

EDINBURGH BUS STATION Interchange Audit

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Linking cycling with
public transport



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Introduction

Purpose of the Interchange Audit

Transform Scotland has carried out a series of 'Interchange Audits' to assess how easy it is to combine cycling with other forms of sustainable transport. Railway stations, bus stations, and ferry terminals have been audited with consideration given both to cyclists who might want to park their bike and to those who plan to take their bike with them (for instance on the train or ferry). Each audit has involved an on-the-ground survey using the [Interchange Toolkit](#) which was developed for this project. The survey considers aspects that could make a cyclist's journey easier or more difficult, starting from the station or terminal approach, through entering, to locating parking or the appropriate boarding point. Features such as signage, suitable routes, and access to facilities have been included. However, the project did not assess cycle carriage (for example, the number of cycle spaces on a train or ferry).



overview of edinburgh bus station

Edinburgh Bus Station is the only bus station in the city. It is close to several stops for citywide buses, has tram stops outside both entrances and is within a 10 minute walk from Edinburgh Waverley Railway Station. It is also within easy walking and cycling distance of the Old Town, New Town, the Scottish National Gallery and the Scottish National Portrait Gallery.

Number of passengers Passenger numbers not monitored	Number of stances 10 gates provide access to 18 stances	Local authority area City of Edinburgh Council
Station manager City of Edinburgh Council	Services Intercity (Scotland and UK), regional; all services originate or terminate at the station	Location In the centre of the city, a dense urban area; including the suburbs the city has a population of 491,360
Number of entrances/exits 2		

References: Mid-2010 Population Estimates for Settlements and Localities in Scotland (General Records Office Scotland)

Audit Summary

Key Issues Found

The signage to the bus station from all approaches requires attention, both in terms of finding the station but also ensuring cyclists know that the Elder Street entrance has cycle parking. As seen in many of the audits, there were plenty of signs telling cyclists where not to go but few positive signs for routes and cycle parking.

The new cycle parking at the Elder Street entrance is ideally located and a very welcome development, having been installed just before the audit. It was concerning that on the morning of the audit, the cycle parking shelter was being used as a staff smoking shelter but it was expected that this would not become commonplace.

Conclusions

Signage was the main concern at this station and could be fixed relatively easily with some thought given to providing consistent, useful signage for cyclists. Knowing how to reach the station by the best route and where the cycle parking is located will make the most of a station which is otherwise well suited to being accessed by bicycle.



Signage

- ▶ When approaching the station from York Place, in either direction, there were no signs noting the need to turn up Elder Street to get to the bus station.
- ▶ There were a plethora of signs on either end of Multrees Walk stating cycling was not allowed. This is a 'private street' and so change will require coordination with the Multrees Walk owners.
- ▶ At the Elder Street entrance, there were four different signs for the bus station. However, there were no signs telling cyclists which routes were best for them to take, both in terms of entering the bus station or negotiating the area.
- ▶ When approaching from North Saint Andrew Street at York Place and Queen Street, there were no signs here for the bus station; there was a sign for National Cycle Route 75.
- ▶ Once at the entrances to the station, there were no signs directing you to the cycle parking, but the parking area had just been installed a few days previous to the audit.
- ▶ There was clear signage that cycling in the station was not permitted.

Cycle Parking

- ▶ Further up Elder Street from the bus station entrance there were 12 Sheffield stands, well-spaced but uncovered. The natural surveillance was good during the day but potentially not great at night once the St. James Shopping Centre was closed. The CCTV did not appear to cover the stands.
- ▶ There were three covered Sheffield stands that had very recently been installed at the bus station. The natural surveillance was good as was the CCTV coverage. There was 71cm between each stand. It is considered best practise that at least 100cm is available between each stand. At the time of the audit, station staff were using the parking area as a smoking shelter.

Route

- ▶ As no cycling was permitted on Multrees Walk, there was no convenient cycle route between Saint Andrew Square (*i.e.* the city centre) and the Elder Street entrance of the bus station which is where the cycle parking is located. The only route which did not require a cyclist to dismount was to make a right turn on to the busy and wide York Place and then another right turn onto Elder Street.

Facilities

- ▶ Left luggage lockers were available in the station.
- ▶ The lift at the St Andrew Square entrance was a good size and would easily fit a bicycle.



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