

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Public and Accessible Transport Action Plan

Item number	7.5
Report number	
Wards	All

Links

Coalition pledges	P18 P19
Council outcomes	CO7 CO8 CO9 CO10 CO22
Single Outcome Agreement	SO1

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Executive summary

Public and Accessible Transport Action Plan

Summary

The Public and Accessible Transport Action Plan (PATAP) will prioritise and set out detailed actions to 2020 to improve public transport infrastructure and services. It will sit alongside the Road Safety and Active Travel Action Plans, and any other future plans. The PATAP will progress a review of future provision of Community and Accessible Transport (CAT).

This report presents a draft PATAP document for consultation purposes.

The report appendices also include, for information, the new protocol for coloured surfacing in bus and cycle lanes and Advanced Stop Lines.

Recommendations

It is recommended that the Committee:

- approves the draft PATAP for consultation purposes;
- notes that this includes an action to progress a review of future CAT provision;
- agrees to extend the CAT Service Level Agreements for one year, and to continue operating Taxicard at current levels; and
- notes the new protocol for coloured road surfacing.

Measures of success

The PATAP includes detailed targets and monitoring processes.

Financial impact

The extension of the CAT Service Level Agreements will be made at current funding levels. Over a year, these budgets total £835,235. The taxi card budget in 2012-13 is £550,000, which includes one-off additional funding of £90,000 to meet increasing demand. The 2013-14 budget (£460,000) as it currently stands will not include this additional funding. Additional demand in 2013-14 is expected to be £120,000.

Equalities impact

An Equalities Impact Assessment (EqIA) is being undertaken as part of the PATAP process. The review of the Community and Accessible Transport provision is a significant element of this process and is being given due regard. An extensive consultation process is currently in progress and will be detailed in the completed EqIA and appended to the follow up report.

Sustainability impact

Strategic Environmental Assessment pre-screening has been completed and reported to Scottish Government. No feedback has been received, which indicates that a full assessment will not be required; the PATAP actions do not propose any significant negative impacts on the environment.

Consultation and engagement

The main report sets out a specific consultation programme.

Background reading/external references

Appendix 1 – Draft Public and Accessible Transport Action Plan

Appendix 2 – New Coloured Surfacing Protocol for Bus and Cycle Lanes and Advanced Stop Lines

Public and Accessible Transport Action Plan

1. Background

- 1.1 The PATAP is one of the key Action Plans which will deliver the objectives of the Council's Local Transport Strategy.
- 1.2 It is designed to:
- Build on existing successes and develop a clear plan up to 2020.
 - Prioritise activity whilst improving customer service.
 - Ensure public and accessible transport plays its part in meeting the Council's wider objectives.
 - Sit alongside existing Road Safety and Active Travel Action Plans and any other future plans, and in alignment with the present and next Local Transport Strategies.
- 1.3 The PATAP is consistent with the Transport 2030 Vision, reflects the relevant Coalition pledges, and will be consistent with the new Local Transport Strategy. It will run until 2020. Progress will be monitored every two years and the Plan will be reviewed in 2015. The draft PATAP is attached at Appendix 1 of this report, and is summarised below.

2. Main report

- 2.1 The document is divided into sections as follows:
- Background and objectives
 - Bus operations
 - Bus infrastructure
 - Community and Accessible Transport
 - Taxis and Private Hire
 - Rail

- Tram
- Information
- Environment
- Targets and monitoring
- Actions

2.2 The overall aim of the Plan is: ‘an integrated, safe, modern, sustainable, top quality public transport system, providing for all major medium and longer distance movement to, from and around Edinburgh; accessible to all’. The objectives are to:

- implement the tram;
- ensure the bus network is reliable, convenient, and economical;
- consolidate recent, and secure further rail improvements;
- provide good Park and Ride facilities at the edge of/outside the city;
- ensure taxis and PHCs are convenient and accessible;
- maximise information provision, fully using new communications media;
- support a strong city centre economy;
- promote local, national and international connectivity; and
- mitigate the environmental and transport impacts of long distance travel (primarily air, both directly and in travel to/from the Airport).

2.3 Public transport’s share of Edinburgh residents’ journeys is now slightly higher than in 2001 (Scottish Household Survey data). Overall travel has grown, but general traffic volume declined (more people, fewer vehicles). Total public transport trips have grown (Lothian Buses and Office of Rail Regulation data).

2.4 Between 2010–2015, trips in Edinburgh are projected to increase 17 per cent by bus and tram (Tram business case data). By rail, the growth which is currently projected (from Network Rail’s Scotland Second Generation Route Utilisation Strategy (RUS)) is adopted as a target.

- 2.5 Edinburgh's buses are rated best of all the large urban areas in Scotland (Scottish Household Survey (SHS) data), but there are major challenges including: fuel costs, emissions, roadworks and special events disruption, significant passenger growth at rail stations, reliability, and maintaining supported services. Infrastructure issues include maintaining and improving stops, shelters, Bustracker displays, bus lane cameras, and Selective Vehicle Detection at traffic lights.
- 2.6 There is a clear correlation between extending bus lanes and bus patronage in Edinburgh from 1997–2007. The Plan proposes plans for a pilot 'priorityconnect Corridor', to further improve bus journey times, reliability and quality on an existing corridor.
- 2.7 Taxis and Private Hire Cars enhance choice and provide a small but valuable part of the overall public transport mix. Small-scale but important measures can improve these services.
- 2.8 From 2004 to 2010, rail journeys to and from Edinburgh grew from 17.5 million to 22.9 million (Office of Rail Regulation (ORR) data). Further growth to 2020 will significantly affect bus, foot and cycle networks, particularly at Waverley, Haymarket, Edinburgh Park, and the new Edinburgh Gateway. The PATAP continues efforts to promote and support high-speed rail to England, press for improved existing long-distance services, and monitors any development which may facilitate introducing passenger services on the South Suburban Railway.
- 2.9 Completion of the Tram will be a major milestone during the PATAP's life.
- 2.10 A revised Edinburgh Bus Information Strategy will be produced by 2015 at the latest to address new developments in communications since 2007.
- 2.11 The PATAP adopts relevant Transport 2030 Vision targets, these are monitored and reported to Committee each November. The data will be used for biannual PATAP monitoring. PATAP has the following additional targets:
- 17 per cent increase in total trips on Buses and Tram 2010–15; 33 per cent 2010-20;
 - Haymarket station passenger numbers growing (from 4.1M in 2010) to 5.5m in 2015, 6.5m in 2020; Waverley (2010; 20M) to 26M in 2015, 30M in 2020.
 - Edinburgh residents: increase public transport share of all trips from 19.1 per cent to 20.5 per cent by 2015; to 21.5 per cent by 2020 (SHS data).

2.12 There are significant gaps in local public transport data. PATAP used existing national data and local data based on small sample sizes. To improve future planning, it is proposed to carry out research to gather a better picture of how Edinburgh's public transport networks are actually used.

Community and Accessible Transport

2.13 Community and Accessible Transport is provided in Edinburgh by:

Individual Transport

- Taxicard (up to £3.00 discount per taxi trip, maximum 104 trips/year)
- Dial-a-Bus and Dial-a-Ride, operated by Handicabs Ltd (HcL) (Council funding £106,555 and £341,435 per year)
- Shopmobility (£79,000 per year)

Group Transport

- LCTS, Lothian Community Transport Services
- Dove Transport
- PEP, Pilton Equalities Project
- SEAG, South Edinburgh Amenities Group
- Total Council funding £309,038 per year

2.14 As noted in 'financial impact', in 2012-13 an additional £90,000 was allocated to the Taxicard budget, which is not included in the 2013-14 budget. Without such additional funding, the Taxicard budget is likely to incur a significant overspend in 2013-14.

2.15 Transport planning consultant Halcrow was commissioned to review all Community and Accessible Transport currently funded through the Council's Transport account.

2.16 The review found that Edinburgh offers a wider range of services than other cities. However, it also highlighted increasing costs (related to ageing vehicles, increases in fuel and staff costs etc, rising demand (an ageing population and greater focus on care at home) and static funding.

2.17 It showed that current arrangements cannot be sustained. Options for future provision are being developed, and are being discussed with service providers and users.

- 2.18 In addition as the action plan is developed full account will be taken of the needs of the Health and Social Care Department's services and their users, to ensure that future services are consistent with their needs, and take full account of any planned or proposed changes to service delivery and the needs of service users.
- 2.19 The current Service Level Agreements expire on 31 March 2013. New arrangements will not be in place before this. Therefore, an extension of current agreements is proposed in order to allow time to complete a full and considered consultation and procurement process, while maintaining current service provision.

Consultation

- 2.20 Consultation on the draft PATAP will take place over the next two months. It will consist of a mixture of feedback from a number of stakeholder groups, using regular scheduled and *ad hoc* meetings, from individuals who attended a Stakeholder Workshop in July 2011, and via electronic media. Consultees include:
- relevant Local Authorities;
 - Scottish Government (Transport Scotland);
 - public transport operators;
 - relevant voluntary sector groups;
 - public transport associations;
 - relevant lobby groups;
 - the Transport Forum.

In all cases, the PATAP documents will be circulated.

- 2.21 Following consultation, and taking into account comments received, the PATAP will be revised, with Committee approval of a final version being sought in mid 2013.
- 2.22 CAT stakeholders are currently involved in initial discussions. Further work is required before a review of future provision can be completed, and presented to Committee. This is expected to take until summer 2013, after which it expected that, formal consultation will commence.

Coloured Road surfacing protocol

- 2.23 Appendix 2 sets out a new protocol for coloured surfacing for bus and cycle lanes and Advanced Stop Lines (ASLs). Many bus lanes in Edinburgh have had green coloured surfacing; red surfacing was selectively used in cycle lanes and ASLs.
- 2.24 Coloured surfacing promotes compliance and safety. However, the coloured thermoplastic finish used to date is difficult to maintain. Embedding red coloured chips in Hot Rolled Asphalt appears to be more cost effective, practical and sustainable. It also appears more acceptable from a streetscape point of view.
- 2.25 This system will be used in new bus and cycle schemes, and for renewals; eventually the complete network will be converted. Utility companies will be instructed to replace the red chips when reinstating the carriageway.

3. Recommendations

- 3.1 It is recommended that the Committee:
- approves the draft PATAP for consultation purposes;
 - notes that this includes an action to progress a review of future CAT provision;
 - agrees to extend the CAT Service Level Agreements for one year, and to continue operating Taxicard at current levels; and
 - notes the new protocol for coloured road surfacing.

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P18 -Complete the tram project in accordance with current plans P19 - Keep Lothian Buses in public hands and encourage the improvement of routes and times
Council outcomes	CO7 - Edinburgh draws new investment in development and regeneration CO8 - Edinburgh's economy creates and sustains job opportunities CO9 - Edinburgh residents are able to access job opportunities CO10 - Improved health and reduced inequalities CO22 - Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible
Single Outcome Agreement	SO1 - Edinburgh's Economy Delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1: Public and Accessible Transport Action Plan Appendix 2: New coloured surfacing protocol for bus and cycle lanes and Advanced Stop Lines



Public and Accessible Transport Action Plan 2013 - 2020

Consultative Draft

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Foreword



Edinburgh is a city that in many ways is ideally suited to public transport. With a dense urban environment, relatively low fares, and jobs and services concentrated in the city centre, bus use is among the highest in Britain. But we must not be complacent; we want to see continual improvement.

Public transport plays an essential role in the lives of many of the city's residents, workers and visitors. It enables access to employment, health care, education and leisure opportunities. It uses the road network efficiently, and so mitigates congestion. A good public transport system has fewer environment impacts than a car-based transport system. This Public and Accessible Transport

Action Plan (PATAP) sets out to deliver these benefits by enabling and encouraging people in Edinburgh to use public transport more often.

We are establishing this Plan to:

- build on existing successes, and develop a clear plan up to 2020
- prioritise activity whilst improving customer service
- ensure public and accessible transport contribute to our objectives for Edinburgh
- complement the existing Road Safety and Active Travel Action Plans

I believe that implementing this plan will make a positive difference to Edinburgh. It will reduce pollution and congestion. Streets that are easy and friendly to walk and cycle in are more civilised and safer for everyone.

Councillor Lesley Hinds
Convener of Transport

Section 1: Introduction, Background and Objectives

Introduction

For a city of its size, Edinburgh has a well-regarded public and accessible transport network. Nevertheless, the Council, and many others in the city, do not consider this sufficient for the future. In particular, to meet aspirations for Edinburgh to compete on a European, if not world stage, we must develop a public transport system that is at least equal to the best in Europe.



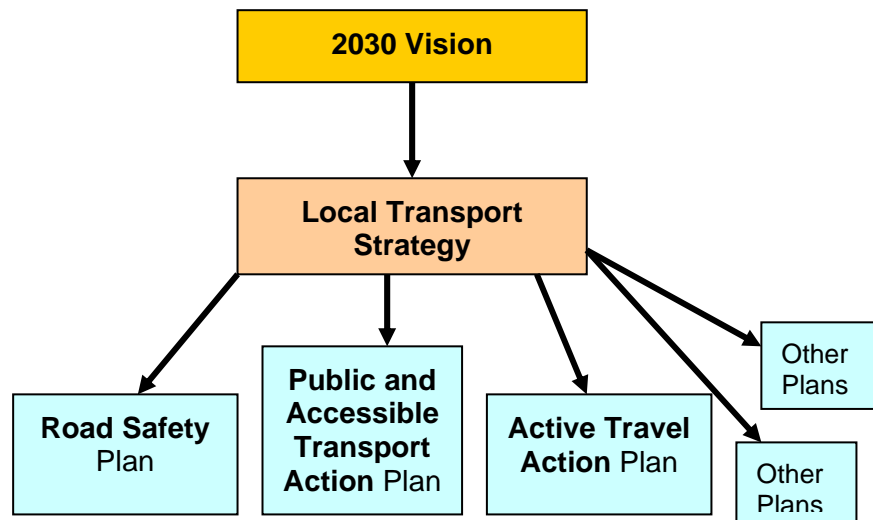
The Edinburgh Partnership 2012-15 Single Outcome Agreement sets strategic priorities and associated local outcomes. It notes: 'Transport underpins many of the city's activities and SOA outcomes...a key element of ...Edinburgh's attractiveness as a place to do business...An effective public transport system is essential...Accessible transport is crucial for...social inclusion, and...independent living.'

Outcome 4 is 'Edinburgh's communities are safer and have improved physical and social fabric'. A required action is 'Implement the Local Transport Strategy'.

The Council's 2030 Vision

By 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe:

- environmentally friendly
- healthy
- accessible and connected, supporting the economy and providing access to work, amenities and services
- smart and efficient providing reliable journey times
- part of a well planned, physically accessible, sustainable city that reduces car dependency, with public transport, walking and cycling conditions to be proud of
- safe, secure and comfortable
- inclusive and integrated
- customer focussed and innovative
- responsibly and effectively maintained



- ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
- maximise information provision
- support a strong city centre economy
- promote and facilitate local, national and international connectivity
- mitigate the local and global environmental and transport impacts of long distance travel

The Actions which follow from these objectives are listed in the Appendix.

From its first Local Transport Strategy in 1999, through to the 2030 Vision approved in 2010, the Council has given high priority to public transport. This continues in the Council's new LTS (2014-19). The overall aim is to achieve:

'an integrated, safe, modern, sustainable, top quality public transport system, providing for all major medium and longer distance movement to, from and around Edinburgh; accessible to all'.

The objectives to meet this aim are:

- implement the Tram as an integral part of the public transport system
- ensure the bus network is reliable, convenient, and economical across the city at all times
- consolidate recent, and secure further improvements to passenger railways
- well designed Park and Ride available at the edge of, or outside the city



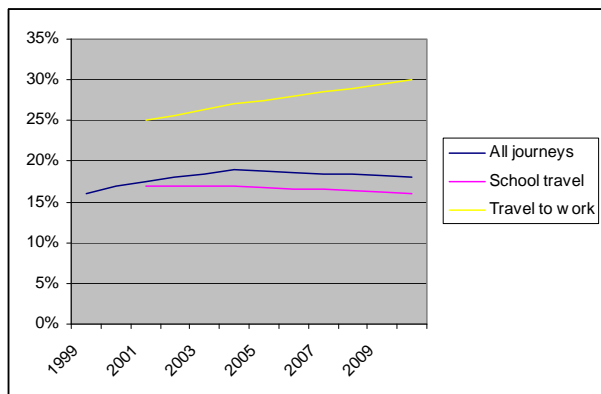
Background trends

Quantifying public transport's role in Edinburgh is not straightforward; all the main data sources have some limitations. Nevertheless, it appears that public transport accounted for around 3% more of Edinburgh residents' journeys over the last decade; mainly due to more commuting by public transport.

Travel in Edinburgh has grown since the 1990s, while traffic volumes have declined (i.e. more people, but fewer vehicles). Public transport trips increased.

68.5% of its workforce lives in the city¹; around 6% each in Midlothian, in West Lothian and in East Lothian, and 4.7% in Fife. It has hardly changed since 2001², when 64,500 (24%) of the city's workforce commuted by bus, 11,200 (4%) by train.

Edinburgh residents; public transport share of trips



Future trends

The introduction of Trams in 2014 will be a major milestone during the PATAP period. For forecasting and target setting purposes,

¹ Annual Population Survey 2008 (Scottish Government)

² 2001 Census

PATAP combines Tram and bus patronage figures. Modelling³ predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having previously travelled by car, with a smaller number of new generated trips.

The modelling suggests that in 2015, 128 million trips will be made on bus and Tram, a 17% increase; by 2020, 145 million.

Million trips	* predicted					
	2006	2008	2010	2012	2015	2020
Bus	108	113	109	115*	123*	138*
Tram					5.1*	7.5*

Between 2009 - 2024, rail trips in the 'Edinburgh conurbation market' are projected to increase 90 – 118%⁴, a 25 - 31% increase by 2015.

To be consistent with the Council's 2030 Vision, Local Transport Strategy and Active Travel Action Plan (ATAP), public transport mode share should not grow by shifting pedestrians and cyclists onto buses and trains; it must gain market share from car travel.

Some background themes

- little evidence of communications technology substantially reducing travel; rather, it's increasing public transport use
- research suggests personal interaction is still important for work and leisure
- growth in car travel, whilst comprising the great majority of trips nationally and locally, has apparently levelled off
- continuing relocation of work, leisure and education; which is partly planned, partly unplanned and unpredictable
- projected doubling of rail passenger numbers; impact on connecting transport

³ Business Case Update 2010

⁴ Network Rail, Scotland Route Utilisation Strategy, 2011

Public transport's potential

Car/van users recognise that they could use Edinburgh's public transport. Its quality is widely recognised. Scottish Household Survey (SHS) data suggests there is no single simple answer for improving bus services. Nationally, car/van commuters who could use public transport do not mainly because it 'takes too long' or there is 'no direct route' (there is no local data).

SHS opinion data; compared to other Scottish 'large urban areas', Edinburgh residents:

- rate public transport 'good' (41%; average 31.5%). In Edinburgh only 3.7% rate it 'poor'
- rate local public transport 'very convenient' (69.1%; average 62.6%)
- bus use is higher. (In Edinburgh, 23.6% used no buses in the past month; average 41.6%)
- Edinburgh residents' rail use was lower
- Distances to bus stops (and stops with frequent services) are shorter

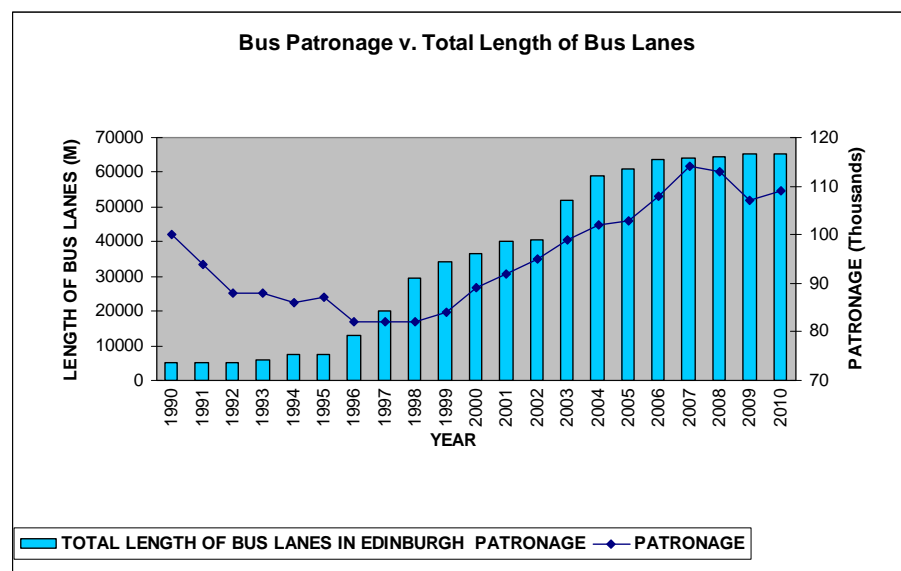
Compared to other large urban areas, Edinburgh residents consider buses more:

- on time, frequent, well timed, clean, comfortable, safe, secure, with few timetable changes,
- fares and information easy to find and understand; better value
- except for transfer between modes, Edinburgh's buses scored higher on every parameter than Glasgow, Aberdeen and Dundee
- the only below average score was for easy transfer to other transport

The Council's role, and joint action

The Council works within a legal framework. In the case of buses, since the 1980s this has aimed to improve efficiency and quality through competition and market forces rather than public sector intervention, other than in exceptional cases. This makes integration and co-ordination challenging.

The Council seeks to meet this challenge through partnership with bus operators, and managing the local road network to support bus operation. To date this strategy has been very successful, and the long-term decline in bus use has reversed. The Council's inputs can include, for example, bus priority measures (lanes and/or signalling) supported services, Park and Ride, bus stop and other improvements.



The Council has no statutory role in rail services, but it actively promotes improvements. Since the Scottish Government introduced the Single Outcome Agreement approach to Council funding, the Council has been unable to fund projects on the scale of the Edinburgh Crossrail project (2001)⁵. Therefore the Council will

⁵ Crossrail created Edinburgh's first cross-city local rail service, with stations at Newcraighall, Brunstane, and Edinburgh Park

continue to focus on promotion, or other 'soft' interventions.

Many other organisations share the Council's role in public transport. They include bus and rail operators; local and central government agencies; the taxi and private hire trades. Each is responsible for part of the overall system. Some parts of the service may not be included in the service plan in great detail, for example if some parts of the service are delivered by partners.

Monitoring and review

This PATAP runs until 2020. The targets will be monitored biannually, with a review in 2015. The targets are set out on pages 19 to 24.



Section 2: Bus Operations

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Make well designed Park and Ride available at the edge of, or outside the city
Promote and facilitate local, national and international connectivity	Mitigate the local and global environmental and transport impacts of long distance travel
Support a strong city centre economy	

The main areas for action	
Bus and Tram integration	Updating the Bus Information Strategy
Integrated ticketing across the bus network	Minimising impact of roadworks and special events
Maintaining supported services	Improving bus reliability
Opportunities for new/improved services	Reducing costs, increasing revenue at Edinburgh Bus Station

Most bus services in Edinburgh are operated by Lothian Buses, others (primarily beyond the city boundaries) by Firstbus, Stagecoach and Scottish Citylink. Other operators provide in

particular the non-commercial services which are financially supported by the Council.

As set out in Section 1, bus patronage in Edinburgh has grown in ten of the past twelve years. Public transport has catered for a greater share of Edinburgh residents' journeys to work, but not off-peak travel. Much of the bus patronage growth must consist of trips by non-residents.



Edinburgh Bus Station

Edinburgh Bus Station is operated directly by the Council, and used by some four million people per year. On weekdays, typically

around 800 buses arrive or depart. Income is generated by charging bus operators for using the site, and other sources such as use of luggage lockers and toilets. Nevertheless, operating the Bus Station has been a loss-making activity since 1994.

More than 97% of bus services in Edinburgh are provided commercially by bus operators. The Council financially supports a few non-commercial bus services, in whole or part, and some cross-boundary services jointly with neighbouring Councils. The annual cost of this support is around £1.1 million.

Issues

There are a number of challenges to future bus operations. They include:

- The rising cost of fuel, both directly and as a result of reductions in Bus Service Operators' Grant (BSOG) by government
- City centre management; improving pedestrian access and emissions
- Integration with the Tram (opening in 2014)
- General ongoing roadworks
- By 2024, a substantial increase in passengers embarking/disembarking at three main rail stations, and the opening of Edinburgh Gateway station. This means more passengers travelling to stations by bus
- Edinburgh Bus Station's financial deficit
- Reliability and faster journeys arising from new and improved bus lanes accounted for much of the patronage growth over the past decade. No equivalent expansion is planned for future years
- The need to improve reliability by traffic management initiatives

Some of these could offer new opportunities. Other social trends also present clear opportunities:

- An apparent shift towards public rather than private transport use

- The apparent decline in 'car culture'; e.g. the number of under-25s taking the driving test has fallen by over 20% in five years
- Edinburgh's buses are newer than most other UK urban centres', and many meet a high emissions standard. Most services pass through the Central AQMA. Lothian Buses has fitted all vehicles with idling cut-off devices. It also retrofitted exhaust technology to upgrade 34 buses to better than Euro 5 emissions standard (September 2011). With Scottish Government support, it has or is acquiring a total of 25 hybrid diesel-electrics

Reducing buses' direct emissions is a continuing process, with the goal of achieving at least Euro 5 standard in all buses serving Edinburgh by 2020. To encourage further improvements by all operators, the Council will consider Low Emission Zones, and other means of emission control.



Section 3: Bus Infrastructure

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity

The main areas for action	
Bus and Tram integration (the physical components)	Further bus priority including priorityconnect Corridor
Improving bus reliability	Reviewing Interchange principles
A renewed focus on maintaining bus infrastructure	

The Council is directly responsible for Edinburgh's roads, and therefore most of the infrastructure that buses use. This includes, for example, bus priority measures, Bustracker, bus shelters, and Park and Ride.

As shown in Section 1, there was a clear correlation between the expanding bus lane network and bus patronage in Edinburgh from 1997 to 2007. There are currently 65.25 km of bus lanes in Edinburgh; a figure essentially unchanged since 2006.

There are about 2,400 bus stops in the city, of which about 1,450 have shelters. 900 shelters are Council owned, the others belonging Clear Channel Ltd (under an advertising contract), and about 10 privately owned. Currently 360 bus stops have Bustracker real time information displays.

CEC-built P & R sites	Spaces
Ingliston	1085
Hermiston	450
Straiton	600
Newcraighall	565
Built by other Councils	Spaces
Ferrytoll	1040
Sheriffhall	545
Wallyford	300



Future Park and Ride plans include extending Hermiston by 600 spaces, progressing a new site at Lothianburn (by Midlothian Council) and the potential development of a new site at Gilmerton (land for which is safeguarded).



Enforcing bus lanes by camera and installing equipment on traffic signals to prioritise late running buses, are the most innovative measures planned to improve bus infrastructure in the immediate future. They will improve reliability.

The current Council's pledges include to 'encourage the improvement of routes and times'.

priorityconnect Corridor

We will consider significantly enhancing an existing main bus corridor (to be selected), to improve service quality, especially journey times and reliability.

Parts of this route would need to be already in place; a core of existing bus lanes, but with important gaps.

The corridor would:

- improve links on the existing route to and through the city centre
- upgrade links to key recreational and business destinations
- fill short but important gaps in existing routes

The first stage of development will involve selecting a corridor and identifying options to improve services on it.

Section 4: Community and Accessible Transport

Relevant objectives	
Ensure the bus network is reliable, convenient, and economical across the city at all times	Ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient

The main areas for action
Developing, consulting on, and implementing value for money improvements

Community and Accessible Transport (C&AT) supplements other transport. It is generally available only to those who meet various eligibility criteria. In Edinburgh, the key components are:

- The concessionary bus zero-fare scheme (eligibility based on age and disability). Funded by Transport Scotland; card holders have free bus travel throughout Scotland.
- The Council's Taxicard scheme; holders pay discounted fares in participating taxis, up to 104 trips annually.
- HcL, formerly Handicabs, a charitable company, operates Dial-a-Bus (scheduled routes to local shopping centres, diverting for passengers en route) and Dial-a-Ride (a door-to-door service). Both charge fares.

- Shopmobility loans mobility equipment in the City Centre, Gyle, Cameron Toll and Fort Kinnaird
- Eligible persons can use Patient Transport Services for health appointments.
- For eligible community groups, daycare centres, community groups and organisations, a range of group travel is available

SLA contracts annual value 2011-12	
HcL Dial a Ride	£341,435
HcL Dial a Bus	£106,555
Group travel (LCTS, SEAG, PEP, Dove Transport)	£309,038
Lothians Shopmobility	£78,207
Taxicard (2010/11)	£522,000 (spend)

During 2011, consultants reviewed the Council-funded services. This revealed two significant challenges to maintaining the high-quality range of services in future: the need to maintain and improve service levels with a constrained resource, and continuously increasing demand. Current arrangements are not viable in the medium to long term. During 2012-13, the Council will develop proposals for the future and consult on what and how change should be introduced.

Section 5: Taxis and Private Hire

Relevant objectives	
Ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient	Mitigate the local and global environmental and transport impacts of long distance travel
Support a strong city centre economy	

The main areas for action	
Taxi ranks	Improving passenger service
Improving the Licensing service	

A taxi is a vehicle that is licensed by the Council to ply for hire on the street (hailed or hired at a taxi rank); it may also be prebooked. Private Hire Cars must be prebooked (though in a place where the public has restricted access, they do not need pre-booking).

Taxis and PHCs enhance travel choice and offer a viable alternative to car ownership and use. They are important for accessible transport, providing safe door-to-door transport for people with disabilities. As licensing authority, the Council applies certain requirements beyond those that are statutory. These have included wheelchair accessibility, specified vehicle types, fares meters, disability training and knowledge of the city. The requirements for PHCs are much

less strict. The Council limits the number of taxi, but not PHC, licences issued.

There were 1,306 taxi licences in early 2012 (up from 1,260 in 2001); one for every 370 Edinburgh residents. This compares favourably with other UK cities. There are 80 taxi stances with 267 spaces (and additional temporary spaces during the Festival); one space per 4.85 taxis.



The annual turnover of the Edinburgh taxi and PHC trade is estimated to be in the region of £100 million.

Vehicle occupancy (excluding driver) appears similar to car use; whether they create extra vehicle kilometres is contentious. Less than 1% of journeys to work in 2001 were by taxi.

Issues

1. PHC trade members have long sought access to bus lanes and other priorities
2. The number of taxi ranks

3. Encouraging use of 'green' vehicles
4. Access to transport hubs
5. Technological advances, and the opportunities they offer
6. Integrating taxi/PHC licensing policy with the Council's transport strategies
7. Reviewing the taxi limitation policy
8. Various options for improving the licensing service
9. Options for improving passenger service

Section 6: Rail

Relevant objectives	
Consolidate recent, and secure further improvements to passenger railways	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity

The main areas for action	
Continue to press for, and support, High Speed Rail network including Edinburgh	Continue to press for improved and extended rail network

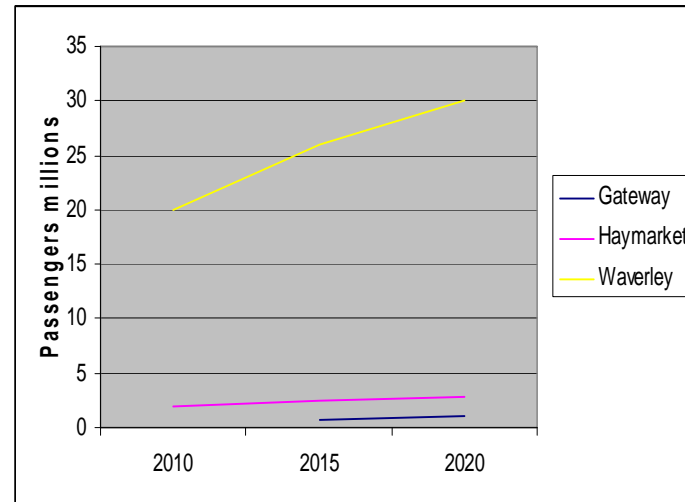
The 11 railway stations in the Council area range from basic halts with around 20,000 passengers/yr, to a national hub at Waverley, used by 20 million. Scottish services are operated by Scotrail; cross-border services by East Coast, CrossCountry Trains, Virgin West Coast, and First Transpennine Express.

Between 2004 and 2010, journeys to or from the rest of Scotland grew from 15.3million to 19.8m. Trips to or from the rest of the UK grew from 2.2 m to 3.1m⁶. Most trips to Edinburgh stations are from Glasgow, Fife, West Lothian, then within Edinburgh.

Since the Airdrie-Bathgate route was reopened in December 2010, and Bathgate-Edinburgh frequencies doubled, travel has grown between Edinburgh, Bathgate (4%), Uphall (21%) Livingston North (12%), and by 14% along the whole route from Helensburgh. Similar effects are expected from reopening the Borders railway (2014).

An improved Edinburgh-Glasgow Queen St route with faster journey times will affect Edinburgh Park, Haymarket and Waverley.

The impact of the planned Edinburgh Gateway station will be more complex. The Tram will link it, Edinburgh Park and the Airport. The new station may abstract some passengers from existing stations, but most are likely to be new to rail.



Haymarket estimated from ORR factored by NR/Transport Scotland projection

⁶ Office of Rail Regulation and Scottish Transport Statistics

Growth at Waverley and Haymarket will significantly affect connecting transport networks.

At Waverley the station fabric is being renewed; escalators and lifts at Waverley Steps and improved entrances are being installed. Network Rail is redeveloping Haymarket station into a major transport interchange.

During this PATAP, physical integration issues will focus on Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway. The Tram will add significant capacity at Haymarket; bus connections are critical at Haymarket and Waverley. Network Rail is developing a station Travel Plan for Waverley.

There are over 6,500 car park spaces at stations in the Edinburgh Travel to Work Area, mostly owned by local authorities. Some car parks have been expanded but are still over-subscribed. Transport Scotland's future rail Park and Ride plans are awaited.

All the rail franchises serving Edinburgh will be renewed during this Plan. The Council's approach to the next Scotrail franchise will reflect its response to Transport Scotland's 'Rail 2014' consultation.

The case for a new high-speed rail route between Scotland and the south of England is clear. The target should be a journey time well under three hours between Edinburgh and London. The Council will continue to lobby for bringing forward high speed services, and the construction of high speed infrastructure, serving Edinburgh and Scotland. It will continue working with other agencies to plan for high speed rail, including an Edinburgh station, connecting wider Scotland to the wider high speed network.

Nevertheless, existing long-distance services to other parts of the UK are still important. The Council will continue to press for improvements by engaging with operators and those who let rail franchises as opportunities arise.

The Council notes that options considered for reintroducing passenger trains on the Edinburgh South Suburban Railway are insufficiently strong to warrant requesting further Scottish Government consideration in the current economic climate.



Section 7: Tram

Relevant objectives	
Implement the Tram as an integral part of the public transport system	Make well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity
Mitigate the local and global environmental and transport impacts of long distance travel	

The main areas for action
Ensuring Tram integrates fully in city's public transport network

Edinburgh's Tram scheme is now based on a route between the Airport and York Place. It is predicted to carry 5.1 million passengers in year 1 (starting 2014), rising to 7.5 million in year 5. One of the Council's pledges (2012-2017) is to 'complete the Tram project in accordance with current plans'.

The route includes many interchange points with bus and rail. Tram stops at Edinburgh Gateway, Edinburgh Park, Haymarket, Princes St and St Andrew Square will be particularly important. The integration plan for bus and Tram seeks to achieve optimal alignment of service patterns at interchanges, making interchanging as simple and easy as possible. The facilities needed for interchange will be defined and installed during this Plan.

Lothian Buses will operate the Trams, and is responsible for integrating bus and Tram. As far as the passenger is concerned, Trams will have the same ticketing and information arrangements as buses. The short term priority is to implement what is needed to ensure seamless interchange between bus and Tram.



Section 8: Information

Relevant objectives

To maximise the provision of information to potential travellers

The main areas for action

Updating the Bus Information Strategy

The Transport (Scotland) Act 2001 requires the Council to produce a strategy for providing information at bus stops. The Edinburgh Bus Information Strategy (2007) sets out minimum standards for bus stop information, on buses, in print and on web-sites. The actual information is provided largely by the operators, and at bus stops is generally good.

The Strategy also sets out aspirations for information in the future. The current minimum standards include, for all operators:

- websites with current timetables and fare information, concessions and maps
- comprehensive timetable leaflets showing start dates, route maps, Traveline Scotland information, wheelchair accessible routes, public holiday services
- a commitment to subscribe to and promote Traveline Scotland
- service changes advertised on buses 21 days in advance

Future goals set out in the Bus Information Strategy are now included in this Action Plan:

- accessible information for those with disabilities
- comprehensive information at the bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries,

- hospitals, the airport, major out-of-town shopping centres, park and rides, universities and colleges
- an all-operator map of the city on the Council web-site
- all bus company web-site links to Traveline Scotland
- different bus companies to integrate information to reduce clutter and help comprehension
- illuminated information displays
- more interchange points
- 'next stop' electronic signs on buses
- internal route diagrams on buses showing interchanges
- continued roll-out of Bustracker signs at stops and other key locations
- audible RTI at bus stops



Currently over 360 stops have Bustracker real time information displays. Displays were initially concentrated along main arterial bus routes, subsequently at key bus stops on less well used and less frequent bus routes.

In recent years new installations have depended on developer funding, with a new emphasis on providing Bustracker information via the internet and to mobile phones. The information is available on most of Lothian Buses routes. The system architecture is available for other operators to use.

The most significant change has been the introduction of Bustracker information on the web, by text, and by apps. Information on service disruption is posted on the Edinburgh Travel Disruptions Twitter feed.

The variety and capability of communications technologies grows at a remarkable pace. A substantial commitment is therefore required to monitoring, and exploiting, new media channels to provide passenger information.



Section 9: Targets and Monitoring

Transport 2030 Vision Outcomes impacting on public transport (includes data from 2011 annual report)

Indicator	Baseline	Previous annual report	Most recent	Trend
Greenhouse gas emissions for road transport in Edinburgh	CO ₂ : 786 thousand tonnes per year Decrease year on year	CO ₂ : 743 thousand tonnes per year 2008	CO ₂ : 723 thousand tonnes per year 2009	✓
Local nitrogen dioxide concentrations	27 micrograms per cubic metre Decrease year on year	24 micrograms per cubic metre 2009	31 micrograms per cubic metre 2010	—
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment	City Centre: 322,822 South Gyle Business Park: 145,653 Victoria Quay, Leith: 184,693 Ferry Road / Crewe Toll: 210,466 Increase year on year	City Centre: 330,186 South Gyle Business Park: 156,182 Victoria Quay, Leith: 210,686 Ferry Road / Crewe Toll: 222,675	City Centre: 341,083 South Gyle Business Park: 162,032 Victoria Quay, Leith: 221,295 Ferry Road / Crewe Toll: 233,419	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays	Western General Hospital: 225,122 Royal Infirmary: 97,086 Increase year on year	WGH: 2006 212,810 2008 218,460 RIE: 2006 130,172 2008 130,772	WGH: 2010 228,199 RIE: 2010 134,144	✓

Indicator	Baseline	Previous annual report	Most recent	Trend
Satisfaction with access by public transport	Households walking time < 6 mins to bus stop and frequency. 2005 -2006 5+ buses/hr 46% 3-4 buses/hr 29% 1-2 buses/hr 6% Increase bus frequency	Households walking time < 6 mins to bus stop and frequency. 2007 – 2008 5+ buses/hr 50% 3-4 buses/hr 28% 1-2 buses/hr 6%	Households walking time < 6 mins to bus stop and frequency. 2009 – 2010 5+ buses/hr 55% 3-4 buses/hr 24% 1-2 buses/hr 6%	✓
Views on convenience of public transport	91% very or fairly convenient Maintain or improve year on year	Not available	93% very or fairly convenient.	✓
Feeling safe when travelling by bus in the evenings	70% very/fairly safe, 18% do not know. Increase year on year	71.8% very/fairly. 14% don't know	73.9% feel safe and secure	✓
Feeling safe when travelling by train in the evenings	42% very/fairly safe 48% don't know Increase year on year	49% very/fairly. 37% don't know	80.8% strongly agree or tend to agree (NB in 2009-10 only those who used a train in past month were asked, & question changed (previously specific to crime)	✓
Integrated ticket sales	2007-8 Oneticket sales (bus with bus); 22,929 Increase	2008-9; 24,298 2009-10; 24,575	2010–11: 27,211	✓
Accessible public transport infrastructure	100% Lothian Buses/70% First buses low floor 58% of bus stops with 24hr Clearway markings Increase year on year	100% Lothian Buses/71% First buses low floor 60% of bus stops with 24hr Clearway markings	100% Lothian Buses/71.4% First Bus low floor 63% of bus stops with 24hr Clearway markings	✓

Indicator	Baseline	Previous annual report	Most recent	Trend
Accessibility for those with no car access	<p>39% very/fairly difficult (access to GP)</p> <p>65% very/fairly difficult (Visiting friends and relatives)</p> <p>67% very/fairly difficult (access to supermarket shopping)</p> <p>Decrease year on year</p>	<p>40% very/fairly difficult (access to GP)</p> <p>62% very/fairly difficult (Visiting friends and relatives)</p> <p>64% very/fairly difficult (access to supermarket shopping)</p>	<p>44% very/fairly difficult (access to GP)</p> <p>73% very/fairly difficult (Visiting friends and relatives)</p> <p>68% very/fairly difficult (access to supermarket shopping)</p>	<p>✗ SHS reduced sample size 2007, new weighting 2008. Figures here re-weighted. Results subject to sampling variability. Care needed re year-year changes</p>
Demand not met for door to door transport	<p>Handicabs Dial a Bus refusals: 1.6%</p> <p>Handicabs Dial a Ride refusals: 19.3%</p> <p>Decrease year on year</p>	<p>Handicabs Dial a Bus refusals: 1%</p> <p>Handicabs Dial a Ride refusals: 16.1%</p>	<p>Handicabs Dial a Bus refusals: 0.26%</p> <p>Handicabs Dial a Ride refusals: 15.4%</p>	<p>✓</p>
Journey time variability by general traffic (public transport to follow in future years)	<p>General traffic - greatest average travel time variability 12 minutes AM, 13 minutes PM</p> <p>Decrease variability for public transport Stabilise or reduce variability for cars</p>	<p>Not available</p>	<p>Proportion of journeys by general traffic on main roads within 3 minutes of average journey time: 88%</p> <p>Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time: 95%</p>	

Indicator			Baseline		Previous annual report				Most recent		Trend		Indicator
Peak person trips to the City Centre			Increase walk, cycle, public transport; reduce private cars										
2007	Bicycles	Cars & taxis	Pedestrians	Bus pax	Bi	C/T	Ped	BP	Bi	C/T	Ped	BP	
A90	30	1,279	58	1,725	35	1241	71	1760	39	1448	68	1597	
A8	61	1,366	236	3,032	88	574	233	3210	70	1486	236	3446	
A70	61	639	917	2,428	36	321	1270	2538	54	675	1159	2686	
A702	30	665	131	1,540	32	563	315	2026	81	978	320	2122	
A7	27	1,016	397	4,164	56	553	500	5100	78	1139	524	5246	
B1350	44	1,073	215	4,391	46	490	407	4379	50	1279	321	4154	
A900	36	1,318	725	3,939	42	956	936	4392	60	135	540	2947	
Total	289	7,356	2,679	21,219	335	4698	3732	23402	432	8140	3168	22198	
Satisfaction with bus services			Increase year on year		satisfied with: Driver behaviour, attitude 97% Driving style, journey smoothness 94% Frequency 84% Punctuality 79% Reliability 92% 81% rate LBs overall service excellent/very good				satisfied with: Driver behaviour, attitude 85% Driving style, journey smoothness 97% Frequency 86% Punctuality 86% Reliability 94% 85% rate LBs overall service excellent/very good				

Other targets

The targets are a 17% increase in trips on Lothian Buses and Tram between 2010 and 2015, 33% increase between 2010 and 2020; i.e. on bus and Tram in 2015, 128 million trips, in 2020 145 million trips. NB for consistency, these figures exclude the additional routes adopted by Lothian Buses in 2012 to replace those previously operated by First Bus in East and Midlothian.

By rail, Haymarket growing from 4.1m users in 2010, to 5.5m in 2015, 6.5m in 2020; Waverley from 20m in 2010 to 26m in 2015, 30m in 2020

The targets below are for Edinburgh residents only; the aim is to increase public transport's share of all their trips by 2015 by 1.3%, and by 2020 by 2.3% compared to the (SHS) average of 2007-8 and 2009-10 (19.1%)

	Trend data						PATAP and ATAP targets for 2015 (and 2020)	
Modal split; All journeys by CEC residents		1999	2000	2004	2007-8	2009-10		
	Walk	24%	24%	23%	34.3%	35%	Walk	34.5% (35%)
	Cycle	2%	1%	2%	1.6%	2%	Cycle	5% (10%)
	PT	16%	17%	19%	20.3%	18%	PT	20.5% (21.5%)
	Car	57%	56%	54%	42.9%	43%	Car	38% (31.5%)
	Other	1%	2%	2%	1.1%	1%	Other	2% (2%)
	SHS changed methodology in 2007-8, significantly increasing walking mode share at expense of others						PATAP and ATAP targets based on current methodology	
Modal split; School travel		2001	2003-4			2009-10	Increase	
	Walk	52%	56%			62%		
	Cycle	<1%	1%			1%		
	PT	17%	17%			16%		
	Car	31%	26%			20%		

	Trend data					PATAP and ATAP targets for 2015 (and 2020)
Modal split; Travel to work		2001	2004		2009-10	
	Walk	15%	22%		19%	
	Cycle	4%	4%		7%	
	PT	25%	27%		30%	
	Car	54%	46%		42%	

Appendix: PATAP Actions

S = short term, 2013-15. M = medium term, 2015-18. L = long term, 2018-20

Column 3 shows completion dates assuming current funding levels.
Column 4 shows timescales with additional funding

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
	Joint Actions/variations on ATAP and Road Safety Plan				
J10v	Increase enforcement of Planning Conditions with regard to Public Transport	nil	S-M	Planning	
J13v	By enforcing compliance with Streetworks Acts, ensure that utilities reinstate lines, symbols and coloured surfacing where they are removed as part of street works	S	S	Street Inspectors	Utilities
J16v	Continue developing School Travel Plans, including encouraging Public Transport use	Ongoing	Ongoing	Tran (Road Safety)	Education
J23v	Promote public transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer	nil	M	Trans	Workplaces/ hospitals etc
W5	Based on the audits of routes to Saughton and Broomhouse Tram stops, carry out improvements to the pedestrian routes to these stops in time for the opening of the Tram	S	S	Trans	
W6	Audit other Tram stops and improve pedestrian routes to/from these	M	S	Trans	SfC
W7v	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points	nil	S-M	Trans	TS, Network Rail, Scotrail
W7v2	Review and upgrade bus stops at Haymarket Station	S-M	S-M	Tran (PT& Accessibility)	
W8	Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly underused routes	nil	S-M	Trans	Planning, TS, Network Rail
W8v	Review and upgrade bus stops at Waverley	S-M	S-M	Tran (PT& Accessibility)	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
W9	By April 2012 produce a priority list of bus stops for improved access (i.e. routes to and from the stops) and implement a programme of improvements, with an initial target of 20 bus stops per year from 2012-2013 onwards	S-L	S-L	Tran (PT& Accessibility)	
E1	Complete a wayfinding audit (Tram, bus, walk, cycle) on access routes to/from Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations, and implement recommended actions	M-L	S-M	Tran (Strat Planning)	Tran (PT& Accessibility)
E2	Identify interventions needed at Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations to accommodate predicted long term growth	S	S	Trans	TS, Network Rail, Scotrail
E3	Ensure the Planning process permits developments at locations and in a sequence that supports development of commercial bus services; by Development Control involvement in bus liaison meetings	S-L	S-L	Planning	
C6	Improve cycle links to Tram stops/transport interchanges, starting with routes to Balgreen and Saughton Tram halts	S-M	S-M	Trans	
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs	Ongoing	Ongoing	Trans, ScotRail	TS, Network Rail
C60v	Introduce 'Station Travel Plans'/'Safe Routes to Stations'	M	M	Network Rail	TS
C61	Consider a pilot bus bike carriage scheme for an appropriate urban - rural route	S	S	Tran (Strat Planning)	Operators
S1	Investigate the cause of incidents involving elderly people using buses in Edinburgh	Ongoing	Ongoing	Tran (Road Safety)	Children & Families, Police, ACFAA Advisory Grp, Equals Network, LB, Firstbus
S2	Consider developing with partners a Safer Travel Partnership to improve the personal security of bus users, pedestrians and cyclists	M	S	Tran	Police, Operators, etc

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
T3	Provide education to identified target user groups regarding future integration with the completed Tram project and required safety practices to be adopted	S	S	Road Safety	Tram, Children & Families, Fire Brigade etc
	Bus Operations				
B1	Work with bus operators on Tram and bus integration arrangements in terms of fares, ticketing and service patterns	S-M	S-M	Tram Team, Lothian Buses	LB, Firstbus
B2	Identify opportunities for operators to improve frequencies evening and Sunday bus services	L	S-M	Tran (PT& Accessibility)	LB, Firstbus
B3	Assess implications of Competition Commission report and report further actions required by end 2012	S	S	Tran (PT& Accessibility)	
B4	Establish operator/local government dialogue on services	S	S	Tran (PT& Accessibility)	Bus operators
B5	Examine opportunities for financial resources to 'kick start' new bus services to new developments that that may have demand close to commercial levels	L	S-M	Tran (PT& Accessibility)	
B6	Ensure events planning preserves PT routes as long as possible; through liaison with Events Unit	S	S	Tran (PT& Accessibility)	Corporate Services
B7	Improve roadworks co-ordination; more consideration to impact on PT in city-wide traffic management	M	M	SfC	Utilities
B8	Encourage more Lothian Buses onstreet ticket sellers/giving information			Lothian Buses	
B9	Subject to LTS approval, ringfence a proportion of new parking charge revenue for supported services	S	S	Tran	
B10	Develop options for reducing costs and increasing revenue at the Bus Station	S	S	Tran (PT& Accessibility)	
B11	Review methodology for prioritising supported services, and identify improvements in procurement processes	S-M	S-M	Tran (PT& Accessibility)	
B12	Identify weaknesses in reliability/access to jobs/access to hospitals/ frequency	S	M-L	Tran	Bus operators

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
B13	Review winter gritting routes to ensure reflect updated bus routes	Ongoing	Ongoing	SfC	
B14	Encourage operators to develop the range of, and the access to, multi-modal, multi-operator, multi-journey tickets	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B15	Work with operators to expand ticket products to suit City visitors	Ongoing	Ongoing	Tran (PT& Accessibility)	Bus operators
B16	Provide information to the Traveline Scotland service	Ongoing	Ongoing	Tran (PT& Accessibility)	
B17	Major events; action to promote public transport information	nil	Ongoing	Tran (PT& Accessibility)	Events
B18	Review and implement Bus Information Strategy <ul style="list-style-type: none"> • accessible information for those with disabilities • comprehensive information at bus, Waverley and Haymarket stations, tourist information centres, Council offices, libraries, hospitals, airport, main out-of-town shopping centres, park & rides, universities, colleges • an all-operator map of the city on the Council web-site • all bus company web-site links to Traveline Scotland • different bus companies to integrate information to reduce clutter and help comprehension • illuminated information displays • 'next stop' electronic signs on buses • internal route diagrams on buses showing interchanges 	S	S	Tran (PT& Accessibility)	
	Bus Infrastructure				
H1	Review all existing bus gates to ensure they are converted to bus lanes where required, using powers of traffic regulation variation so that they can be used by taxis	M	S	Tran Projects Dev	Tran Traffic Reg. & Enforcement
H2	Review Interchange principles; to enhance services to meet passenger needs better, enhance bus operations efficiency and be practical in traffic engineering terms	nil	S	Tran (PT& Accessibility)	
H3	Identify key Interchange sites and actions (at key Tram stops, Bus Station, Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway). Implement improvements, subject to funding.	S-M	S-M	Tran (PT& Accessibility)	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H4	Parking controls on major corridors	L	S	Tran	
H5	Review and improve effectiveness of existing priority measures outwith priorityconnect Corridor: 1) general approach, 2) corridor by corridor	nil	M-L	Tran Projects Dev	
H6	Work with operators to identify where bus lanes most often transgressed; introduce remedial programme; determine extended programme	L	S	Tran Projects Dev	LB
H7	Speed up selected bus corridors by traffic signal phasing	S	M	Tran	
H8	Work with operators to take up improvements in Smart ticket recognition technology	Ongoing	Ongoing	Tran (PT & Accessibility), Lothian Buses	
H9	Ensure all bus boxes correct length (covered by audit)	M	S	Tran (PT& Accessibility)	
H10	Identify funding for orbital bus services on the city bypass	nil	M	Tran	SESTRAN
H11	Preserve and enhance good bus access across the city centre	Ongoing	Ongoing	Tran	Bus operators
H12	Install signs at Waverley Station to buses and vice versa	S-M	S-M	Network Rail, Tran (PT & Accessibility)	
H13	Install 15 Talking Bustracker signs; review, consider more	S	S	Tran (PT& Accessibility)	
H14	Consider adding street names to stops and shelters	nil	S-L	Tran (PT& Accessibility)	
H15	Provide/improve bike parking at bus and Tram stops where high demand	S-M	S-M	Tran	
H16	Sunday Parking; yellow line restrictions on main public transport corridors; charges in core retail areas, and residents' permits in zones to be decided, subject to LTS	S	S	Tran (Strat Planning)	
H17	Work with Transport Scotland to ensure delivery of the Forth Replacement Crossing Public Transport Strategy	S-M	S-M	Transport Scotland	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H18	Monitor usage and review the potential for further bus-based park and ride sites, and for expanding those sites already delivered	Ongoing	Ongoing	Tran Projects Development	
H19	Continue to implement further sites for Bustracker at key stops, and seek developer contributions	Ongoing	Ongoing	Tran (PT& Accessibility)	
H20	Develop and implement programme for further bus priority measures	L	M	Tran Projects Dev	
H21	Develop decriminalised bus lane camera enforcement	S	Ongoing	Tran Projects Dev	
H22	Develop a scoring matrix that can be applied to all bus stops to determine their accessibility and DDA compliance. Develop and implement further bus stop upgrading programme.	Ongoing	Ongoing	Tran (PT& Accessibility)	
H23	Complete input of bus stop data into 'Freeway' database. Log shelter type, pole, flag, Bustracker, box marking, signing, footway condition, location etc	S	S	LB	
H24	Review bus terminus arrangements	nil	M	Tran (PT& Accessibility)	
H25	Review coach set down and uplift points	nil	M	Tran (PT& Accessibility)	
H26	Produce new specification for bus stop carriageway surfacing	M	S	Tran Projects Dev	
H27	Create specification for new bus shelters by end of 2012 to allow procurement to progress (2013) and complete tender documents for new bus shelter and advertising contract (2014)	S	S	Tran (PT& Accessibility)	
H28	Review bus lane policies (not including operating hours)	S	S	Tran (PT& Accessibility)	
H29	Develop and implement priorityconnect Corridor	L	M	Tran (PT& Accessibility)	LB, Firstbus
H30	Ringfence revenue from bus lane cameras for bus infrastructure maintenance	S	S	Tran Projects Dev	
H31	Renew agreement with Lothian Buses for updating bus stop flags	S	S	Tran (PT& Accessibility)	LB

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
H32	Extending Hermiston Park and Ride site by 600 spaces	S	M	Tran Projects Dev	
	Rail				
R1	Input to next Scotrail franchise (commencing 2014)	S-M	S-M	Tran (PT& Accessibility)	TS
R2	Implement actions W7v, W7v2, W8, W8v, E1, E2, C60v, H12 in order to address passenger growth at stations	M-L	S-L	Tran (PT& Accessibility)	
R3	Lobby government for significant improvement to long-distance rail travel times	S-L	S-L	Tran (PT& Accessibility)	
R4	Monitor opportunities for reintroducing passenger services on the ESSR	Ongoing	Ongoing	Tran (PT& Accessibility)	
R5	Promote and support introduction of High Speed Rail, including aim to reduce Edinburgh-London times to 2½-3 hours	Ongoing	Ongoing	Tran (PT& Accessibility)	TS, SESTRAN, Glasgow CC
R6	Work in partnership with the rail industry, SESTRAN, other Councils, Transport Scotland and others as appropriate to improve services and promote new rail schemes	Ongoing	Ongoing	Tran (PT& Accessibility)	Rail industry, SESTRAN, TS, other Councils
R7	Continue to respond to consultations by other agencies which impact on the future of rail services in and around Edinburgh	Ongoing	Ongoing	Tran (PT& Accessibility)	
	Taxi and PHC				
L1	Determine a suitable ratio of rank spaces: taxi licences	M	S	Tran (PT& Accessibility)	Licensing
L2	Revise the number and location of taxi ranks across the city. Use the Neighbourhood Partnership system to identify any high amenity areas that would benefit from a taxi rank	By end 2013	By end 2013	Tran (PT& Accessibility)	Licensing, taxi operators, Dev Control
L3	Encourage development of a smartphone app showing nearest taxi rank on a map of Edinburgh, and taxis available	nil	By end of 2014	Tran (PT& Accessibility)	Software developers

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
L4	Develop further actions within a new 'Taxi/PHC Action Plan' within context of PATAP	S	S	Licensing	Tran (PT& Accessibility)
	Community and Accessible Transport				
A1	Enforcement of blue badge fraud	Ongoing	Ongoing	Tran (Traffic & Eng)	
A2	Enforcement of bus stop parking regulations	Ongoing	Ongoing	Tran (Traffic & Eng)	
A3	Aim to process all Blue Badge applications within 28 working days	Ongoing	Ongoing	Tran (Traffic & Eng)	
A4	Install dropped kerbs near bus stops within programme of improvements see W9 above (initial target 20 bus stops/yr from 2012-2013 onwards)	Ongoing	Ongoing	Tran (PT& Accessibility)	
A5	Develop and consult on proposals to improve value for money among funded services	S	S	Tran (PT& Accessibility)	
A6	Aim to process all Taxicard applications within 28 working days	Ongoing	Ongoing	Tran (Traffic & Eng)	
	Tram				
T1	Implement Phase 1a of Edinburgh Tram	S-M	S-M	CEC	LB
T2	Identify opportunities to enhance interchange between rail and Tram	M-L	S-M	Tran (PT& Accessibility)	LB, Tram Team
T4	Identify and address parking issues around Tram stops	S-M	S-M	Tran	Tram Team
	Other				
G1	Continue Green Fleet Policy and use alternative fuels as a first option when service delivery requirements, cost and fuel supply issues are acceptable	Ongoing	Ongoing	Corporate Transport Unit	
G2	By 2020, 50% of all licensed taxis and private hire cars to be low emission, the balance to be Euro 6 standard	L	L	From LTS Issues Paper	

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
G3	By 2020, all buses serving Edinburgh to be at least Euro 5 emissions standard	L	L	From LTS Issues Paper	
G4	All supported services to comply with at least Euro 5 standard	L	S	Tran (PT& Accessibility)	
	Monitoring and review				
M1	Review and assess PATAP actions	M	M	Tran (PT& Accessibility)	
M2	Set up Review Group	S	S	Tran (PT& Accessibility)	
M3	Monitor PATAP outcomes through indicators listed in Section 10	Biannual	Biannual	Tran (PT& Accessibility)	
M4	To improve future planning, carry out research to gather a better picture of how Edinburgh's public transport networks are actually used; fill gaps in data on local public transport use	S	S	Tran (PT& Accessibility)	Operators

Further Information

Equalities, Diversity and Human Rights

See supplementary documents.

Strategic Environmental Assessment (SEA)

See supplementary documents.

Operational Plans

SOA
Let's Make Scotland More Active
Local Plans
City Regeneration Strategy
2030 Transport Vision
LTS 2007-12
Walking Strategy
Road Safety Plan

Parking Strategy Review
Local Community Plans
Edinburgh Joint Health Improvement Plan
Active Travel Action Plan

Contact

We would be pleased to receive your comments and feedback on this plan. Please send them to:

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APPENDIX 2: New coloured surfacing protocol for bus and cycle lanes and Advanced Stop Lines

Background

The first bus lanes to have green coloured surfacing in Edinburgh were Greenways in 1998. The first cycle Advanced Stop Line (ASL) was introduced in Edinburgh in 1996 with red surfacing. Red surfacing was selectively used in cycle lanes.

Coloured surfacing is more visible and promotes compliance and safety. Until recently, green and red surfacing was applied to the road surface using a thermoplastic screeded material. Mainly due to pressures on the road maintenance budget it has been concluded that a more sustainable and cost effective method for colouring bus, cycle lanes and ASLs is needed.

After investigating various methods, including analysis of whole life costs, it was concluded that red coloured chips embedded in Hot Rolled Asphalt (HRA) surface course (see picture below) is a more cost effective, practical and sustainable option for colouring bus lanes, cycle lanes and ASLs than the current method.



Glasgow Road - red chips embedded in HRA surface course

Advantages and disadvantages

The main advantage of coloured thermoplastic in bus and cycle lanes and ASLs is that it has greater visual contrast than red chipped HRA. Installation is cheaper only where the HRA surface course is not being replaced.

The main advantages of red chipped HRA are:

- it has much a longer lifespan (around twice or more)
- indicative whole life costs are less
- mitigation of planning and streetscape issues regarding bright coloured surfacing in sensitive areas
- elimination of unsightly surface flaking in bus and cycle lanes and ASLs
- elimination of frequent black irregular patches in bus lanes due to utilities work
- weather when laying is less problematic (it can affect lifespan of thermoplastic screed)
- one colour for cycle lanes, bus lanes and ASLs
- utilities can reinstate excavations in a single operation (patching thermoplastic screed involves an additional process, a factor in the current high frequency of black patches in bus and cycle lanes).

Bus lane, cycle lane and ASL coloured strategy protocol

In future it is expected that red chipped HRA will be used in new bus lane and cycle schemes. Over a number of years, bus and cycle lanes and ASLs throughout the city will be renewed with HRA with red chips until eventually the complete networks are thus coloured.

Utility companies will be instructed, where red chips are used in bus, cycle lanes and ASLs, that they are expected to replace the red chips (specification to be supplied by the Council) when reinstating the carriageway. This will eventually eliminate contrasting 'black' patches.