Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Public and Accessible Transport Action Plan; Report on Consultation

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; report on consultation

Summary

The draft Public and Accessible Transport Action Plan (PATAP) was approved on 15 January 2013. A consultation period ran 21 January to 22 March. The report describes the outcomes of the consultation and presents a finalised PATAP for approval.

Recommendations

It is recommended that the Committee approves the final PATAP.

Measures of success

The PATAP includes detailed targets and monitoring processes.

Financial impact

No direct costs arise from adoption of the Plan. Individual actions within the Plan may incur additional costs, but these will be reported to Committee case by case over the remaining lifespan of the Plan (until 2020).

Equalities impact

The main impacts on equality are: removing or minimising disadvantage, and encouraging participation in public life.

The main impacts on rights are: enhanced access to education, and enhanced right to good standard of living; access to facilities to relax and play; facilitated right to association.

There are no ERIA recommendations.

Sustainability impact

The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below.

- This report's proposals will reduce carbon emissions because they are concerned with improving public transport, thus encouraging travel by carbon-efficient modes.

- The need to build resilience to climate change impacts is not relevant to this report's proposals because no practical, relevant resilience-building measures were identified.

- This report's proposals will help achieve a sustainable Edinburgh because improved public transport potentially meets the needs of existing and future communities; is generally healthier than car-based lifestyles; it eliminates 'transport disadvantage'; it enables a more efficient local transport network, benefiting local businesses and residents; and reduces energy, water, waste, and materials use.

Consultation and engagement

The main report sets out outcomes from the consultation programme.

Background reading/external references

Appendix 1 – Public and Accessible Transport Action Plan

Local and strategic development plans

Climate Change Framework

Transport 2030 Vision

Report

Public and Accessible Transport Action Plan; report on consultation

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 The draft PATAP was approved by this Committee on 15 January 2013. Consultation on the draft was undertaken between 21 January and 22 March 2013.

1.3 It was emailed to around 60 stakeholders, who were invited to comment; and any other individual or group expressing an interest. It was also discussed in scheduled meetings with external agencies such as bus operators.

2. Main report

2.1 There were 13 responses to the consultation. These are summarised in Appendix 1, with an indication of how issues raised are being addressed, if appropriate.

2.2 The proposed final PATAP is included in Appendix 2. The numbering system applied to the list of Actions will subsequently change slightly, to be consistent with the list of Actions in the Active Travel Action Plan – Two Year Review, which is the subject of a separate report to this Committee.

2.3 The responses were quite diverse. Insofar as it is possible to generalise, the draft was mostly welcomed with the exception of some cycling interests who felt that it did not refer sufficiently to cycling. There were very few comments on the 100 actions themselves.

2.4 The text has been changed where appropriate to reflect the responses; the most substantial change being an additional chapter on integration. Very few changes were made to the actions. Three new actions have been added: concerning pedestrian/cycle routes to smaller stations, the impact of Borders Rail on bus services, and working with adjoining Councils on Park and Ride. Changes from the Consultative Draft are temporarily highlighted in yellow.

2.5 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.

2.6 In the report to Committee on the draft PATAP on 15 January 2013, it was reported that options for future provision of Community and Accessible Transport were being developed and discussed with service providers and users; and that, as the Action Plan developed, account would be taken of the needs of Health and Social Care services and their users.

2.7 In light of the preliminary discussions with service providers and users, however, it became clear that a wider review was appropriate. It is anticipated that this will be concluded by April 2014.

2.8 A separate report on this review will be presented to a future meeting of the Transport and Environment Committee.

3. Recommendations

3.1 It is recommended that the Committee:

3.1.1 approves the final Public and Accessible Transport Action Plan; and

3.1.2 notes that the review of future Community and Accessible Transport provision now comprises a separate workstream which will be completed by April 2014 and reported to a future meeting of the Committee.

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: Consultation responses
	Appendix 2: Public and Accessible Transport Action Plan

APPENDIX 1

Name	Date received	Organisation	Comments	Response to comments
Tony Kenmuir	20/1/13	Central Taxis	Section 5 lists 'issues'; no conclusions, policies, plans; seem redundant. Hope final draft has substance.	See Action L4; develop these in a Taxi/PHC plan
			PHC trade wants bus lane etc access; taxi rights and privileges without vehicle/qualifications/tariff.	No change planned
			Rank space for >4% of taxis. Some (e.g. W Charlotte Sq) where no demand. Do you intend to adjust this? Consider extra, night ranks for crowds. Many hotel entrances have double yellow line. Vans/cars park in ranks. Many have only single yellows. Traffic Wardens claim no jurisdiction.	Draft states Council's estimate is 1 space per 4.85 taxis, not 4%. Action L2 includes reviewing rank numbers and locations
			Encouraging use of 'green' vehicles; means what?	Vehicles with low environmental impact (see G2)
			Bus station bars taxis even with infirm passengers; nearest stance closed for years, tram work. Waverley has taxi levy. Regularly many passengers queue while non-permitted taxis drive away. Edinburgh Airport rides rough-shod over Taxi and PHC. Drew issues to Council's attention, no response.	There is a taxi rank north side St Andrew Sq. Non-permit taxis may pick up inside Waverley if no others there Outstanding Licence Applications being dealt with; inappropriate to comment meantime
			Technological advances and opportunities; integrating taxi/PHC licensing policy with Council transport strategies; means what?	Establishing systems to ensure licensing and transport policies are consistent and co-ordinated
			Reviewing taxi limitation policy is destabilising; question hangs over individual investments. Wherever taxi numbers de-restricted, policy reversed within 10 yrs, including Edinburgh. Disaster for consumer, standard, vehicle and driver quality, congestion, environment; encourages underworld involvement, exploitation of immigrant workers. Consult us and James Cooper, Napier University first.	Rigorously reviewing current policies is necessary in order to assess whether they are still appropriate. Recent review involved consultation
			Options to improve licensing service; almost £300 for MOT; one Council-owned provider. Newly qualified drivers wait months for licence applications signature	Can be addressed by L4 (Taxi/PHC plan)

			Options for improving passenger service; means what?	To be addressed by L4 (Taxi/PHC plan)
			Action Plan should suggest actions, policies in place, conclusions after consultation. Listing issues raises open questions; unhelpful. Delighted discuss these points further if it turns issues into actions.	L4 (Taxi/PHC plan) sets out how this will be progressed
David Griffiths	31/1/13	ECAS	Disappointed objectives p5 don't include CAT, though SOA refers to accessible transport.	Will amend
			p13 surprising no mention of ECTOG, PEP, SEAG, DOVE, LCTS. Support proposal develop and consult on way ahead for CAT.	They are in table
			Welcome PHC inclusion; some disabled people prefer. Support bus lane access.	Kerb access is important; unaffected by bus lane
			p18 recommend reference to use of Nat Conc card on trams	Will amend
			p22 is there data on minority groups feeling safe on bus?	Not aware of any
			Don't monitor unmet demand for CAT by measuring one provider's refusals	Data from annual report; TEC-approved formula
			CAT review should research unmet and future demand.	Will do
			Use of only Lothian Buses data; parts of W Edinburgh have only FB service	Only LB data readily available
			Action A5 should consider more than value for money	Assessing service provided relative to resources used is essential given resource constraints
John Yellowlees	4/2/13	Scotrail	Borders railway 2015; very different to Airdrie-Bathgate project. Completely new mode for Borders; Airdrie-Bathgate improved existing mode. Within Edinburgh, no chance of more than 2tph. Outwith Edinburgh, much of corridor well served by bus; rail likely to abstract existing public transport users, attract car users, generate new journeys. PATAP doesn't consider how manage impact on bus.	Core business case estimates significant proportion passengers switch bus to rail. In 2015 about 760K single rail trips shift; some bus services remain. Operators cut costs mainly by reducing services. Core case assumes bus services cut to cover 90% of revenue losses
			EGIP now won't affect Edinburgh Park. South Gyle, Edinburgh Gateway & Park on periphery of one catchment area. Edinburgh Gateway will abstract from existing stations. Until timetable finalised PATAP can't state most journeys new to rail.	New EGIP means abstraction possible only from South Gyle. Planning application TA indicates Edinburgh Gateway peak trips >double S Gyle now; so most trips new to rail
			Use data to quantify where station carpark demand is/will be suppressed. Spell out Council sustainable station access aspirations	Action being considered in light of Transport Scotland's Park and Ride research (March 2013)
Rhona Neill	13/2/13	People First Scotland	p7 3.7% = those rating experience of public transport poor. People with Learning Difficulties often report poor experience; mostly some drivers'	Noted

		77-79 Easter Rd	attitude/services perturbed. Some take a year to learn a bus route, change can reduce independence. Members experience Hate crime on public transport. Don't always feel safe. Develop a system for booking taxis with enough detail to avoid taxi refusal/people being unable to board the taxi. Wish to know plans for accessible information, to be involved	Information on changes can be forwarded if wish Could include in L3 (technology development) Noted
Judy Cantley	2/3/13		A lot of good and helpful ideas but little reference to integrating cycling-public/accessible transport. Should stress e.g. secure bike parking at Park and Ride and stations, with safe access routes to them; bike parking close to main bus and bus/tram interchanges	See, for example, Actions W7v, W8, E1, E2, C6, C59, C60v, C61
Peter Hawkins	14/3/13	CTC Lothians	Disappointing in sparsity of references to cycling, and potential for integrating it and public transport. Could mention bikes on trams trials promised trials. Action E1; At Edinburgh Gateway a huge opportunity to integrate Edinburgh Gateway with a main east-west cycle route is being lost; partly Network Rail failure, but CEC should do more. Edinburgh Park station access is not integrated with local cycle routes. Haymarket: A major transport interchange like this should have a bike hub, as mentioned in C59. Streets to/from station must give more priority to cyclists and pedestrians. C6 Hope this will upgrade the main path through Saughton Park. C59, C60v, C61, H15 are welcome. Hope the increased cycle budget will enable the medium-term items to become short-term.	Integration section added, so other references unnecessary. See W7v, W8, E1, E2, C6, C59, C60v, C61 etc Is illustrative rather than comprehensive Are addressed in W7v, E1, E2, C59 etc but constraints of land ownership Is scheduled for March/April 2013. Noted. Only H15 depends on Council funding; can be short term
Sandy Scotland	15/3/13	Spokes Planning Group	Document is a curious mixture. Little to disagree with in first section and list of actions. But sections on specific modes makes no reference to integration (major part of LTS consultation) Needs a whole section on integration bus train tram walking cycling and reference in individual sections.	 Will add Integration section; so other references unnecessary
Douglas Muir	18/3/13	Midlothian Council	Looks good; a couple of observations Bus operations; refer to Orbital Bus proposals? Bus Infrastructure; pleased by reference to Lothianburn P&R; Midlothian may also expand Sheriffhall P&R during the PATAP life. Difficult to mention all P&R sites outwith Edinburgh perhaps refer to "working with	 Will refer to issue, see also H10 (identify funding) Will amend Agreed

			adjoining Councils to expand P&R facilities located outside Edinburgh" Rail; date for Borders Rail should be 2015 Mention e.g. potential loss of Edinburgh Crossrail and encouraging NR to improve the network e.g. Portobello Junction upgrade and new stations/services	Will amend Included in R6. Prefer to avoid listing all specific constraints
John Moore	21/3/13	LCTS	Transport supports networking/activities which help make communities resilient and sustainable. An objective would be useful (page 5) on accessibility, especially linked to CAT section.	Will amend
			Assume final content of CAT section will be influenced by the review of CAT; with opportunity to influence that through co-production process.	Yes ('outcomes' rather than 'content')
			'relevant objectives' should include group travel needs. If section describes HcL services, should include other ECTOG members' services. Clearer if ECTOG were referenced in relation to 'SLA contracts'. Should be possible to give 2013/14 data.	Objectives addressed above Is illustrative rather than comprehensive Do not see how this would help Will update all data where possible
			Mismatch between this section's content and PATAP Actions e.g. blue badges and dropped kerbs; needs better linkage.	Draft chapter doesn't include all associated CEC activities; illustrative rather than comprehensive
			Action 'to improve value for money among funded services', whereas Section 4 refers to implementing value for money improvements; the former suggests the Council already decided a need to improve value for money; presumably evidence could only emerge from a review.	References amended to match. Assessing value for money is always essential, especially when resources constrained
			Need harmonise training taxi and PHC drivers, especially disability awareness.	Noted. Consider in L4 Taxi/PHC plan
			If can't use public transport, 'accessibility of hospitals' indicator not much use; amend to include community transport?	Data source does not provide this
			HcL refusal rate not the sole/indicator of unmet need for door-to-door service; unmet demand best measured by surveys over time.	One of a range of indicators. Do not agree regular surveys necessarily best
Bill Campbell	22/3/13	Lothian Buses	Broadly agree with draft; many important well considered points. Section 1: Strongly welcome recognition of importance of reliable bus	Noted Noted

				journey times; one of main operators' challenges; variability a key deterrent to bus use. A presumption in favour of measures to eradicate variability is paramount. Needs to be a matter of policy; releasing operator resources for service improvements. Different bus priority measures can achieve significant benefits.	
				Section 2 Bus operations. Endorse all relevant objectives and action areas. City Centre economy depends on people travelling, but no single focal point; passengers need a choice of stops. If buses aren't convenient, they go elsewhere. So principle of discouraging general through traffic can't extend to cross-city buses; most passengers travel to/from a part of the city centre.	Noted
				Scope for major new bus lanes may be limited, but important where possible; agree alternative ways of providing bus priority needed.	Noted
				Strongly endorse aim to reduce NOx. Any Low Emission Zone shouldn't just share AQMA boundaries; consider how traffic might consequently alter and encompass alternative routes. Lothian Buses runs 15 diesel-electric hybrids on a Princes St route, will soon introduce 10 hybrids on another (route 1) and, later, 20 on route 30. New vehicles cut diesel engine when stationary and move off under electric power. LB ambition to run electric for c. mile (e.g. Princes St). Can't renew fleet overnight, but LB would like to target routes through AQMAs; grant aid's been key. Medium term depends on commercial justification and grants. Technological development may allow a City Centre LEZ, perhaps an Electric Vehicle Zone.	Noted
				Section 3 Bus Infrastructure. Support all objectives and action areas. Lothian Buses very keen to work with CEC on bus priority corridor with objective of designing high quality, high profile project aimed at attracting car users.	Noted
				Despite previous CEC initiative, key interchange infrastructure generally poor notably at West End (e.g. to change bus from Morningside to one	Noted

				travelling to Haymarket/Corstorphine involves long walk and wait at exposed stop). Needs firm policy statement supporting infrastructure improvement at key interchanges; may entail rethinking some current principles e.g. bus stops near junctions resisted in Edinburgh.	Will consider inserting in LTS
				Strongly support bus lane cameras and bus priorities on traffic signals	Noted
				Section 4 Community and Accessible Transport. With CEC, LB is delivering public transport classes to all school pupils with moderate learning difficulties in special educational needs schools and autistic-base schools in Edinburgh.	Noted
				Section 6 Rail. SHS opinion data 'the only below average score was…transfer' (others above average) disappointing, perhaps not surprising. LB welcomes recognition that bus-train integration at Waverley, in particular, is poor; even given topography, far below common practice abroad. Absolute minimum: unequivocal commitment to safeguard existing physical integration between station and bus stops, particularly Princes St closest to Waverley Steps. Especially important given expected increase in passengers accessing station by bus (page 10). Signage to bus stops close to station badly needed.	Noted
				Section 7 Tram. Encourage CEC to examine additional P & R at tramstops, notably Edinburgh Park station/Hermiston Gate.	Previous review indicated not favourable.
				Section 8 Information. Growing use of apps on mobile devices, but continuing benefit from installing Bustracker signs at well-used stops. LB support integrating Bustracker displays into bus shelters; less clutter. New contract for bus shelters should require this. Welcome Sestran contribution to Bustracker outwith Edinburgh. But must have a protocol to ensure expansion doesn't degrade existing information, e.g. reduced space for existing information.	Noted
				Operators bidding for CEC supported services should offer Bustracker-equipped buses. Bid evaluation should weight their favour.	Noted

			Appendix Actions. Endorse proposed actions, particularly: B6 and B7 (should be considered together) Need recognised process to co-ordinate events/roadworks, with decision-making authority. City Wide Traffic Management Board has become less effective because less commitment to processes supporting it; need a renewed commitment.	Noted
			H11 see above re cross-city. H16 parking practice hasn't changed in line with Sunday traffic. Strongly support extending parking restrictions on city centre bus routes Sunday and evenings; commercial case for higher frequency would significantly improve. Could use some funding from charges for service enhancement, but better use that funding to rigidly enforce parking restrictions on bus routes every day.	Noted
			H24 review bus terminii; would appreciate clarification.	Ensure fit for purpose, meet modern standards, well located etc
			H26 seems current specification for road surface construction at stops not robust enough.	Noted
			LB looks forward to working closely with CEC in finalising PATAP and subsequent implementation	Noted
Janice Fenny	22/3/13	Sustrans	Welcome opportunity to comment. People should have travel options for everyday journeys; including walking, cycling, public transport. Should feel safe and confident using them; specifically, can depend on excellent, reliable public transport.	Noted
			High public transport use in Edinburgh compared to much of UK; CEC to be praised, but must not be complacent; continually strive to improve. Consultation demonstrates CEC willing consider suggestions.	Agree; see Foreword and Introduction
			Some reservations that 'Modelling predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having previously travelled by car'; tram route already well served by buses, so difficult to see why. Further explanation useful.	Data from revised Tram Business Plan; various reasons, e.g. tram is higher quality; does not fully duplicate bus route
			Pleased that 'public transport mode share should not grow by shifting pedestrians and cyclists onto buses and trains; it must gain market share from car travel'. Very important; where possible, should have walk/cycle	Noted

				option as first travel preference given benefits of active travel.	
				Interesting that Edinburgh buses' only below average score was transfer to other modes (SHS). Fully integrated transport is vital to encourage modal shift from car. Transport planners must consider entire journey; most journeys begin/end on foot. This must be safe and pleasant.	Noted. Chapter on integration added
				Objective to mitigate the local and global environmental and transport impacts of long distance travel should be expanded to include short distance travel; 68.5% of workforce lives in the city	PATAP implicitly mitigates impacts of short distance travel. Specific reference to long distance travel because it's often overlooked
				Welcome commitment to reducing buses' direct emissions, encouraged by proposals encourage further improvements, consider Low Emission Zones etc.	Noted
				Bus Infrastructure section should include objective to investigate and, where appropriate, establish more bus routes outwith city centre but linking outlying destinations; conduct study to investigate.	Have enhanced Action B5 to include new services 'outwith city centre linking outlying destinations'
				Reducing number of buses on Princes Street would reduce congestion and air pollution whilst reducing journey times for passengers who don't to go there.	Noted. Separate Princes St initiative ongoing
				Question how taxis and PHCs mitigate local/global impacts of long distance travel; remove objective as they don't have any more environmental benefits than private car.	Enhance choice, car-free lifestyle. PATAP notes whether they create extra mileage is contentious; on balance preferable to kiss and fly/kiss and ride
				Concerned by issue 'PHC trade members have long sought access to bus lanes and other priorities'; this should not proceed; to achieve a reliable, efficient bus network dedicated bus lanes must have no other traffic.	Is listed as issue; no presumption of change. This and other support for status quo noted
				Encouraging use of 'green' vehicles (p15) should be strengthened; should require of all taxis/PHCs, especially given access to city centre.	Will consider via L4 Taxi/PHC Plan
				Making Park and Ride available at the edge/outside the city commendable, but appears apply only to new facilities; fails address	Noted, though parking charged only at Newcraighall.

			existing facilities e.g. parking P&R must be free. Safe cycle routes to stations and secure cycle storage is vital.	Noted; see various actions, especially C6, C59
			Laudable aspiration for journey time under three hours Edinburgh-London, but won't be realised, especially as High Speed 2 (HS2) predicts journey time of 218 minutes. So CEC must continue to lobby hard for HS2 to Scotland.	Correct re current 'committed' HS2. However, CEC has and will continue actively to seek extended HS Line
			Encouraging that highlight the importance of integration tram-bus-rail; essential for success of tram. Would like to see sufficient cycle storage at tram stops a priority action.	Amended C6 to address
			Draft says trams will have the same ticketing and information arrangements as buses; does it mean tram tickets will cost the same as buses?	Yes
			Generally Edinburgh bus service information very good. Bustracker signs excellent, recommend including as many stops as possible. Agree with proposal for an all-operator map on CEC website.	Noted
Colin Howden	25/3/13	Transform Scotland	Very much support most measures in Plan. Comments concern omissions or points needing more emphasis.	Noted
			Introduction (and document generally) insufficient on active travel, public realm, 'quality of life' aspects of transport policy. Whilst this addressed in ATAP and City Centre strategy, PATAP should mention more. Many issues arise from poor engineering, road space prioritised for vehicles. Bring in Netherlands road engineers on consultancy to train staff? Need greater traffic enforcement at key City Centre junctions; key element is vehicles failing obey signals and/or Highway Code; blocking junctions. Volume bus/taxi movements in City Centre conflicts with other sustainable modes. Review bus routes to improve interchange at City Centre edge whilst reducing movements across Centre. Walking hindered by e.g.: non-enforcement (Highway Code Rule 170 vehicles give way to pedestrians when turning at a junction); poor footway maintenance; footway clutter; insufficient protection when sharing space with cyclists.	PATAP is an Action Plan; not a policy document, design guidance, and does not duplicate ATAP. The issues reflect a wider environment rather than a lack of design knowledge Amended H6 to reflect Noted. See, however, comments by Lothian Buses above Will be considered by ATAP review

				Little recent expansion of bus lanes; why no aspiration for more bus priorities. Re Taxis; suggest 'Driver behaviour' be added to 'Issues'. Don't agree services on the ESSR are financially unviable; should be examined as part of aspirations to expand network. If trams used ESSR it would allow access to south Edinburgh including RIE. Confident tram will be popular and lead to demand for extension to Leith/Newhaven. CEC should plan for completion, and opportunities for joint running via ESSR.	Bus priorities focus is on SVD at junctions etc Will consider in L4 Taxi/PHC plan Studies have repeatedly failed to produce viable case. CEC will continue to monitor any new circumstances warranting reconsideration Noted
Paul White	28/3/13	CPT		Section 1: Edinburgh has one of UK's best bus networks. Much of CEC 2030 Vision already delivered. CEC can do much to ensure bus network 'is reliable, convenient and economical across the city at all times'.	Noted
				TAS Report 'The Economics of Bus Operation in Scotland' says best policy objective is minimise 'generalised cost' of using public transport i.e. total cost (time and money) door to door: reduce waiting times; reduce bus environmental impact (minimise delays); contribute to minimising operation costs (increasing bus market appeal; improving commercial viability; improving productivity)	Noted
				Many actions need input from national/government e.g. improving reliability and punctuality; better bus stop infrastructure (well-lit and with real time information); integrate into planning decisions. Partnership between Council and bus operators paramount to minimising generalised cost.	Noted
				Draft notes that Edinburgh residents consider their buses more on time, frequent, well timed, clean, etc. So CEC may want to consider its 'enabling' role; existing regulatory regime working well.	
				Section 2: clarify meaning of objective 'ensure the bus network is economical at all times'. Laudable if it means minimising operating costs, but not if suggesting Council role in setting fares. Best method for CEC to intervene in fares is addressing cost pressures e.g. congestion.	Primarily means economical for user. Doesn't imply direct Council intervention in fares; CEC cannot do so anyway

				PTEG report 'The Case for the Urban Bus': 'exceptional value for money in terms of the return on public investment and support.' Councils' support for non-commercial bus services can generate wider benefits of over £3 for £1 spent.	Noted
				CEC's aim of reducing emissions is ambitious; one full bus can replace 70 cars. As well as LEZs, perhaps consider Statutory Quality Partnership including Euro Engine standards.	Noted
				Section 3: Council pledges to 'encourage the improvement of routes and times' but Section 2 rules out extending bus lanes. Bus priorities are invaluable tool.	Section 2 says expansion equivalent to previous years not planned. Does not rule out extension. Bus priority work now focussed on signals
				Proposed priorityconnect Corridor should be identified in liaison with operators.	Will be
				Section 8: Endorse objective of maximising provision of information. Welcome CEC support of Traveline Scotland, it should continue as the single source of all-operator multi-modal public transport information. Encourage CEC to promote all information channels at bus stops/station, and literature.	Objective slightly changed to providing high-quality, not just maximising, information.
				Draft refers to a 'substantial commitment required for monitoring, and exploiting, new media channels to provide passenger information.' Would be easier if partnership working with Traveline Scotland on new technology.	Noted
				J10v: Increase enforcement of planning conditions with regard to public transport. CPT recently had cause to write to CEC stressing importance of considering public transport at outset of any decision. J16v: Continue developing School Travel Plans, including encouraging public transport use. Councils often compelled to accept lowest tender for supported school services. Should not be awarded solely on price if wish a positive first experience of public transport. J23v: Promote public transport in workplaces/travel plans/etc via Travel	Noted

			Planning Officer. Traveline's working with NHS Glasgow on travel plans to accompany hospital appointment letters. CEC should liaise with Traveline re best practice.	
			B1: Work with bus operators on Tram and bus integration etc. Edinburgh's One-Ticket is a pilot for national integrated ticketing. We assume ticketing integration will be carried out through existing scheme.	
			B5: Examine opportunities for finance to 'kick start' new services to new developments etc. Scottish Government says Bus Route Development Grant still exists; in reality, lack of ring-fencing means it rarely goes to transport. CEC will be able bid for the Bus Investment Fund (national £3m to encourage public sector to invest in schemes to boost use).	
			H25: Review coach set down and uplift points; disappointingly the only reference to coach industry. CPT would like extension of coach parking. Drivers should be able drop passengers then park nearby. CPT could arrange meeting with operators to share experiences. CPT awards UK 'Coach Friendly' status; tourism in Edinburgh could increase if awarded.	
			After publication of PATAP document, CPT read of CEC's thoughts on Princes St/George St; surprised to hear in national press, not raised at Edinburgh Bus Service Development Group and SESTRAN Bus Forum. This was not addressed in draft. Press reports scheme may be approved within a week. CPT not aware of consultation with bus sector despite enormous impact on existing services.	Any such report would be inaccurate. Council decided on 19 March to consult on plans.
			Investment on many elements listed above may be heavily compromised if cross-city services are funnelled into fewer accessible streets. CPT hopes CEC is indeed committed to improving public transport as PATAP consultative draft states, and this commitment is reflected in any city centre changes.	Noted
Lisa Black		SESTRAN	Very much reflects SEStran Regional Transport Strategy. Generally clear and concise view of issues and proposals. Could be improved by greater appreciation of what's happening outside Edinburgh and potential impacts.	
			Public transport integration is key issue, SESTRAN recently took responsibility for Oneticket; could be basis of fully integrated ticket.	Integration section added
			Letting Bus Contracts should require RTI equipment on buses on	Noted

				supported services	
				SEStran Equalities forum considered access to Waverley and Haymarket; helpful to consider their outcomes when working with rail industry. Supporting bus services can be costly but RTS emphasises importance.	Noted See B9
				Sunday City centre parking tends to associate with leisure activity; impact of charging on city centre economy must be considered. May need consider Sunday restriction where inconsiderate parking causes problems.	Noted
				Restricting high polluting vehicles seems reasonable. Implementation may be more problematic than outlined. Investing in travel planning can have significant returns.	Noted Noted
				Page 8 reference should be made to regional bodies e.g. SEStran.	Amended to include
				Should recognise potential for new bus routes to address new travel patterns	Draft refers to changing travel patterns
				Should mention Bustracker on services from outside Edinburgh and potential for P&R sites associated with the orbital bus project.	Amended to include See H18, H33
				Concerns about Scottish Ambulance Service announcement that it will concentrate on emergency call outs. No indication how CEC will address consequences.	Through CAT review
				Should mention EGIP and lack of clarity re electrification to/from Dunblane, and the Dalmeny chord.	Is a changing programme, so problematic to describe
				Mention SEStran project introducing Bustracker outside Edinburgh to link with current provision in the city.	Amended to include
				W7v and W8 should include accessibility facilities B1, B14 should include SEStran/Oneticket H17 add SEStran	Access is inherent to all schemes Not necessary Amended to include

Public and Accessible Transport Action Plan
2013 - 2020

·EDINBVRGH·
YOUR COUNCIL – YOUR CITY

Contents

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

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2030 Vision
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Local Transport Strategy
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Local Transport Strategy branches to:
- Road Safety Plan
- Public and Accessible Transport Action Plan
- Active Travel Action Plan
- RMARP*
- Other Plans
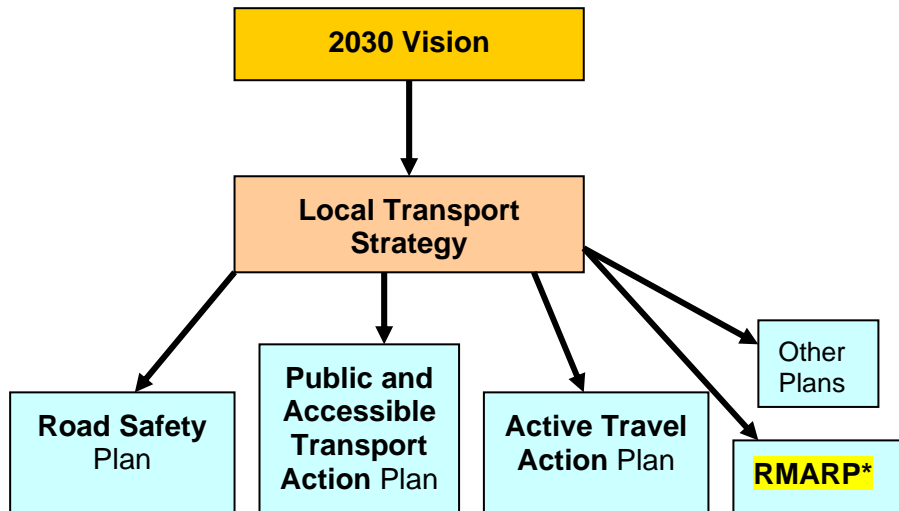
* Road Maintenance and Renewals Action Plan

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 will continue 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
- have well designed Park and Ride available at the edge of, or outside the city

- ensure taxis and PHCs are convenient and accessible, particularly where other public transport is inconvenient
- providing high-quality information
- high-quality, cost effective Community and Accessible Transport
- 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
- integrate public transport modes, and other modes (walking, cycling and car) with public transport

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

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 city[1]; around 6% each in Midlothian, in West Lothian and in East Lothian, and 4.7% in Fife. It has hardly changed since 2001[2], when 64,500 (24%) of the city's workforce commuted by bus, 11,200 (4%) by train.

Edinburgh residents; public transport share of trips
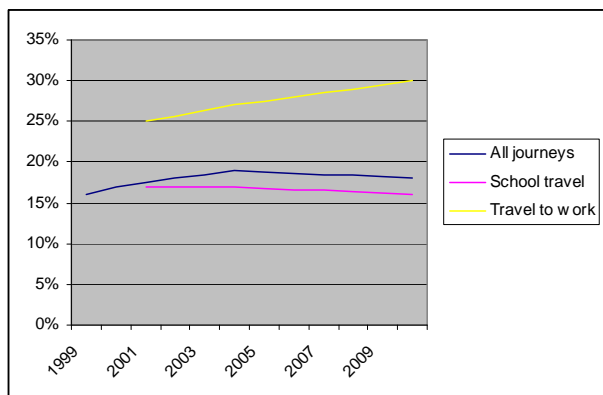
Future trends

The introduction of Trams in 2014 will be a major milestone during the Public and Accessible Transport Action Plan period. For forecasting and target setting, PATAP combines Tram and bus patronage figures. Modelling[3] predicts that in year 1, 27% of Tram passengers will be new to public transport, mainly having used the car previously, with a smaller number of new 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] (25 - 31% 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

[1] Annual Population Survey 2008 (Scottish Government)
[2] 2001 Census
[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

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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.

Bus Patronage v. Total Length of Bus Lanes
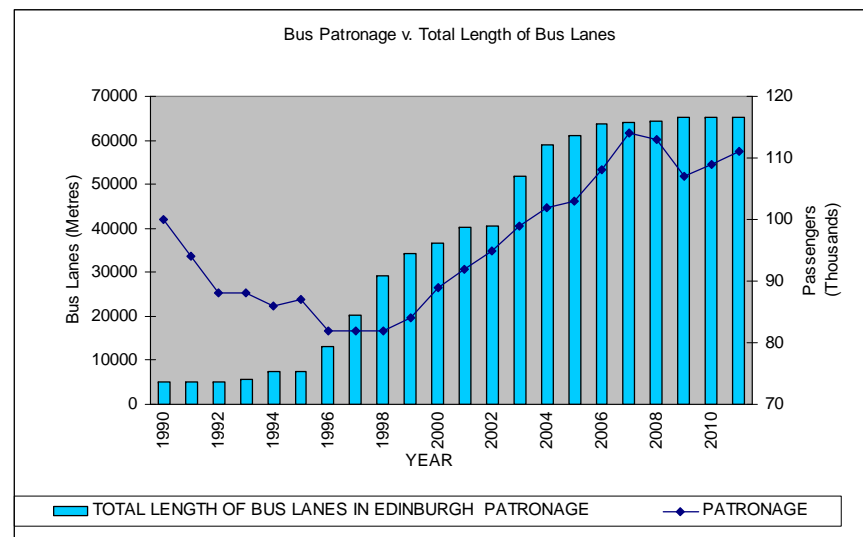
The Council has no statutory role in rail services, but it actively promotes improvements. Since the Scottish Government introduced the Single Outcome Agreement approach to Council funding, the Council has been unable to fund projects on the scale of the Edinburgh Crossrail project (2001)[5]. Therefore the Council will continue to focus on promotion, or other 'soft' interventions.

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

Many other organisations share the Council's role in public transport. They include bus and rail operators; local, <mark>regional</mark> 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	<mark>Have</mark> 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	<mark>Integrate public transport, and other modes with public transport</mark>

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 shown in Section 1, since 1998, bus patronage in Edinburgh has grown <mark>every year except 2008 and 2009</mark>. 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 £1.2 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
- Meeting gaps in provision, such as travel around (not just through) the city

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 Air Quality Management Area. Lothian Buses has fitted all vehicles with idling cut-off devices. It also fitted exhaust technology to upgrade 44 buses to better than Euro 5 emissions standard (September 2011). With Scottish Government support, it has or is acquiring a total of 45 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	Have 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
Integrate public transport, and other modes with public transport	

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 2,500 bus stops in the city, of which about 1,450 have shelters. 950 shelters are Council owned, the others belonging Clear Channel Ltd (under an advertising contract), and about 10 privately owned. Currently 400 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	561
Wallyford	300

Future Park and Ride plans include extending Hermiston by 600 spaces, progressing a new site at Lothianburn and possibly extending Sheriffhall (both by Midlothian Council) and potentially developing a new site at Gilmerton (where land 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
High-quality, cost effective CAT	Integrate public transport, and other modes with public transport

The main areas for action
Developing and consulting on value for money improvements in Council and funded services

Community and Accessible Transport (CAT) 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 2013-14	
HcL Dial a Ride	£341,435
HcL Dial a Bus	£106,555
Group travel (LCTS, SEAG, PEP, Dove Transport)	£309,038
Lothian Shopmobility	£78,207
Taxicard spend 2011/12 (not an SLA),£562,052	

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 2013-14, the Council will review these and Council-operated services, 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	Integrate public transport, and other modes with public transport

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. Whether the number of taxi ranks, is sufficient, and whether they are well-located
3. Encouraging the use of 'green' vehicles
4. Taxi and PHC access to transport hubs e.g. stations, the Airport
5. Technological advances (particularly communications), and the opportunities they offer
6. Integrating taxi/PHC licensing policy with the Council's transport strategies
7. Reviewing the policy regarding limiting taxi numbers
8. Various options for improving the licensing service
9. Options for improving taxi/PHC services for passengers

Section 6: Rail

Relevant objectives	
Consolidate recent, and secure further improvements to passenger railways	Have 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
Integrate public transport, and other modes with public transport	

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 more than 22 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 3.1m[6]. Most trips to Edinburgh stations are from Glasgow, Fife, West Lothian, then within Edinburgh.

A year after reopening the Airdrie-Bathgate route (December 2010), with Bathgate-Edinburgh frequencies doubled, travel had 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 (2015); its impact on bus services needs to be considered.
Sentence on EGIP omitted
The impact of the planned Edinburgh Gateway station will be 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. Significant development is also expected near Edinburgh Park and Edinburgh Gateway.
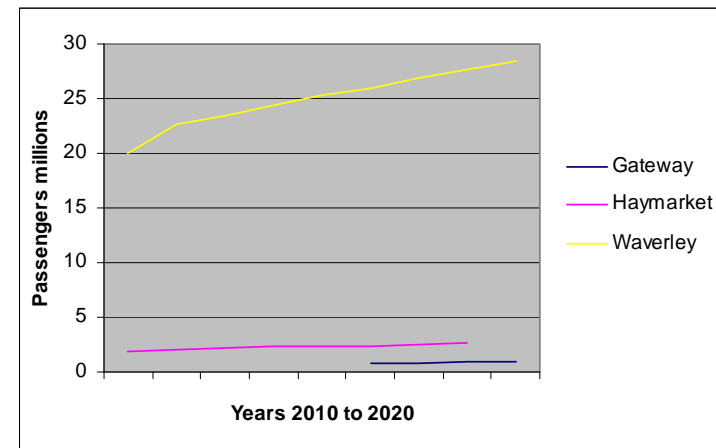
Haymarket estimated from ORR factored by NR/Transport Scotland projection

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[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 have been 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 published research on Park and Ride in March 2013. It will be essential for future planning, and is being considered at the time of writing.

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	Have 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	Integrate public transport, and other modes with public transport

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; and the National Concessionary card can be used on Trams. The short term priority is to implement what is needed to ensure seamless interchange between bus and Tram.

Section 8: Information

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 <mark>400</mark> 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. <mark>Extending the system to services outwith Edinburgh is being progressed by SEStran, the regional transport partnership.</mark>

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: Integration

Relevant objectives
Integrate public transport, and other modes with public transport

The main areas for action	
Physical integration	Reviewing Interchange principles
Integrated ticketing	Audits, reviews and improving access to/from stops/stations
Park and Ride improvement	

SHS opinion data shows that, compared to other Scottish large urban areas, Edinburgh residents gave a public transport a below average score only on easy transfer to other modes of transport.

Although the Council does not have PTE-type powers to facilitate intervention in this area, there are some steps that it can take. There are two types of intervention:
- Ensuring the physical environment facilitates interchange
- Information and ticketing

With regard to interchange between tram, bus, train and train, the Council is currently discussing information and ticketing with the relevant operators in order to facilitate single-ticket travel. However, at least some elements may be better co-ordinated at a national or regional level.

The physical environment relating to interchange between tram, bus, and train is addressed case by case; but in all cases convenient short, step-free walking, (weather-protected where practical) is a fundamental objective.

Walking is integral to bus and tram travel and therefore forms part of these modes; the pedestrian environment forms a significant part of the 'Bus-friendly design guide'.

Walking to, from and between bus stops, railway stations and tram stops is addressed by eight new actions in PATAP, as well as continuing current practice. Interchange between public transport and cycling is addressed by six actions in PATAP; bus-bike interchange is also addressed in the Bus-friendly design guide. The walking and cycling actions are mostly joint actions, and shared with the Active Travel Action Plan.

Interchange between car and public transport is focused on Park and Ride, and described in sections 3 and 6 on bus infrastructure and rail.

Section 10: 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/yr 2008	CO_2: 723 thousand tonnes/yr 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	100% Lothian Buses/71% First	100% Lothian Buses/71.4% First Bus	✓

	buses low floor 58% of bus stops with 24hr Clearway markings Increase year on year	buses low floor 60% of bus stops with 24hr Clearway markings	low floor 63% of bus stops with 24hr Clearway markings	
Accessibility for those with no car access	39% very/fairly difficult (access to GP) 65% very/fairly difficult (Visiting friends and relatives) 67% very/fairly difficult (access to supermarket shopping) Decrease year on year	40% very/fairly difficult (access to GP) 62% very/fairly difficult (Visiting friends and relatives) 64% very/fairly difficult (access to supermarket shopping)	44% very/fairly difficult (access to GP) 73% very/fairly difficult (Visiting friends and relatives) 68% very/fairly difficult (access to supermarket shopping)	✕ SHS reduced sample size 2007, new weighting 2008. Figures here re-weighted. Results subject to sampling variability. Care needed re year-year changes
Demand not met for door to door transport	Handicabs Dial a Bus refusals: 1.6% Handicabs Dial a Ride refusals: 19.3% Decrease year on year	Handicabs Dial a Bus refusals: 1% Handicabs Dial a Ride refusals: 16.1%	Handicabs Dial a Bus refusals: 0.26% Handicabs Dial a Ride refusals: 15.4%	✓
Journey time variability by general traffic (public transport to follow in future years)	General traffic - greatest average travel time variability 12 minutes AM, 13 minutes PM Decrease variability for public transport Stabilise or reduce variability for cars	Not available	Proportion of journeys by general traffic on main roads within 3 minutes of average journey time: 88% Proportion of journeys by general traffic on city centre roads within 3 minutes of average journey time: 95%	

Indicator	Baseline				Previous annual report				Most recent				Trend	Indicator
Peak person trips to 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	1279	58	1725	35	1241	71	1760	39	1448	68	1597		
A8	61	1366	236	3032	88	574	233	3210	70	1486	236	3446		
A70	61	639	917	2428	36	321	1270	2538	54	675	1159	2686		
A702	30	665	131	1540	32	563	315	2026	81	978	320	2122		
A7	27	1016	397	4164	56	553	500	5100	78	1139	524	5246		
B1350	44	1073	215	4391	46	490	407	4379	50	1279	321	4154		
A900	36	1318	725	3939	42	956	936	4392	60	135	540	2947		
Total	289	7356	2679	21219	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		
	Walk	52%	56%		62%	Increase	
	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 walking, cycling and 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 and active transport in workplaces/travel plans/etc e.g. hospitals by establishing Travel Planning Officer	nil	M	Tran (Strat Planning)	Workplaces/ hospitals etc
J34	Review and upgrade pedestrian and cycle routes to smaller stations in Council area	nil	S-M	Neighbourhood partnerships	Network Rail, Scotrail
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	Tran (Strat Planning)	
W6	Audit other Tram stops and improve pedestrian routes to/from these	M	S	Tran (Strat Planning)	SfC
W7v	Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points	nil	S-M	Tran (Strat Planning)	TS, NR, 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	nil	S-M	Tran (Strat Planning)	Planning, TS, NR

	underused routes				
W8v	Review and upgrade bus stops at Waverley	S-M	S-M	Tran (PT& Accessibility)	
W9v	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& Access)
E2	Identify interventions needed at Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations to accommodate predicted long term growth	S	S	Tran (PT& Accessibility)	TS, NR, 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	
C6v	Improve cycle links to Tram stops/transport interchanges, starting with routes to Balgreen and Saughton Tram halts; and ensure sufficient cycle storage at tram stops	S-M	S-M	Tran (Strat Planning)	
C59	Work with rail industry to provide/improve bike parking at stations/bike hubs	Ongoing	Ongoing	Trans, ScotRail	TS, NR
C60v	Introduce 'Station Travel Plans'/'Safe Routes to Stations'	M	M	Network Rail	TS
C61v	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 & Fams,, Police, ACFAA Advisory Grp, Equal 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 (Road Safety)	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	Tran (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	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; and outwith city centre linking outlying destinations	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 budgetary 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 • 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)	
B19		Consider impact of Borders Rail on bus services, prepare mitigating measures	S-M	S-M	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 (Strat Planning)	
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. Include key junctions where traffic frequently blocked	L	S	Tran Projects Dev	LB
H7	Speed up selected bus corridors by traffic signal phasing	S	M	Tran Projects Dev	
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 (PT& Accessibility)	SESTRAN
H11	Preserve and enhance good bus access across the city centre	Ongoing	Ongoing	Tran (PT& Accessibility)	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	Tran (Strat Planning)	
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 Forth Replacement Crossing Public Transport Strategy	S-M	S-M	Transport Scotland	SESTRAN

	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 existing sites (also consider issues re increasing rail-based spaces)	Ongoing	Ongoing	Tran Projects Dev	
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 Equality Act 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 strengthening carriageway at bus stops	M	S	Tran Projects Dev	
H27	Create specification for new bus shelters 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	
H33	Work with adjoining Councils to expand P&R facilities outside Edinburgh	S-L	S-L	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 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, aiming to reduce Edinburgh-London time to 2½-3 hrs	Ongoing	Ongoing	Tran (PT& Accessibility)	TS, SPG
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, operators, Dev Control
L3	Encourage development of a smartphone app showing nearest taxi rank, and taxis available	nil	By end 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& Access)
		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 Council and funded services	S	S	SfC (Corporate Property)	
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	Tram Team	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	Licensing	Tran

	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

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