

Edinburgh Airport Surface Access Strategy

April 2024





Contents

01	Introduction	7
	Background	
	Our Vision	
	Greater Good	
02	Edinburgh Airport Today	13
	Surface Access Modes Overview	
	How do our passengers get to the airport?	
	Public Transport Benchmarking	
	Scotland's Main Airport	
03	The Future of Surface Access	27
	Passenger Growth Forecast	
	Public Transport Growth Forecast	
	Car Journey Reduction Forecast	
	Investment in Infrastructure	
04	Our Surface Access Priorities & Aims	37
	Our Priorities for Surface Access	
	Our Five Aims	
	Next Steps	
	Appendix	



Foreword

Gordon Dewar
Chief Executive

Getting on a plane at Edinburgh Airport to travel is a middle stage on our passengers' trip. The journey can start from anywhere: from home, a hotel or place of work.

The journey to and from the airport is as important as the flight – we want it to be as efficient and seamless as possible. As the airport has grown, this has become more of a challenge where we need to balance the needs of our passengers, partners and staff, aiming to provide as much choice as possible in terms of private and public transport.

The debate around surface access is an important one, not just for the airport and its immediate stakeholders, but for the country as a whole. As a nation on the north end of an island off the western edge of Europe, aviation is a necessity – domestically and internationally. It's connectivity that keeps us close to our islands and the world, but ease of connectivity and a plan for sustainable growth are crucial – and that is the same for the broader transport infrastructure and how we connect our airports to the country.

Although we are Edinburgh Airport, we are increasingly Scotland's airport and need to think about access to and from an ever-increasing catchment as well as Edinburgh city centre.

As Scotland's airport, we must ensure we are connected and accessible to people from Edinburgh, Elgin and Eigg. Key to achieving this will be an informed and reasoned debate on how to do so both effectively and equitably. This Surface Access Strategy is one strand of that.

Our thinking is underpinned by sustainability. We understand that journeys to and from the airport contribute to the airport's Scope 3 emissions. We want to reduce those emissions whilst making sure we are working with partners to ensure access is affordable, easy and inclusive.

" We want to reduce those emissions whilst making sure we are working with partners to ensure access is affordable, easy and inclusive."

This is important not only for Scots accessing Edinburgh Airport's connectivity but also for the many tourists for whom the transport links to and from the airport are their first and last impressions of Scotland.

At the same time, capacity issues on the road network immediately surrounding the airport campus impact the vast majority of our passengers, regardless of where they come from. Our proposal to deliver new road capacity will alleviate existing constraints for the benefit of our passengers and staff and the wider West Edinburgh community.

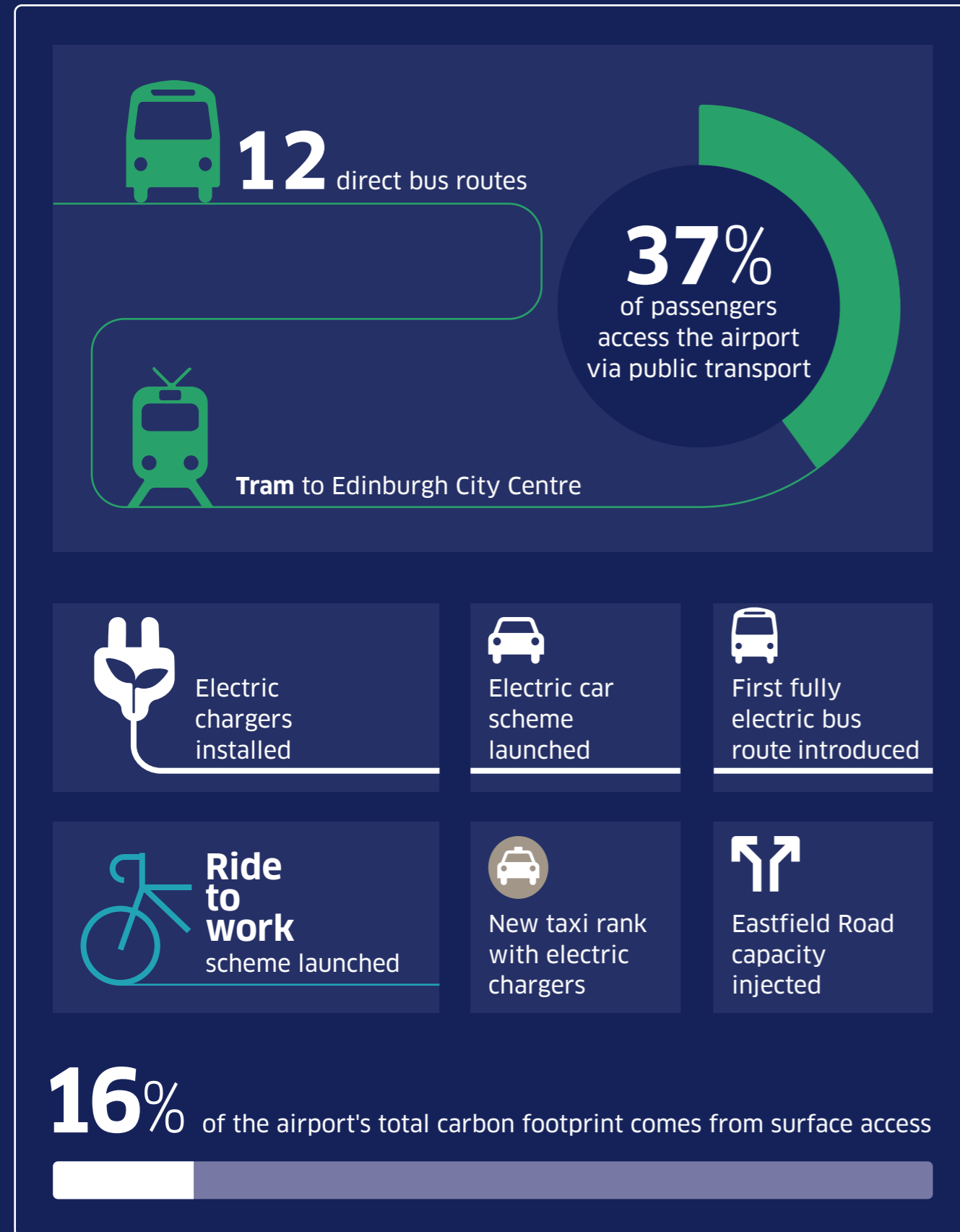
This document sets out the current situation for surface access at Edinburgh Airport, the successes we've had and the challenges we face. Importantly, it sets out clearly how we intend to achieve the balance we need for passengers, partners and staff and how we're going to deliver that sustainably by providing choice and reducing emissions.

It's very clear from our work that this is not something we can do alone.

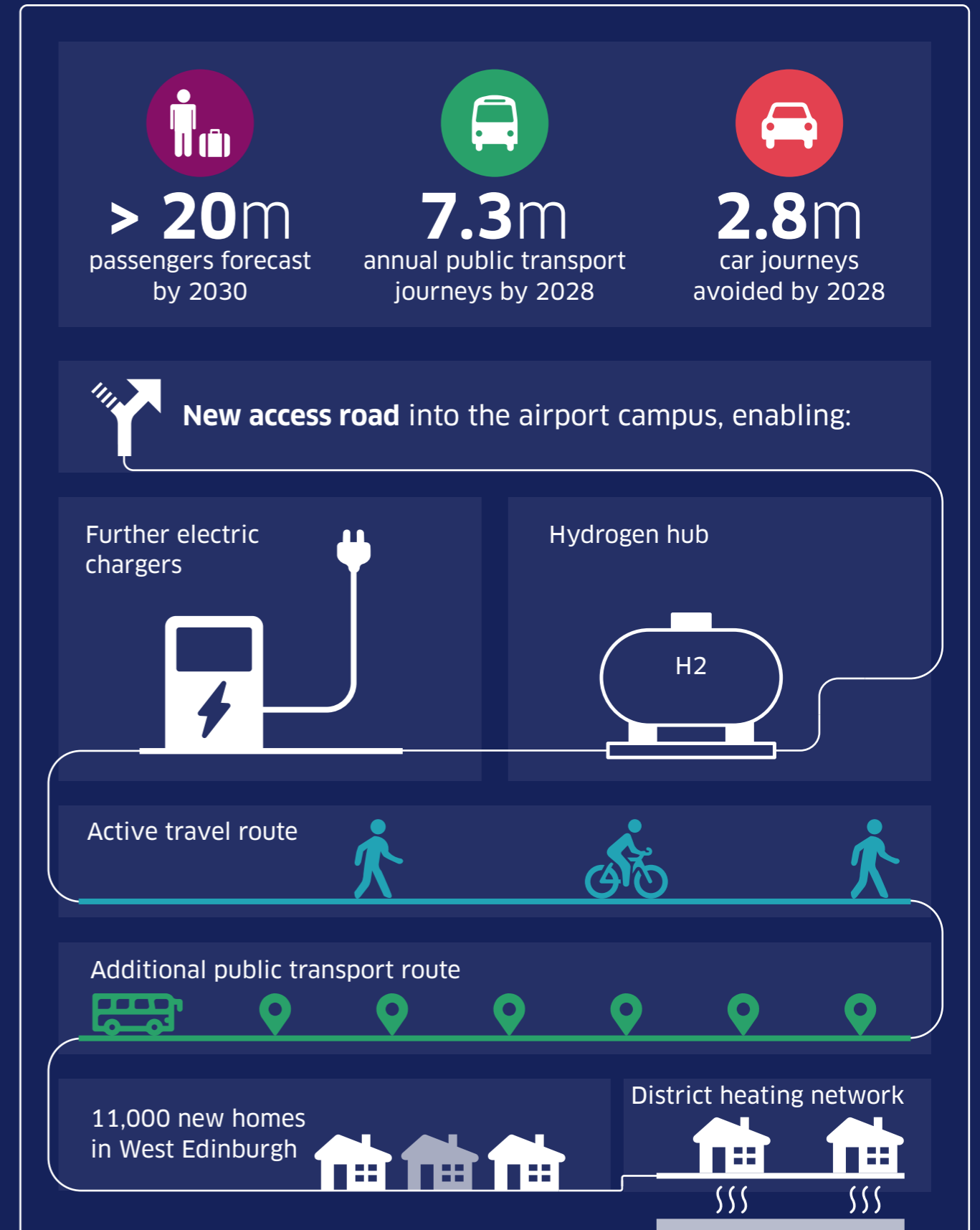
We're looking forward to continued engagement with a range of operators and stakeholders across Scotland in delivering this strategy and understanding better what Scotland wants and needs from its airports.

Surface Access at a Glance

The Surface Access Strategy builds upon a **strong base position**, thanks to key successes that have allowed lower carbon modes of transport to flourish at Edinburgh Airport.



We believe we can achieve even more, but we can't do it alone - **collaborating far and wide** is essential in helping to decarbonise not just the airport but also the wider West Edinburgh community.





Introduction

Background

This document sets out the Edinburgh Airport Surface Access Strategy. It aligns with both the Greater Good sustainability strategy and the airport's Masterplan. It sets out our Vision for the ways that passengers and staff will access our campus in the future, outlining the priorities and actions that we believe will get us there.

Edinburgh Airport is Scotland's busiest airport, serving more than 14.4 million passengers in 2023. Its central geographic location makes it ideally positioned to serve the population of Scotland. With 80% of the country able to access it in under 90 minutes, Edinburgh Airport is increasingly becoming Scotland's airport.

The airport sits at the intersection of three of Scotland's principal motorways, providing excellent connectivity to all parts of the country. Frequent bus services provide connections to all major Scottish cities, while the tram delivers both a direct transfer to Edinburgh city centre and a connection to mainline rail. These combine to create excellent potential for passengers and staff to access the airport via all modes of transport.

Edinburgh Airport has grown significantly over the last decade as airlines have chosen to bring new routes to Edinburgh, opening up Scotland as a tourist destination to countries across the world. In delivering this welcome boost to Scotland's economy, the airport's growth has brought increased volumes of passengers requiring to get to and from the airport campus.

The airport and its partners have worked hard to make it easier for passengers to reach the campus via public transport. This is evidenced through 37% of our passengers reaching us via public transport, the highest public transport modal share for any UK airport outside of London. The Surface Access Strategy will continue efforts to push this figure even higher.

In addition to passengers, thousands of staff work across Edinburgh Airport's campus, requiring access to the site 24 hours a day. The airport is committed to improving connectivity for staff, particularly through sustainable modes of travel.

We recognise that there will always be a need for vehicles – including buses, coaches and cars – to access the campus by road. Today there remains only one main road in and out of Edinburgh Airport: Eastfield Road. This road was often at capacity during busy periods in 2019. With passenger volumes now almost fully recovered to pre-pandemic levels, it is unavoidable that the road will once again become gridlocked during peak periods, meaning disruption for passengers and adding unnecessary stress to what should be an exciting airport experience.

Alongside efforts to grow and improve public transport connectivity, Edinburgh Airport is committed to delivering a second access road into the airport. This will improve the capacity and efficiency of the West Edinburgh road network, ensuring current and future demand can be met.

The Surface Access Strategy sets out how we will work with partners across the local area and wider country to achieve these aims.



Our Vision

Edinburgh Airport will be sustainably accessible for all, offering choice for passengers and staff alike.

We will work with partners to provide sustainable and affordable transport options to and from our airport, focussing on four core areas:

	<p>Maximising our connectivity.</p>		<p>Responding to changing technology.</p>
	<p>Giving access to jobs across the campus.</p>		<p>Managing the network's capacity.</p>

We will maximise connectivity to the airport from across Scotland by responding to the latest transport technology. This will not only connect all of Scotland to the world but will also give access to talent from across the country, assisting the thousands that work here to have sustainable access to jobs.

Working collaboratively with the wider transport network and operators across Scotland is critical. We recognise that we cannot succeed alone. The support of current and future partners will be essential to deliver our strategy, for the Greater Good.

Greater Good: Our Plan for a Sustainable Future

The airport's 'Greater Good' sustainability strategy is built on a simple premise – that Scottish aviation must be sustainable in order for it to continue to deliver the benefits this country derives from it, without compromising future generations.

Sustainability involves linking environmental, societal and economic issues and solutions through collaboration, innovation and partnership. All working in unison for the Greater Good.

The Greater Good strategy is built on four pillars: Zero Carbon; Enhancing Scotland; Scotland's Best Business; and Trusted Neighbour. These pillars reflect our environmental, social and economic responsibilities.

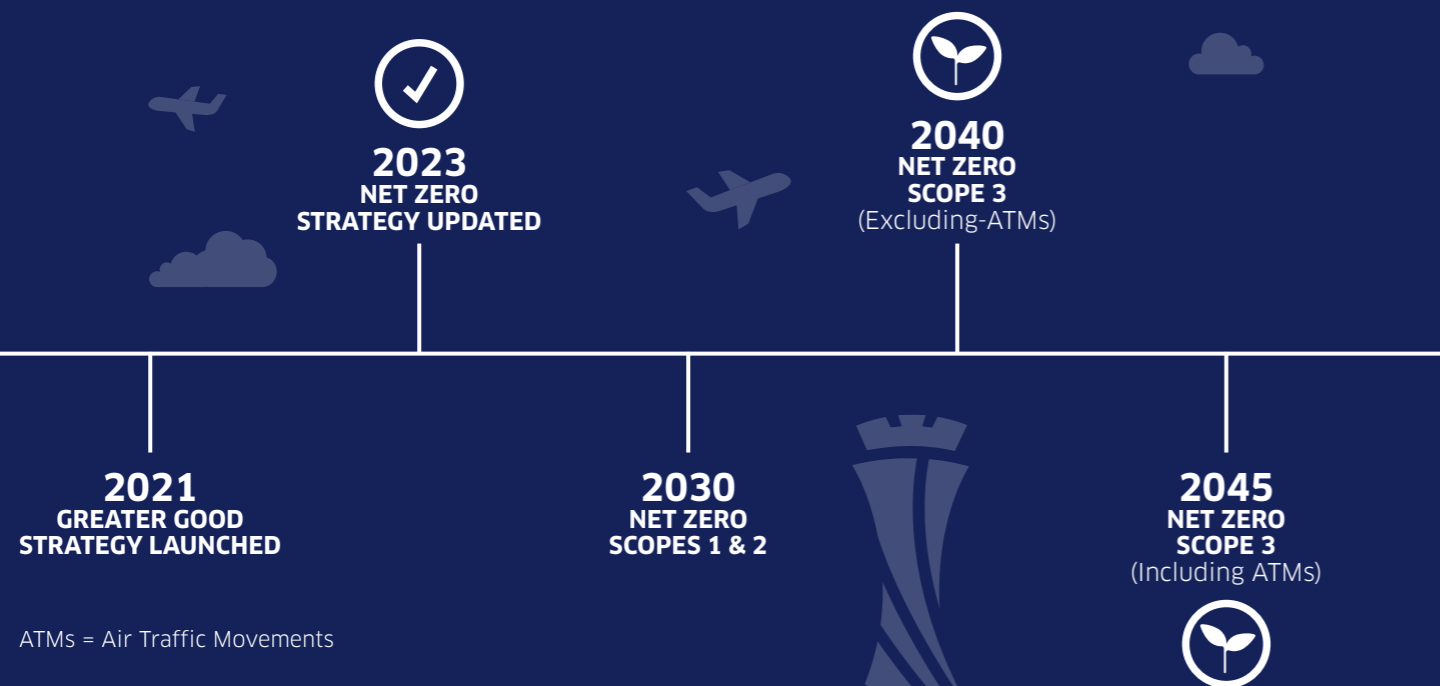
Sustainable transport is at the heart of the Greater Good strategy and the airport will continue to invest in and support its development.

Surface access represented 16% of Edinburgh Airport's overall carbon footprint in 2023. The airport is committed to reducing the emission impact of its operations.

This Surface Access Strategy forms a core strand of the wider sustainability strategy and is a key part of our path to Net Zero.

Find out more about progress made against our Greater Good strategy [here](#).

Net Zero Roadmap



Greater Good Achievements

The infographic displays several key achievements:

- Self-generate 26%** of our energy needs in 2024 (Icon: circular progress bar)
- Net Zero Strategy launched** (Icon: plug)
- Carbon Neutral for Scope 1&2 emissions** (Icon: 1&2)
- 40 new electric vehicle chargers installed** (Icon: plug)
- 4 new electric passenger coaches introduced** (Icon: bus)
- 21 young person work placements offered in 2023** (Icon: person)
- 9.7MW airside Solar Farm** (Icon: sun with lightning bolt)
- 54% waste recycled** (Icon: circular arrows)
- £140,000 donated via the Community Fund in 2023** (Icon: hand holding pound symbol)
- > £93,000 raised for Charity Partner, The Larder** (Icon: hand holding pound symbol)
- LED lighting programme across our car parks** (Icon: lightbulb)

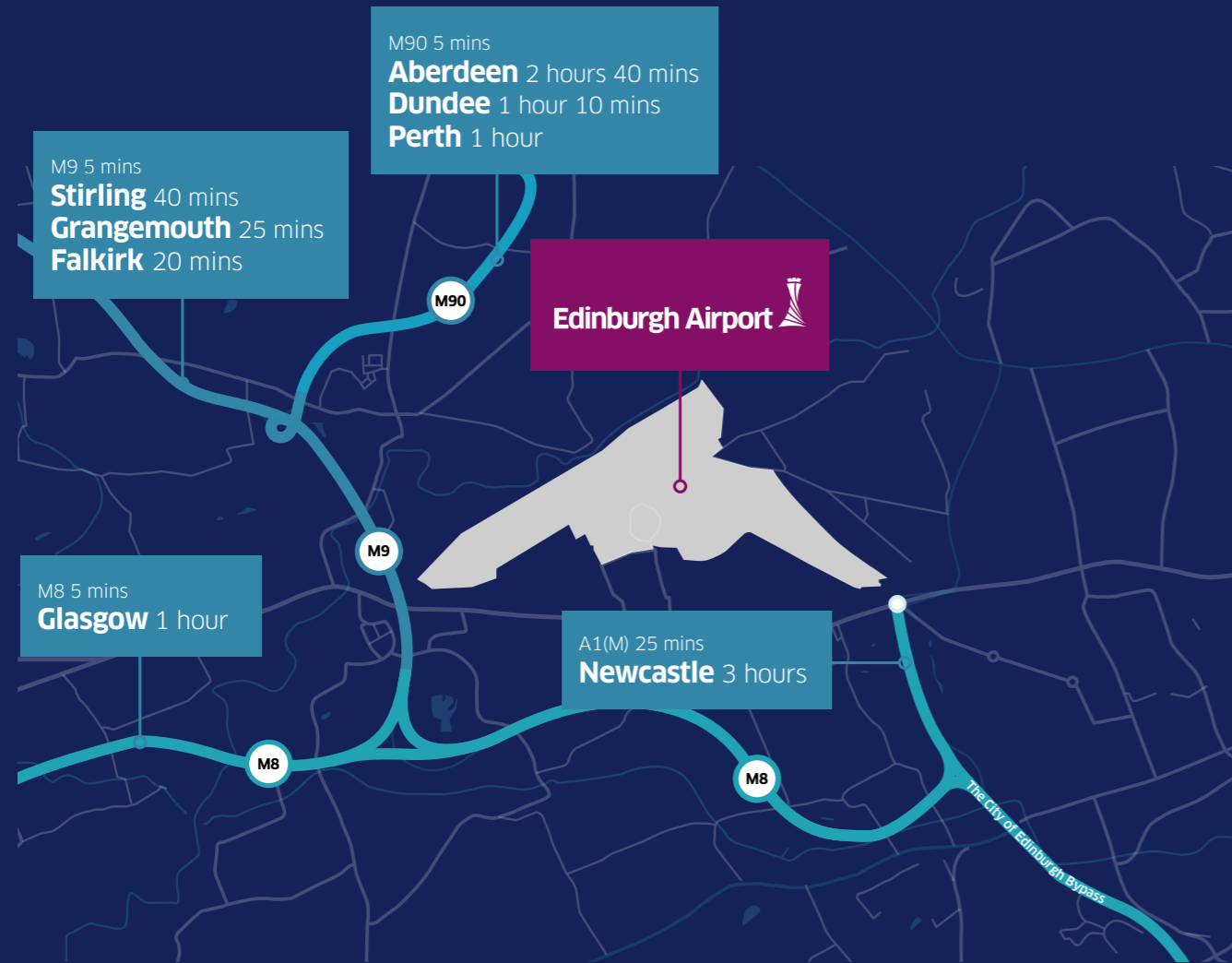


Edinburgh Airport Today

Surface Access Modes Overview

Edinburgh Airport is geographically well-placed to serve the majority of the Scottish population, benefiting from excellent accessibility by road, rail and tram.

The airport sits at the interchange of the M8, M9 and M90 motorways, providing direct connection to cities to its west, north and south. The Edinburgh City Bypass and A8 road provide strong road links to the capital itself, albeit with significant capacity constraints in peak periods.



Bus and Coach

The robust road network facilitates bus and coach services to Edinburgh Airport from all major Scottish cities. Bus services are in closest proximity to the terminal of any mode of transport, with bus bays located immediately outside the terminal building, encouraging passengers to choose this sustainable mode of transport.

There are currently twelve bus routes providing passengers with direct access to Edinburgh Airport:

Service	Route	Operator
Airlink 100	Edinburgh City Centre	Lothian Buses
Bright Bus Airport Express	Edinburgh City Centre	McGills
Skylink 200	Edinburgh North	Lothian Buses
Skylink 400	Edinburgh South	Lothian Buses
AIR / Glasgow 900	Glasgow	Citylink
902	Glasgow / Livingston / Airdrie	Citylink
909	Stirling	Citylink
978	Oban	Citylink
M92	Perth / Aberdeen	Citylink
Jet 747	Fife	Stagecoach
Xplore Dundee X90	Dundee	McGills
E1	Dundee	Ember



Tram

With a stop just steps away from the terminal, the Edinburgh Tram provides another public transport option direct to Edinburgh City Centre. The recently-completed extension of the tramline to Leith and Newhaven opens up a public transport route to passengers and staff travelling to and from north-east of the city centre.



Rail

The tram also provides a convenient connection to national rail services. Edinburgh Gateway and Edinburgh Park stations are both only a few stops from the airport by tram. From there, passengers can connect onto onward journeys to St Andrews, Perth, Dundee, Inverness, Aberdeen and beyond.



Taxi

In 2020, the airport opened the new 'East Terminus' facility, a dedicated drop-off and pick-up area for taxis. The taxi rank is currently operated by Capital Cars and provides an important connectivity option for passengers and staff travelling to and from the airport where no public transport services are available, either due to location or time of day (e.g. early morning or late night working). Electric chargers will be installed in the taxi rank in 2024, ensuring passengers have the ability to opt for a more sustainable vehicle.

Car Rental

Five companies – Avis, Enterprise, Europcar, Hertz and Sixt – currently operate from Edinburgh Airport's Consolidated Car Rental Centre, located a short walk from the terminal building. Car Rental provides an essential transport offering for certain categories of airport passenger, particularly inbound tourists who enjoy the flexibility of a vehicle to explore what our country has to offer. Electric vehicles already form part of the available rental fleet, and the airport is working with operators to ensure the infrastructure is in place to grow uptake in the years to come.

Pick-up and Drop-off

There are two pick-up / drop-off ('PUDO') locations at the airport. Paid PUDO is located in the ground floor of the multi-storey car park, and is charged at £5 for stays of 10 minutes. A 50% discount is available for drivers of electric vehicles. There is also a free PUDO option located further away in the long-stay car park, which is free of charge for stays of up to 30 minutes.

Active Travel

Passengers and staff are also able to access the airport campus via active travel routes. Our Terminal building is linked to the local cycle path by Eastfield Road, while safe walking routes are in place across the campus.

Bike racks are located outside International Arrivals 1, and the airport's Ride to Work scheme encourages our staff to adopt this healthy and sustainable way to get to work.

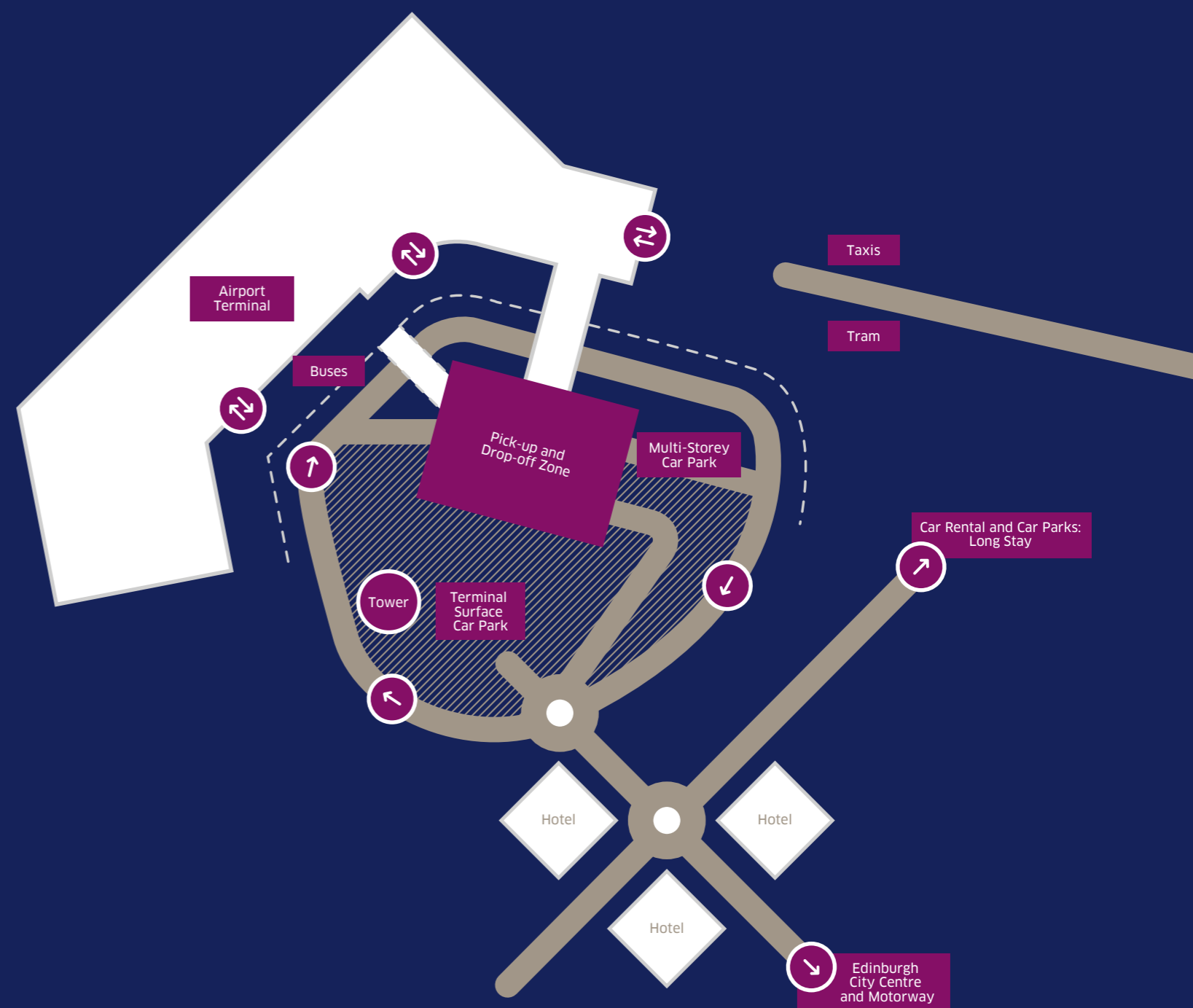
Car

Despite significant growth in public transport routes and usage, for many passengers travel by public transport is either impractical or impossible. Therefore, airport parking remains a necessity.

There are a range of car parking options for passengers who need to travel by car, designed to suit passengers' varying needs.

Electric charging points were introduced in 2023 within our Terminal and Plane Parking car parks, enhancing the sustainable transport offering for our passengers.

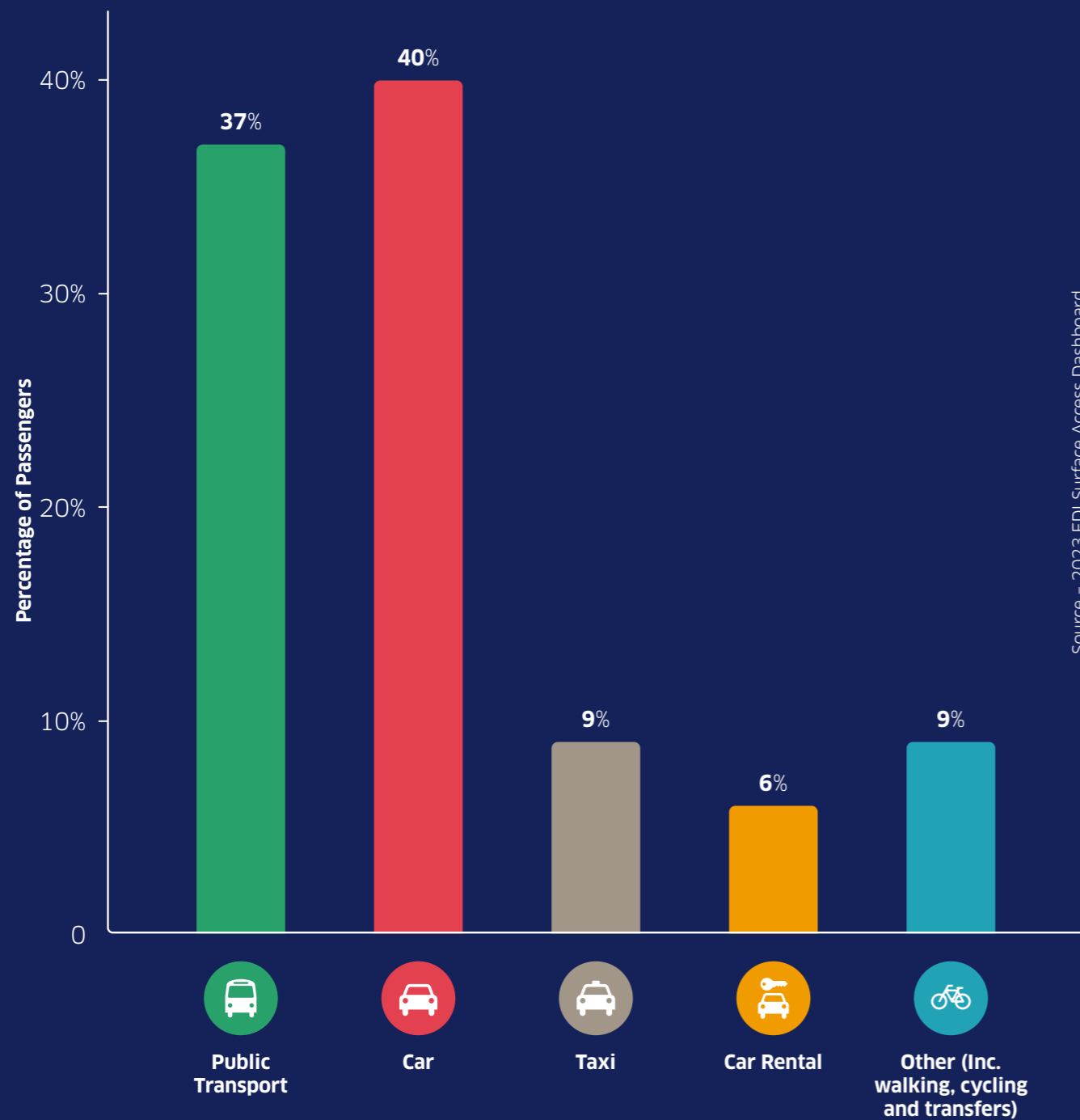
In addition, passengers using the FastPark valet parking product can opt to return to a fully-charged electric vehicle.



How do our passengers currently travel to and from the airport?

37% of our passengers currently access the airport via public transport.

Surface Access Mode Share

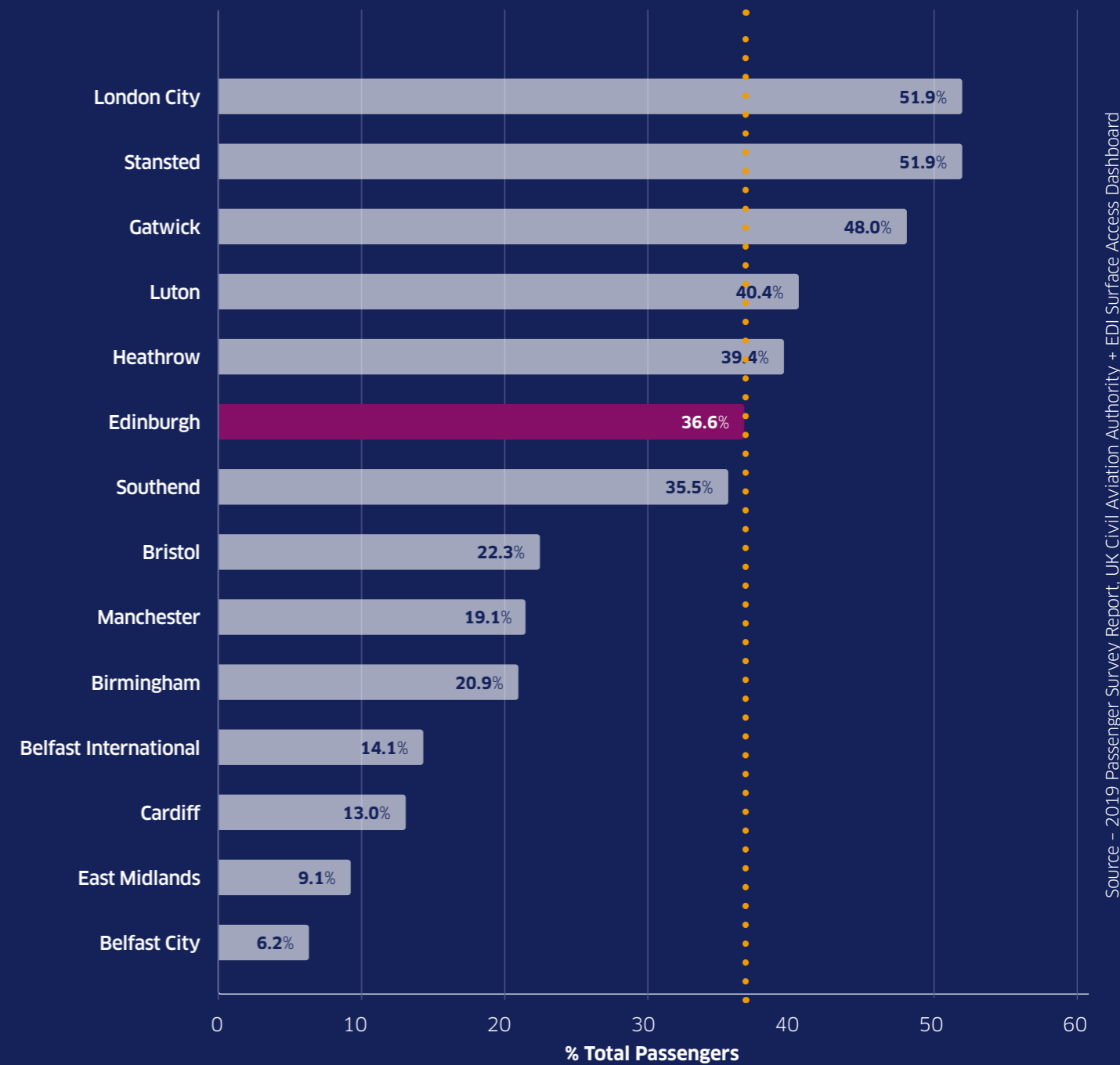


Source - 2023 EDI Surface Access Dashboard

Public Transport Benchmarking

More passengers use public transport to access Edinburgh Airport than any other UK airport, excluding those with direct heavy rail links.

UK Airports Public Transport Mode Share



Source - 2019 Passenger Survey Report, UK Civil Aviation Authority + EDI Surface Access Dashboard

Scotland's Main Airport

Over the last decade, Edinburgh Airport has become Scotland's main airport, with a catchment area that now covers most of the country.

The airport's catchment has increasingly expanded north and west over recent years.

74%

of the airport's car parking customers travel from post codes outside of the city of Edinburgh.

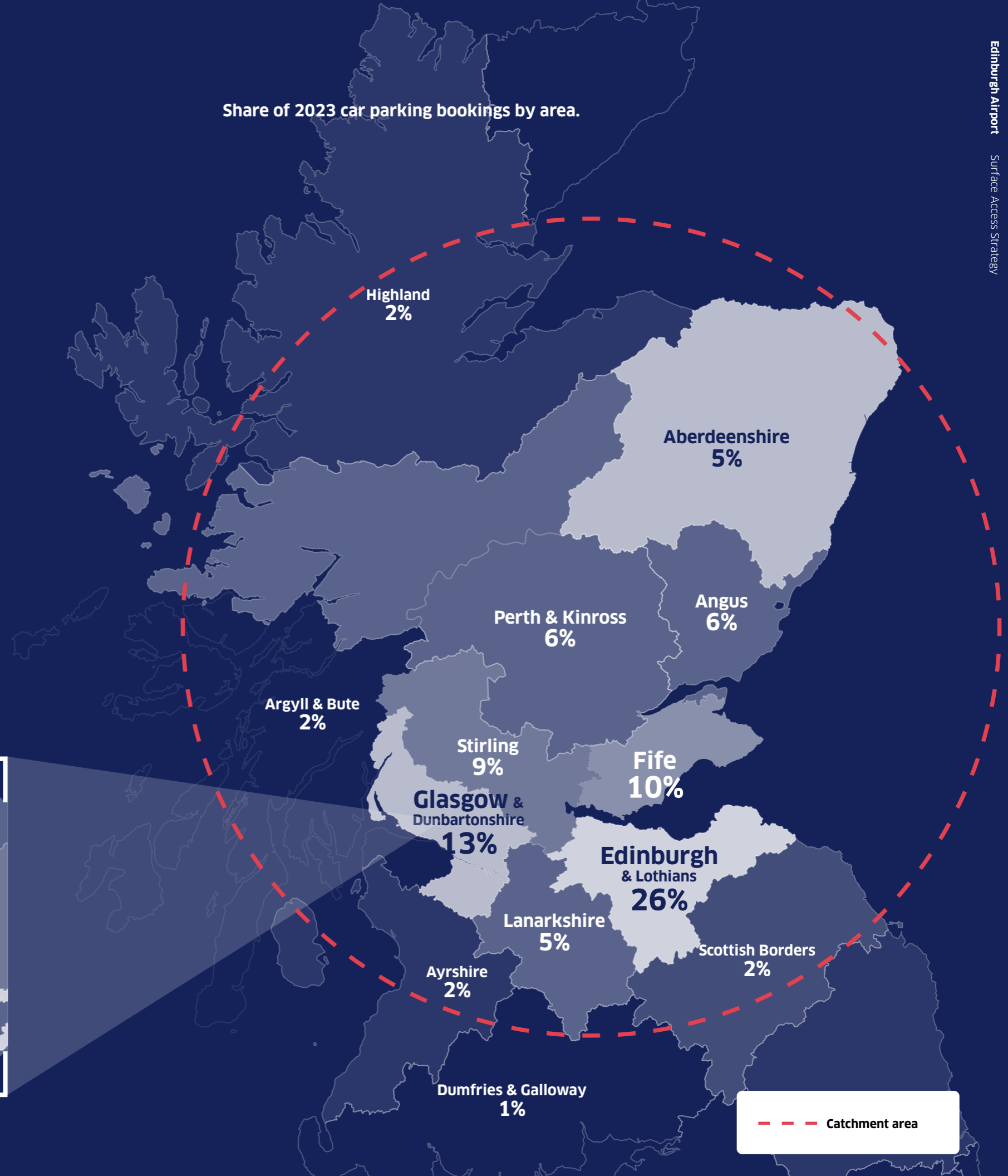
The geography of our passenger base means that in forming our Surface Access Strategy it is critical that we think beyond the borders of the city of Edinburgh, with a focus on ensuring nationwide connectivity to Scotland's airport.

+219%

increase in parking bookings from Glasgow post codes 2023 vs. 2019



Share of 2023 car parking bookings by area.



--- Catchment area



The Future of Surface Access

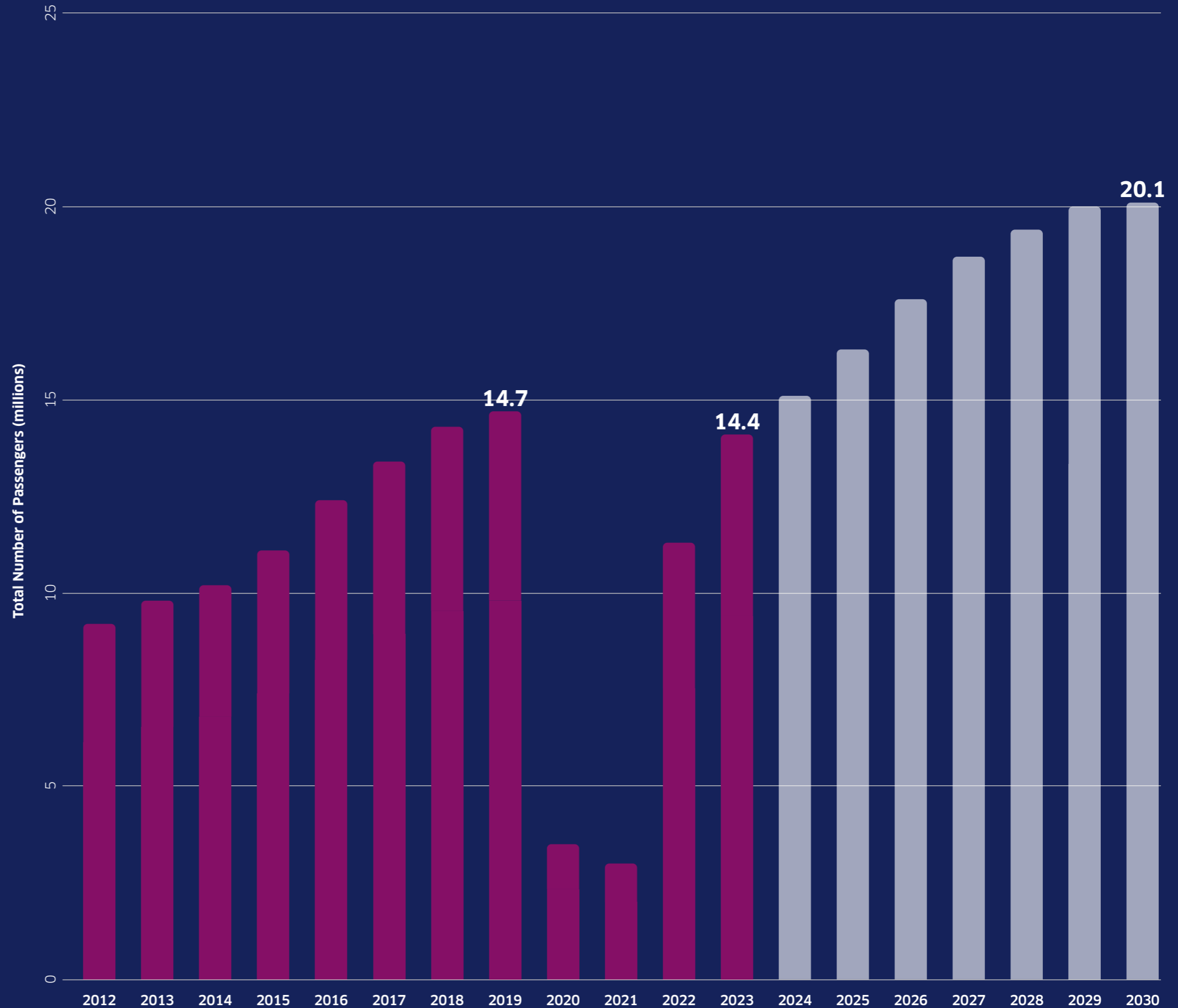
Passenger Growth Forecast

Over the past decade Edinburgh Airport has seen rapid growth, breaking records and becoming Scotland's largest airport. 2019 was our busiest year to date, with 14.7 million passengers using the airport.

The pandemic had a detrimental impact on the entire aviation industry, with travel restrictions meaning passenger numbers dropped to close to zero at times. Edinburgh Airport was no exception. However, as countries re-opened, so people began to travel again.

In 2023, passenger volumes recovered to 14.4 million and by the end of 2024, annual passenger volumes will exceed 2019 levels. The airport is forecasting to exceed 20 million annual passengers by 2030.

Passenger Figures & Forecasts (Millions) 2012-2030



Source - Annual Accounts & Forecast Passengers

Public Transport Growth Forecast

Alongside our passenger growth, the airport has prioritised and championed sustainable transport, delivering a strong shift from car to public transport. Today, almost 37% of our passengers reach the airport via public transport.

The increase in bus connectivity to all parts of Scotland over recent years, as well as the introduction of the tram to Edinburgh city centre, have played key roles in this shift.

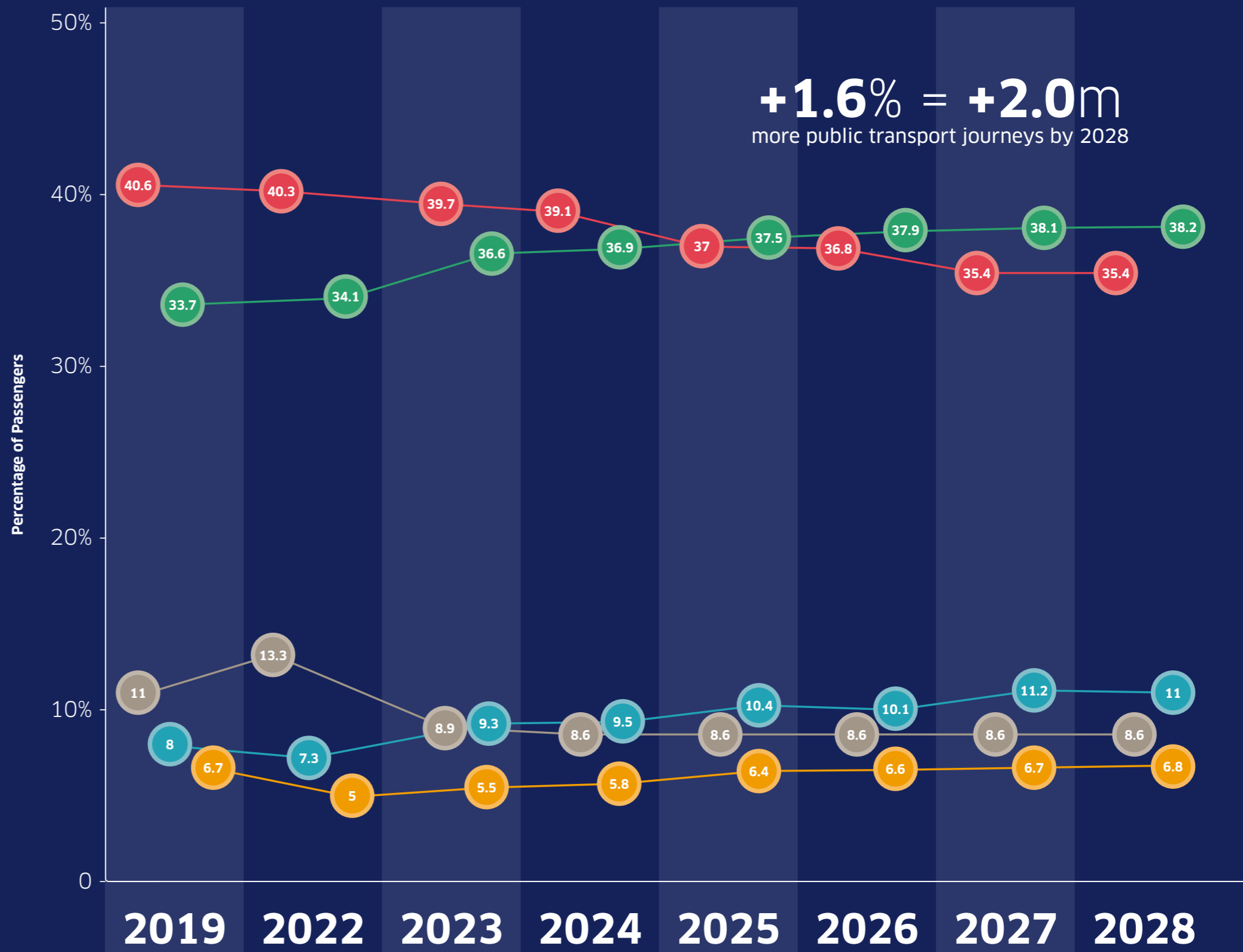
Public transport's share of journeys will only increase over time, and the airport is committed to continuing to actively promote this shift. By 2028, we expect 1.6% more passengers to access our campus using public transport vs. today, the equivalent of 2.0m additional public transport journeys per year.

Within the next two years, more passengers will come to the airport by public transport than by any other mode.

>38 %

of our passengers will reach the airport via public transport by 2028

Surface Access Mode Share



+1.6% = +2.0m
more public transport journeys by 2028

Car Journey Reduction Forecast

Given the airport's rapid growth and enhanced catchment, the total number of car journeys has increased over the years. Importantly, however, the rate of growth is significantly lower than the rate of our passenger growth - due to efforts to increase public transport accessibility.

This trend will continue as we move forward. Whilst passenger volumes are forecast to grow +31.7% between 2019 and 2028, total car journeys will only increase by +12.8%. Put another way, the number of car journeys per passenger - our key metric - has steadily declined.

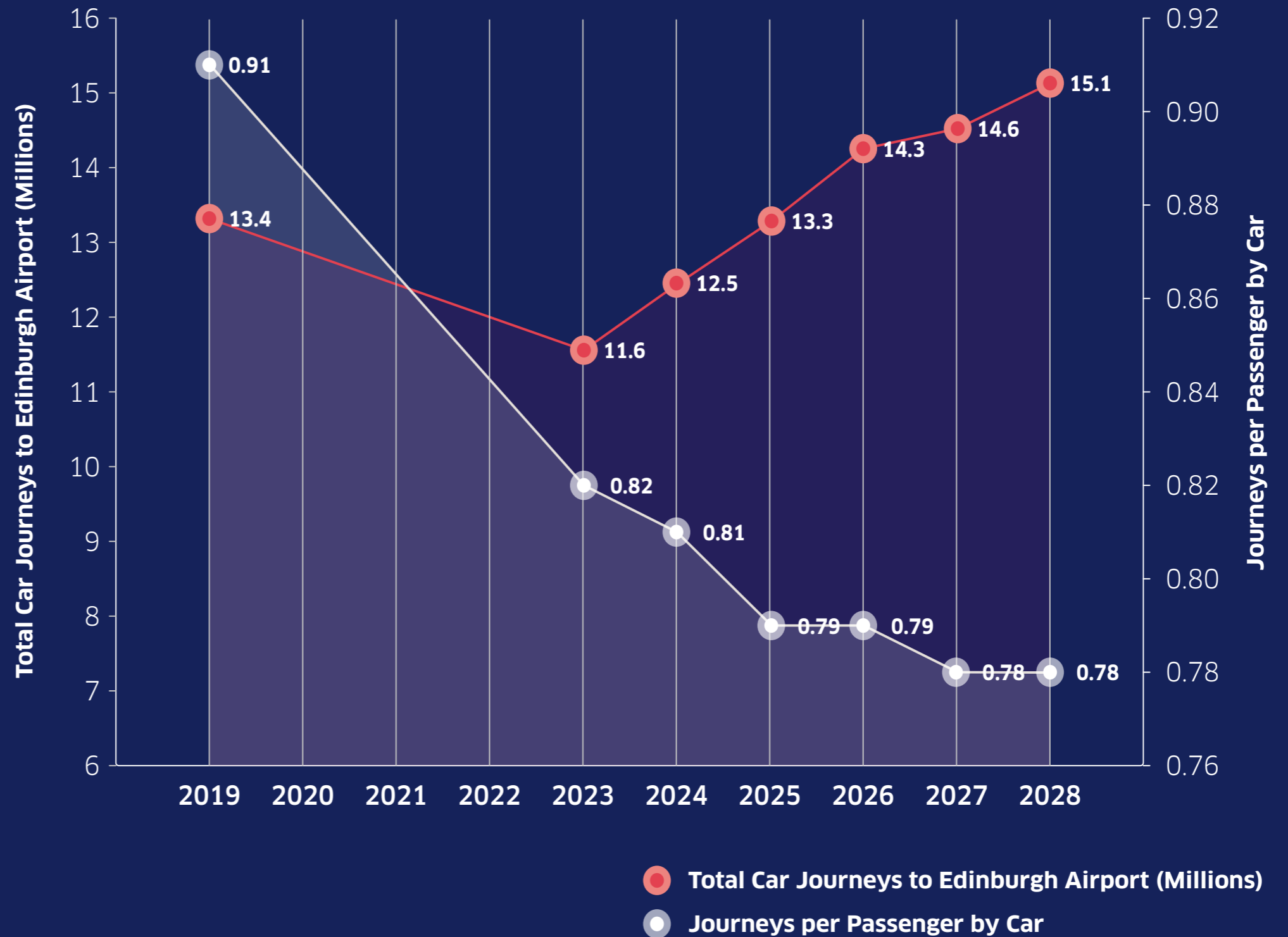
The airport will continue to focus on reducing journeys by car. The chart opposite shows that car journeys per passenger are forecast to decline from 0.91 in 2019 to 0.78 in 2028, a 14% reduction. This is the equivalent of 2.8m avoided car journeys by 2028.

The actions that will achieve this reduction are set out within this Surface Access Strategy and include further enhancement of public transport links, collaborating with operators to establish and grow 'through ticketing' and discouraging 'kiss and fly' journeys.

Car journeys avoided by 2028:

2.8m

Forecast Reduction of Journeys Per Passenger by Car



Investment in Infrastructure

Vehicles accessing Edinburgh Airport today can do so only using the primary access road - Eastfield Road. The road was often at capacity during busy periods in 2019 and, with passenger volumes now almost fully recovered to pre-pandemic levels, it is unavoidable that the road will once again become gridlocked during peak periods. This ultimately means disruption for passengers travelling by bus or car alike.

The existing road infrastructure in West Edinburgh is insufficient in busy periods today. Even with the significant mode share shift in favour of public transport, the absolute number of car movements will increase as the airport's passenger base grows, meaning investment in infrastructure is essential.

To tackle this issue head-on, Edinburgh Airport has proposed the construction of a secondary access road, the 'East Access Road', which will link the airport directly to the Gogar roundabout. If approved, the East Access Road would be funded and constructed by the airport.

In addition to dispersing traffic that would otherwise be on the gridlocked network, some of the key benefits of the proposed East Access Road include:

Unlocking **investment in sustainable infrastructure** projects for the greater good of West Edinburgh.

Opening up a **new active travel route** to allow staff and passengers safe and secure access to our campus.

Delivering a **new public transport route** that connects both new developments and existing communities.

Facilitating the creation of **11,000 new homes** in West Edinburgh.





04

Our Surface Access Priorities & Aims

Our Priorities for Surface Access

To deliver our vision of an airport that is sustainably accessible for all, we have identified four Surface Access Priorities that will form the core of our efforts. These Priorities will allow Edinburgh Airport to grow sustainably, in a way that delivers for those that work at the airport and passengers, whilst understanding and responding to national and local government priorities and policies.

Our Priorities are supported by and will be delivered through five Aims, which take into account the current state of affairs, as well as identified opportunities and challenges.

Together these Priorities and Aims make up our Surface Access Strategy and are set out on the following pages.

The priorities that sit at the heart of the Surface Access Strategy are:

Maximise connectivity

Edinburgh Airport is where Scotland meets the world. To allow this, the airport must be well connected to the wider Scottish transport network. As well as millions of passengers and thousands of staff, this connectivity benefits all of the sectors, industries, businesses and groups across Scotland that require international and domestic connectivity to thrive.

Respond to changing technology

Technology will play a key role in the decarbonisation of transport as the airport and its partners meet the responsibility to reduce emissions over the coming decades. Edinburgh Airport will monitor, use and invest in technology wherever we can - from physical equipment like electric and hydrogen-ready vehicles to digital tools that help connect passengers to the most sustainable mode of travel, we will continue to adopt the latest technology to achieve our Vision.

Access to jobs

Edinburgh Airport and our on-campus business partners are collectively a major source of employment in Central Scotland. The airport is committed to ensuring that jobs across our campus are accessible to all, and a big part of this is making sure that travel to and from the airport is easy, affordable and available at the times it is needed. Increasing public transport provision will ensure jobs can be accessed at the same time as the carbon footprint of staff travel is reduced.

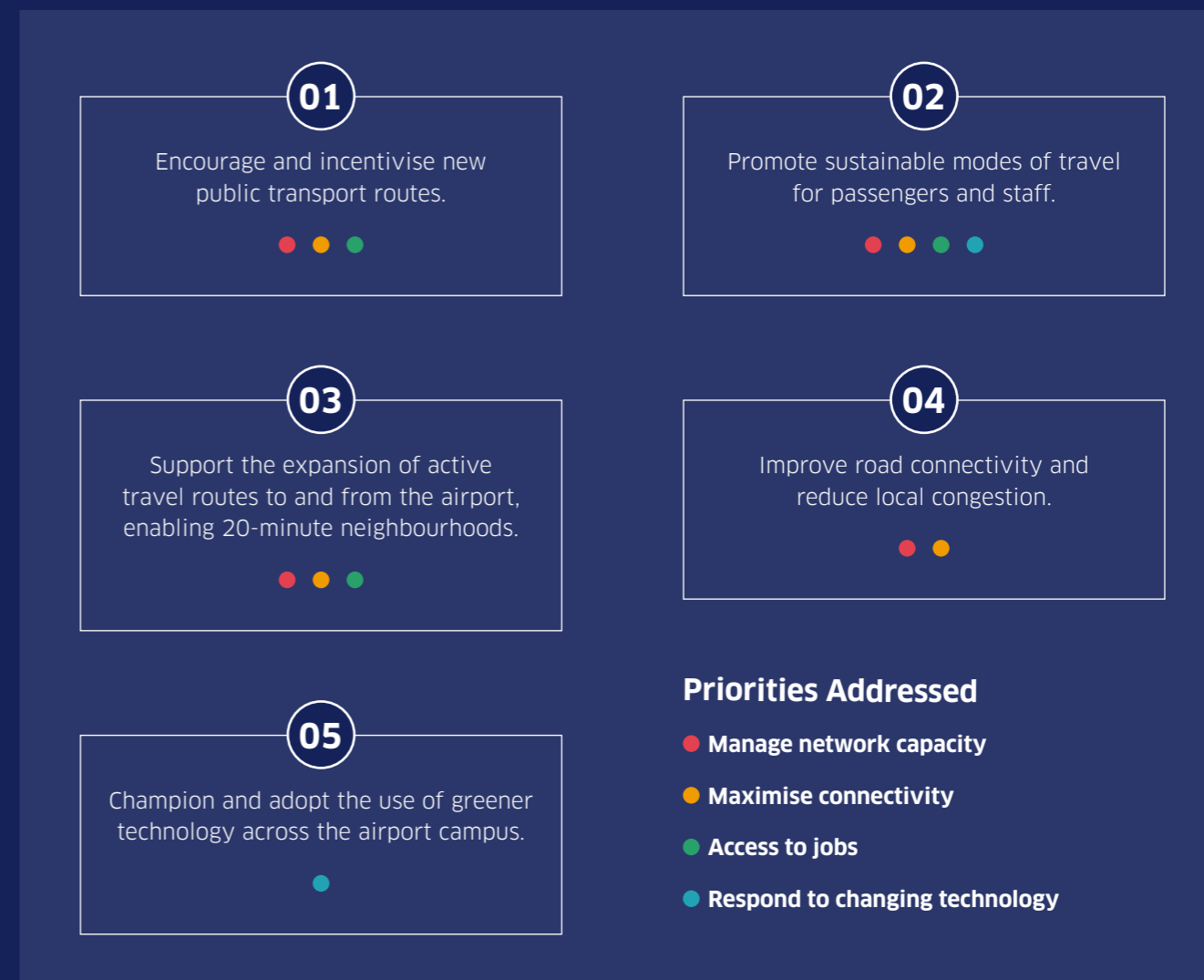
Manage network capacity

The road infrastructure in West Edinburgh is already under pressure. Further airport growth, combined with planned housing developments in the area, will bring additional journeys from all modes of travel. Proactive management of the road infrastructure, in collaboration with all partners, is essential to make sure that West Edinburgh has a fit-for-purpose network that meets all needs.

Promote sustainable growth

Our Five Aims

Five core Aims form the basis of the Surface Access Strategy, each of which delivers on one or more of our Priorities. These Aims ensure our efforts are focused in the areas where we believe we can make the biggest impact. Each Aim is supported by specific actions, outlined in the following pages.



Aim 1

Encourage and incentivise new public transport routes

Further expand the airport's reach into local communities by working collaboratively with transport operators to deliver new public transport routes and connect the airport's enlarged catchment to our campus.

Edinburgh Airport has a demonstrated history of working closely with transport operators to devise and deliver new routes, connecting the communities served by the airport. Twelve dedicated bus routes currently connect the airport to all of Scotland's major cities.

As both passenger volumes and the airport's catchment continue to grow, it is critical that we also grow the quantity and reach of public transport routes in order to increase the number of passengers able to use them.

As well as expanding geographical reach, another important way to get more people using public transport – including both passengers and staff – is to ensure timetables align with the requirements of users. For example, a key area of focus is expanding overnight services so that they align with the 'first wave' of early flights departing the airport as well as those landing later at night.

Beyond buses, the airport is also well served by the Edinburgh Tram. This public transport spine through the city links with bus and rail services, delivering a significant number of passengers and staff to the airport.

To maximise the success of the Edinburgh Tram link, the airport will work collaboratively with operators to explore measures that will increase its attractiveness. For example, the introduction of "through ticketing", linking bus, rail and tram under one ticket, would make the tram connection an affordable option to many who currently travel by car.

Connection with the rail network is a vital component of opening up access to the expanded catchment. The airport is keen to explore the best ways to work collaboratively with rail, tram and bus operators to boost the share of passengers travelling via these modes.

Ultimately, we believe that making public transport more convenient and more affordable is essential in order to unlock a material increase in public transport use.

Actions

- Incentivise bus companies to introduce new routes that connect underserved and underprivileged communities
- Encourage bus companies to align timetables to flight departures, including early 'first wave' flights and late night arrivals
- Work with bus companies to explore opportunities for local services to connect onto airport services
- Consider options for better access to communities in the Lothians, Central and Fife at times matched with staff shift patterns
- Collaborate with all transport operators to explore opportunities for 'through ticketing'
- Ensure 'airport season tickets' are available for staff who use public transport services every day

Case Study

To encourage meaningful change, the directness of routes is critical. An area of focus is communities that are relatively close to the airport but which cannot be accessed easily by public transport.

An example of such a community is Calderwood, a recently-created village developed through the expansion of East Calder in West Lothian. Residents of Calderwood can reach the airport by car in a short 15-minute drive.

To switch to public transport, however, the same journey would take over an hour – involving two separate modes of travel, with a significant walk and wait in between.

Calderwood is one of many towns and villages in similar circumstances, and the example serves to highlight the point that public transport must be direct, accessible and convenient if it is to represent a genuine alternative to the car.



Aim 2

Promote sustainable modes of travel for passengers and staff

Increase the incentives for passengers and staff alike to reach the airport using sustainable modes of travel, while reducing the incentive to travel by private car.

Where a public transport alternative exists, passengers choosing to still travel to the airport via private vehicles do so for one main reason: convenience. This is often due to a range of factors, such as the relative cost of alternative modes – particularly when travelling in groups – or the physical challenge of getting to and from the airport with heavy luggage on a busy bus or tram.

One way the airport has tried to discourage less sustainable modes of transport in recent years is through drop-off and pick-up charges. Passengers dropped off and picked up by friends or family – known as ‘kiss and fly’ – are opting for the least sustainable mode of travel since it requires four journeys rather than two.

Users of the pick-up and drop-off area closest to the terminal incur a charge, with an alternative free area located further from the terminal. This charge is an important part of ensuring that passengers are not incentivised to reach the airport via this less sustainable method, and the revenue it generates is critical to the airport’s ability to deliver the wider investment in sustainable travel outlined in this document. The airport will continue to ensure that the charge remains at least in line with public transport pricing.

Where other options exist, transportation of luggage is often cited as the reason passengers choose to travel by car. This is particularly an issue for large groups and families with young children. If passengers could check their luggage at an easily accessible centre, possibly in the city centre or at home, they would be free to travel to the airport unhindered by heavy baggage.

Further work is needed to understand the infrastructure and security implications, but the airport is committed to doing its part to support

such an initiative in order to facilitate increased public transport usage.

Beyond passenger use, Edinburgh Airport and our on-campus partners make up a significant proportion of Central Scotland’s employment. Campus staff are often unable to travel to and from the airport by public transport due to a combination of shift patterns and missing route linkages.



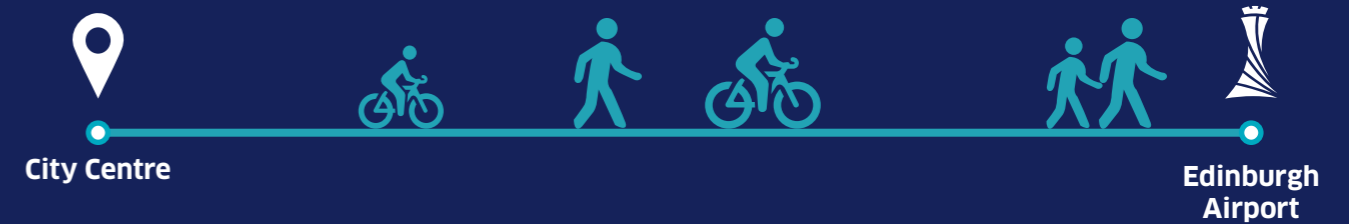
The airport will collaborate far and wide to explore opportunities to facilitate new routes that make staff journeys to and from campus by public transport much easier. For those who still have to travel by car, we will continue to encourage staff adoption of electric vehicles via the airport’s salary sacrifice scheme and provision of adequate charging infrastructure.

Actions

- Continue to ensure pricing does not incentivise use of the pick-up and drop-off area
- Commence work to understand the viability of check-in from remote locations, such as city centre or home
- Collaborate with local hotels to develop airport check-in services for guests
- Explore new options for staff travel, including demand-responsive models to support shift workers
- Continue to encourage staff electrical car uptake through salary sacrifice scheme

Aim 3

Support the expansion of active travel routes to and from the airport, enabling 20-minute neighbourhoods



Support social inclusion and 20-minute neighbourhoods by delivering active travel routes along the new East Access Road, linking up new and existing West Edinburgh residents to the airport.

The development of West Edinburgh, proposed for many years, is now supported through the emerging Edinburgh City Plan 2030 which aims to deliver residential-led development for around 11,000 homes. The National Planning Framework 4 promotes that where new significant development is proposed it must operate as a 20-minute neighbourhood, whereby residents of the development can draw on most of the services they require within a 20-minute walk, cycle or public transport trip.

One challenge with new developments is that until a critical mass of residential homes is delivered it is difficult to attract service providers, retail and food and beverage outlets, and other employment providers into the vicinity of the developments.

To support the early success of the development of West Edinburgh, the airport is ideally positioned to provide many of these services. As a significant employment hub, Edinburgh Airport can provide these new communities with access to a wide range of job opportunities. The airport is also home to a range of retail and food and beverage operators, many of whom operate ‘landside’ and so can be accessed without an airline ticket.

To be able to do so, delivery of the new East Access Road is critical. The new road, with its active travel corridor, will provide access to the airport’s services and facilities in a safe and attractive way. The road infrastructure will be supported by facilities such as showers, lockers and secure bike storage at the airport to further encourage utilisation of all methods of active travel.

Thousands of job opportunities would be opened up to the residents of the new developments. This would represent a significant step forward for both active travel and social inclusion.

It is Edinburgh Airport’s view that the new road is a necessary catalyst to deliver the homes, jobs and development aspirations of West Edinburgh, allowing the developments to truly embody the values of a 20-minute neighbourhood.

The airport will continue to work collaboratively with the developers in the area to create the connections that will allow the delivery of the Scottish Government’s and City of Edinburgh Council’s aspirations.

Actions

- Deliver an active travel corridor along the new East Access Road, providing safe and attractive access to job opportunities
- Support and assist the delivery of ‘20-minute neighbourhoods’ for the 11,000 homes proposed for West Edinburgh
- Provide a new public transport route along the East Access Road that directly connects new homes to the airport campus and all of its jobs and services
- Promote job opportunities within the newly-connected communities of West Edinburgh as well as existing communities

Aim 4

Improve road connectivity and reduce local congestion

Support the growth of West Edinburgh and the airport by tackling congestion and delivering resilience into the road network through the second access route, the East Access Road.

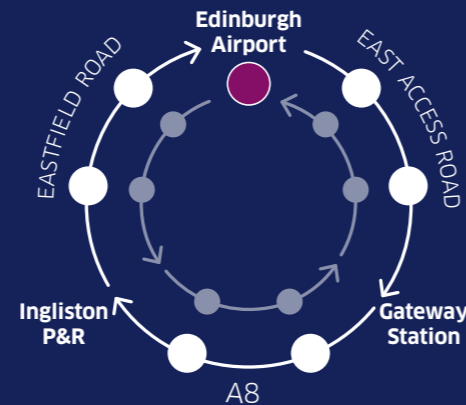
Even with the ambitious modal shift targets set out in this strategy, vehicle journeys will grow in absolute terms as the airport expands our reach to Scotland and the world. While public transport's share of journeys will increase materially, all modes – including public transport, cars and taxis – will see passenger volumes grow.

There is therefore no doubt that the significant congestion experienced prior to the pandemic will be experienced again. This will get worse as the airport's passenger volumes grow beyond 2019 levels.

The proposed transportation corridor created by the new East Access Road will not generate additional traffic but will allow traffic to be redistributed from Eastfield Road. This will help alleviate traffic on the A8, provide better access to the wider road network for car and bus alike, and help facilitate the development of West Edinburgh sustainably and inclusively.

As Scotland's main international airport, it will not be possible to meet the demand for connectivity to and from Scotland at the same time as meeting our sustainability responsibilities with only one access road. The new East Access Road is a vital enabler of improved connectivity and reduced congestion.

In addition to collaborating with operators to introduce new routes directly into the airport campus, the East Access Road also provides an opportunity to link other existing services that already travel along the A8 into the airport. This could be done by a link bus servicing both the East Access Road and Eastfield Road to the airport terminal, shown on the following diagram.



The introduction of a link bus would allow connection with A8 bus stops as well as key employment centres like the RBS Gogarburn campus. It could also support the West Edinburgh 20-minute neighbourhood by extending to residential developments as and when these come online.

Once established, the airport would work with operators to explore opportunities to complement the link bus with other measures to reduce congestion. For example, the diversion of certain bus routes to the East Access Road via Eastfield Road could allow some routes to avoid congestion at the Gogar underpass.

The airport is committed to continuing to collaborate with all of our partners to deliver the new East Access Road, tackling congestion and improving connectivity for all users of the airport and the local communities it serves.

Actions

- Deliver the new East Access Road, including a fit-for-purpose active travel route
- Link to National Cycle Network routes to enhance connectivity
- Provide enhanced facilities for active travel users
- Collaborate with operators to explore a new link bus that will connecting existing A8 services into the airport

Aim 5

Champion and adopt the use of greener technology across the airport campus

Support and incentivise the move to environmentally friendly energy, accelerating the decarbonisation of the airport, its partners and the wider West Edinburgh community.

The airport has made significant progress in recent years towards decarbonisation of our own operations. In 2024, an 11-acre solar farm will be delivered on the airfield. This huge milestone will allow the airport to self-generate up to 26% of its electricity needs.

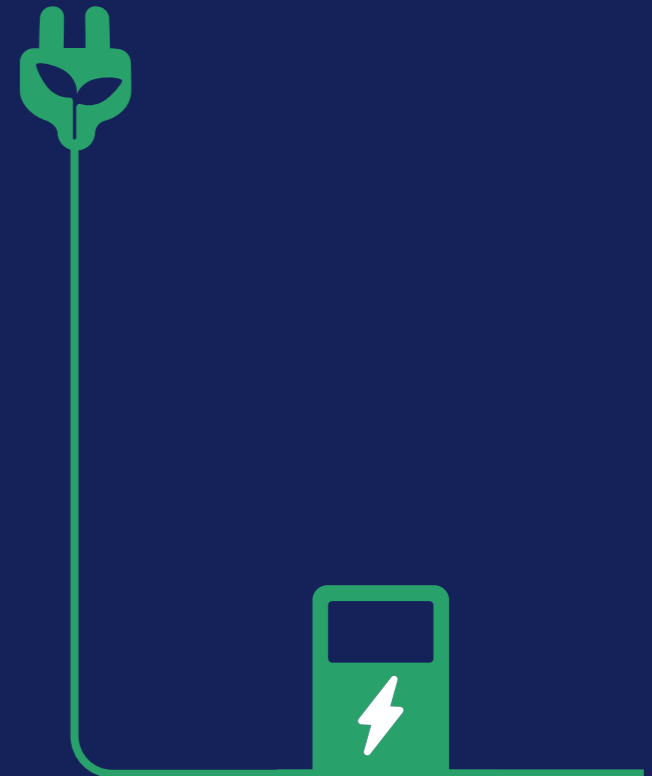
This investment is the first in a pipeline of projects including a further solar farm, wind farms, hydrogen facilities and a potential district heating network that could be scaled up to serve the entire West Edinburgh community.

The airport will also work with its partners to deliver more environmentally friendly means of powering the buses, lorries and other vehicles that serve the airport as well as those that pass it. A great opportunity exists to support the decarbonisation of these vehicles the development of a proposed new 'hydrogen hub'.

This multi-modal hydrogen hub, accessed via the East Access Road, would unlock zero emission travel for the Greater Edinburgh area and the central belt of Scotland. The hub could facilitate hydrogen generation not only for operational, staff, passenger and third-party use on the airport estate, but also for buses, lorries and service vehicles for a range of users, public and private.

The airport will work with partners both on and off the campus to deliver these environmental benefits.

We will also continue to invest in electric car charging infrastructure. We will continue to incentivise the use of electric cars over petrol or diesel by offering a reduced access fee, and we will work with our Car Rental partners to support the transition of their vehicle fleets from fossil fuel to electric.



Actions

- Progress projects that will accelerate decarbonisation of the airport and West Edinburgh, including a hydrogen hub, district heating network and wind and solar energy projects
- Collaborate with partners to support decarbonisation of their vans, lorries, buses and other vehicles
- Work with Car Rental operators to support the transition of their fleets away from fossil fuels

Next Steps

This Surface Access Strategy contains ambitious priorities, aims and actions. Edinburgh Airport is committed to delivering on those that are directly within its control and to working with partners and stakeholders to bring about change in areas where assistance and collaboration is needed.

There are significant projects included in this strategy that will have far-reaching benefits. The investment to deliver these is identified and the airport is committed to their delivery, along with stakeholders and other beneficiaries.

The development of a hydrogen hub and further electrical generation by wind and solar will enable not only the airport's decarbonisation but that of West Edinburgh. The potential development of a district heating network would offer the opportunity to be scaled to supply the neighbouring residential developments. Delivering the East Access Road is a key enabler of these projects as well as the residential sites included in the City Plan 2030 to deliver 11,000 homes.

To move forward these projects and track change, the airport will appoint a small team that will be directly responsible for the delivery of the Surface Access Strategy. This team will undertake liaison with all identified stakeholders to drive forward the success of the strategy and ensure increased modal share by the most sustainable methods of transport.

The airport will publish a regular update on progress, and the strategy will be reviewed in three years.

By focusing our efforts on the actions set out in this document, we are confident that we can continue to connect more of the world to Scotland – and do so in a sustainable way. We know we can't do it alone, and we look forward to continuing to engage with stakeholders across the country to make it happen.

Appendix

Planning Documentation relevant to Surface Access:

[National Planning Framework 4](#)

[City Plan 2030](#)

[City Mobility Plan 2021-2030](#)

[West Edinburgh Transport Appraisal Refresh 2016](#)

[Edinburgh Airport Greater Good Strategy](#)

Thank you for reading our report. We'd love to hear your views. If you have any questions, comments or feedback, or would like to come talk to us about our Surface Access Strategy, please contact us at surfaceaccess@edinburghairport.com

For more information visit edinburghairport.com

Follow us on:

X [@EDI_Airport](#)

Facebook [@EdinburghAirport](#)

Instagram [@EdinburghAirport](#)

