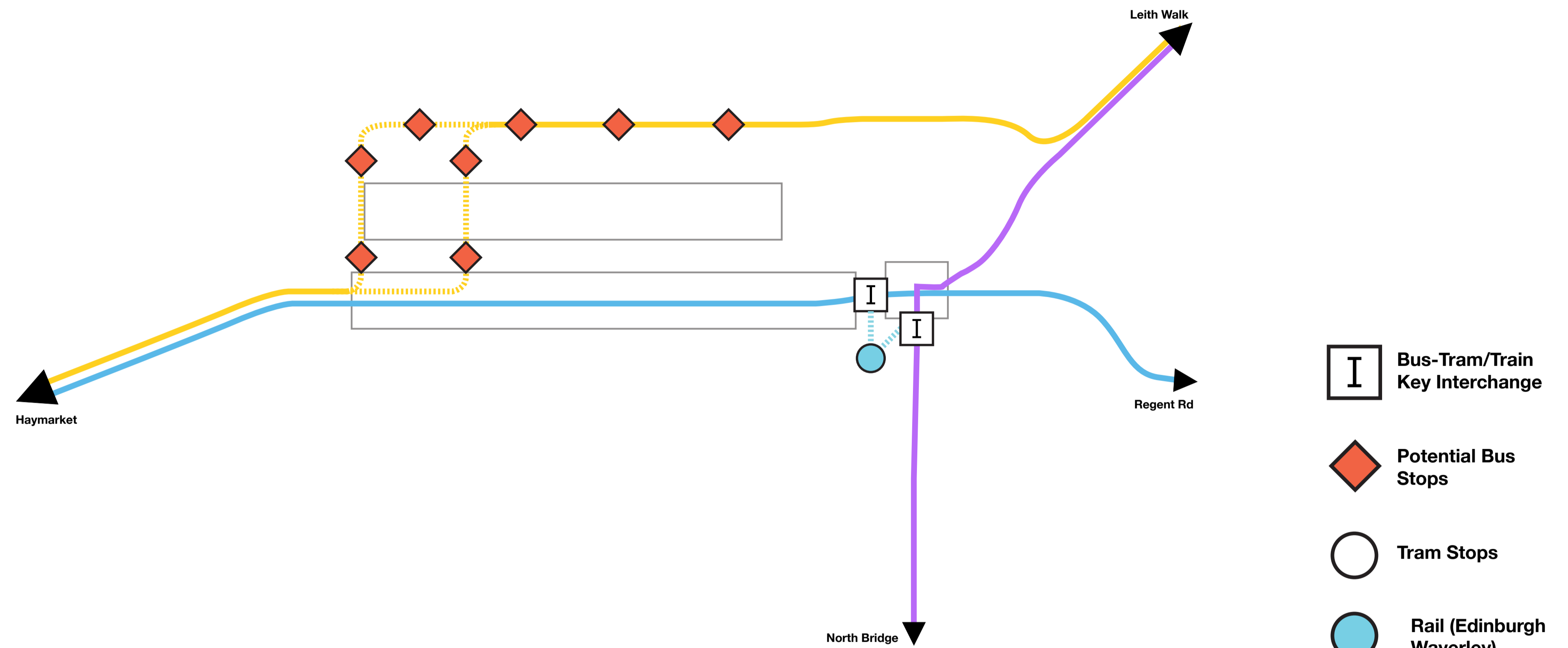
With a significant reduction of buses on Princes Street, Trams and buses would be able to share a single lane

Bays for bus stops can prevent the tram from being blocked

Extra space generated would accommodate wider pavements and provide for two-way segregated cycling along princes street

Leith street to north bridge junction - dramatic reduction in bus movements on one of the worst bottlenecks

George street should still accommodate a strong two-way cycle route without the introduction of buses



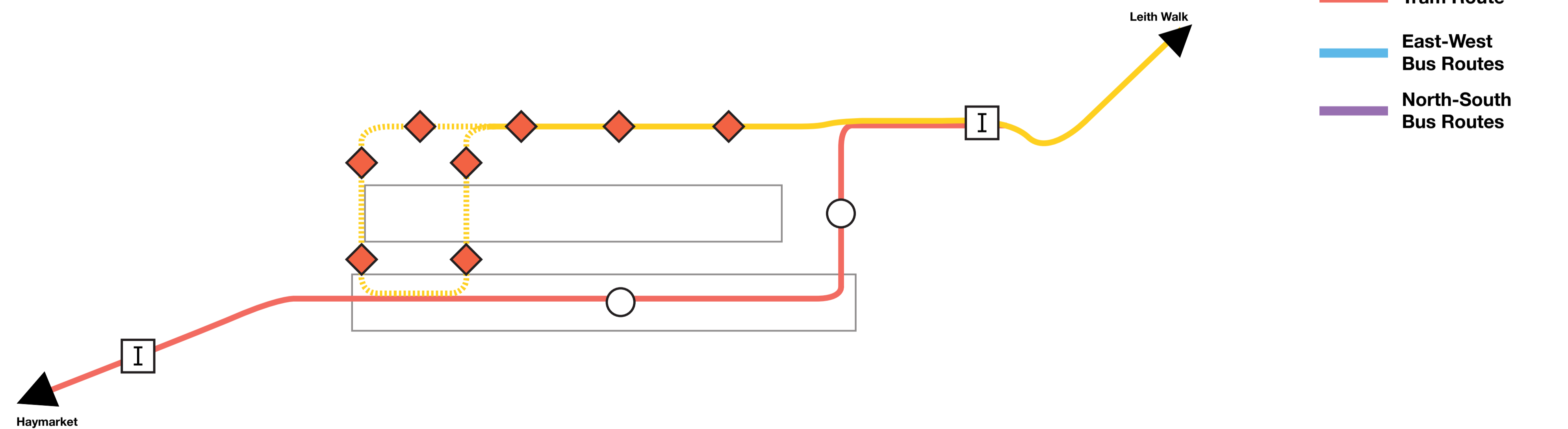
Traversing the City Centre

The city centre is served from each side with a network rather than a channel of routes.

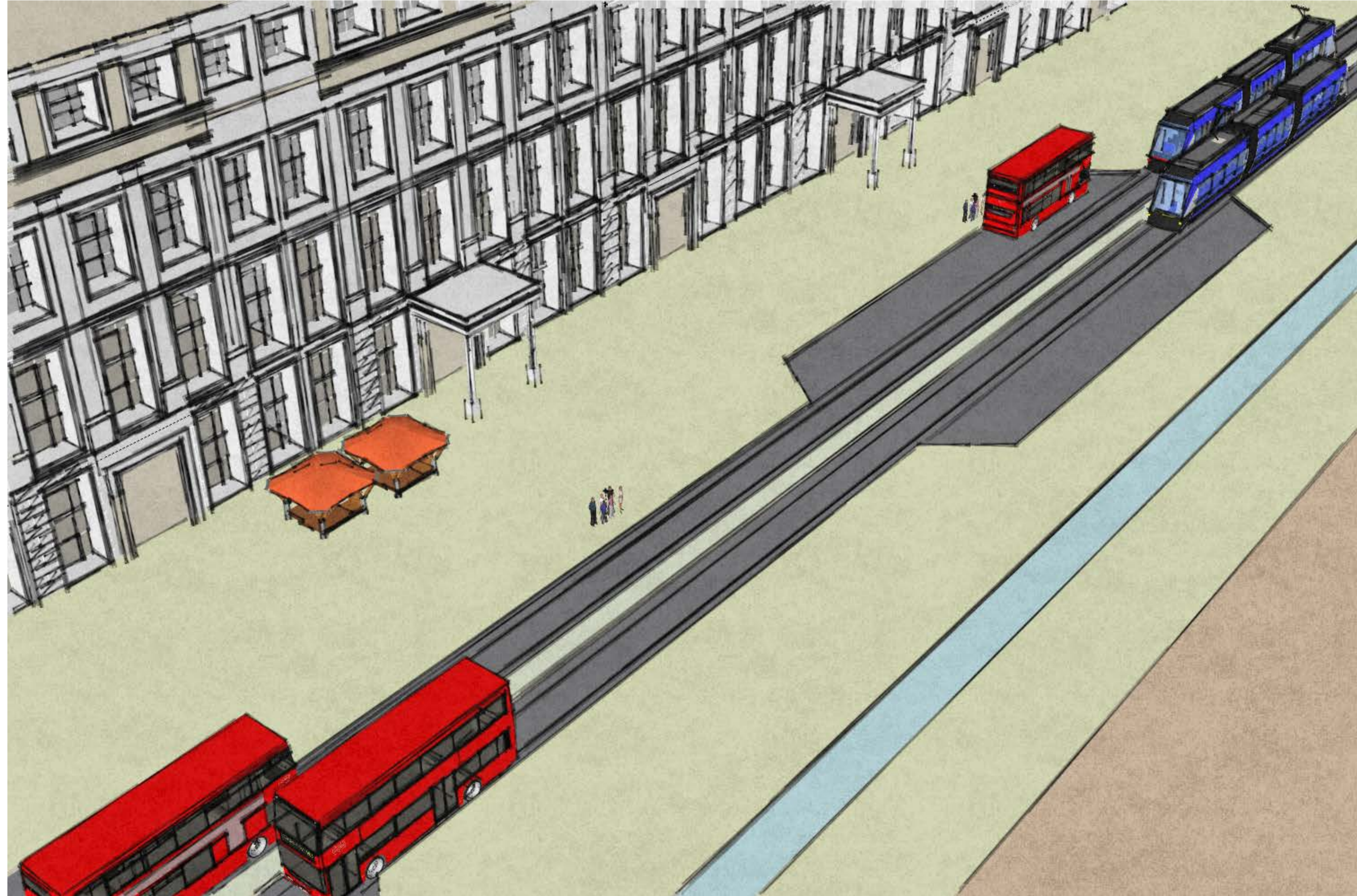
Many of the bus services serving Leith can turn around in the city centre rather than doubling up with the trams to the west.

A small bus loop could be made at the Charlotte Square end of the city centre to allow disembarking away from the other tram stops

This approach would avoid channelling buses through George Street.



ADVANTAGES OF APPROACH



Public realm in George Street does not suffer from the introduction of buses that are instead redirected along the wider Queen Street.

If buses are re-routed to Queen Street, roadspace on Princes Street can be significantly reduced, creating space for high quality 2-way cycle infrastructure.

Advantages of alternative

GENERAL

Buses will traverse the city centre more quickly because many will be able to by-pass Princes Street completely while retaining connectivity.

PRINCES STREET

Leapfrogging of buses on Princes Street can be eliminated through reduction of routes.
Buses and trams can share general driving space with buses pulling in to bays to stop, so as not to block trams.
Kerbline can be adjusted without completely re-forming the street, with 2 way segregated cycle lane introduced. Cheaper and more effective.

GEORGE STREET

George street remains free of buses

LEITH STREET

Fewer vehicles are moving between Leith Street and Princes Street

QUEEN STREET

The capacity and width of Queen Street is used more efficiently.

TRIAL

Buses can be re-routed as part of a trial before infrastructure changes are made permanently.

Needing further consideration

CONCEPTUAL STAGE

Further research and collaboration between CEC and Lothian Buses would be required to examine detail of all relevant bus routes.

PASSENGER NUMBERS

The interchange concept relies on sufficient capacity on trams to accommodate passengers.
Integrated ticketing or a free section of the line would be necessary.

YORK PLACE & SHANDWICK PLACE

Is there enough space to accommodate bus-tram transfers