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I'd like to find out if any statistics / evidence of surveys / data analysis have been calculated or conducted by the Council or Edinburgh Trams in terms of the existing tram line (from the airport to Newhaven) having reduced the number of cars.

Transport Scotland / Scottish Government do not include tram as a category within Scottish Household Survey.

Bespoke analysis for Edinburgh on tram has been requested but has not been provided. Therefore, unfortunately, we are unable to provide you with the information requested as it is not held by the Council.

I'd also like to know if any such estimation or analysis on this was conducted prior to the existing tram being built as part of the business case.

The draft Final Business Case for the first phase of tram can be found on the Council's website. [edinburgh tram draft final business case part 2.pdf](#). Section 4 references modal shift.

Is any such modelling / analysis / estimation being made for this sort of data ahead of the new tram line, and does it depend on the final route that is agreed upon?

This specific information is not held.

At this early stage of the project's development, modelling of future tram demand has been undertaken and this shows that there will be mode shift from the private vehicle to tram. The level of shift is dependent on a number of factors including route choice, tram frequency, service pattern and fare. Future parking charges and restraint, both in the city centre and across major new developments (including Granton and the BioQuarter) also have a significant impact. Initial work has indicated that the tram is forecast to encourage between a 5 and 10% shift from car to public transport along the route it serves.

Further work will be undertaken on mode shift as the project progresses and will be published in due course.