

Transport and Environment Committee

10.00 am, Tuesday, 28 October 2014

Formation of a Future Transport Working Group to consider transport requirements in and around the Tram Network

Item number	7.11
Report number	
Executive/routine	
Wards	All

Executive summary

The Edinburgh tram project was completed in May 2014 and passenger service commenced on 31 May 2014. The service running from Edinburgh Airport to York Place connects with Railway Stations at Edinburgh Park, Haymarket and Waverley as well as Edinburgh Bus station and integrates with existing bus services.

There is a requirement for a working group to consider the effectiveness of the bus and tram operations and consider how these modes connect and interface with walking and cycling, as well as other road users. Relevant output from the group would be reported to the Transport and Environment Committee as required.

The working group will comprise elected members and Transport officers and it is intended that it will meet every six weeks

Links

Coalition pledges	P18 , P19 , P45 , P46 , P50
Council outcomes	CO7 , CO8 , CO22
Single Outcome Agreement	SO1

Formation of a Future Transport Working Group to consider transport requirements in and around the Tram Network

Recommendations

- 1.1 To approve the formation, remit and membership of a Future Transport Working Group.

Background

- 2.1 The Edinburgh Tram has been in operational service since 31 May 2013. The transport network within the city has coped satisfactorily with the addition of the tram line and patronage on tram has been encouraging to date. Similarly, Transport for Edinburgh reports strong bus patronage, suggesting an increase in use of public transport in the city, which promotes the outcomes set out in the Local Transport Strategy.
- 2.2 There is an ongoing requirement to consider the effectiveness of bus and tram integration, the potential for future development as well as the wider implications for walking, cycling and for other road users. Enhancements to improve the interplay between the various transport modes should also be considered. The relationship of transportation with the public realm is also a key component in the development of the city.

Main Report

- 3.1 Patronage on the newly opened tram network has been encouraging and is in line with the business model for the tram network.
- 3.2 The current tram line provides interchange opportunities at Edinburgh Airport, Edinburgh Park Railway Station, Haymarket Railway Station, Waverley Station and Edinburgh Bus Station. There are also connections with a variety of bus routes and enhanced cycle path facilities adjacent to the tram line. The route accommodates 15 tram stops, each located at key centres of residential or commercial activity.

- 3.3 The effect of other road and pedestrian traffic interfaces with tram operations within the city centre was extensively modelled during the design phase. It was refined through the commissioning phase and subsequently into passenger operations. The focus of this work has been to optimise the transport system such that pedestrians, cyclists, trams, buses and other road traffic and pedestrians can continue to move around the city centre, relatively unaffected by the inclusion of the new tram service.
- 3.4 An early review of traffic in the West End and recommendations for improvements was reported to this Committee in August 2014.
- 3.5 The Council has received a number of proposals for changes or perceived enhancements to the transport system in the light of the introduction of the new tram line from a variety of sources, however these cannot be considered in isolation. It is necessary to take stock, allow a period of bedding in and undertake monitoring using measurable data to enable informed decisions to be made, following the introduction of this additional but complimentary mode of transport, in the city centre.
- 3.6 It is therefore proposed to create a working group, comprising elected members and officers whose remit will be:
- To consider operational arrangements relating to the integration of tram and bus, together with interfaces with Air/Rail/Active travel, and to consider opportunities to enhance integration along the route of the tram.
 - To consider air quality issues, both along the route of the tram and elsewhere in the city centre, where general traffic has been displaced.
 - To consider future investment in public transport both in relation to vehicles and infrastructure, given the integration opportunities presented by Transport for Edinburgh, and consider options for improvements to the road and active travel network in the city centre adjacent to the route of the tram.
- 3.7 Relevant output from the group would be reported to the Transport and Environment Committee as required.
- 3.8 It is proposed that the Group will be chaired by the Transport and Environment Convener, and comprise group spokespersons for Transport and Environment, the Head of Transport and representatives from the Council's Transport Policy, Tram and representatives of the appropriate Neighbourhood Teams. Representatives from other services and organisations such as Transport for Edinburgh will be invited to attend as appropriate. In the initial stages the group will meet every six weeks.

Measures of Success

- 4.1 The continued successful patronage of the tram network and bus services in the city centre, together with reductions in traffic congestion and improvements to the surrounding environment.

Financial impact

- 5.1 There is no financial impact in the formation of the working group itself, however there may be targeted investment recommendations for transport infrastructure, as well as the public realm proposals, arising from the group's work. Any such financial implication would need to be reported to and considered by the Transport and Environment Committee and the appropriate budget allocation identified.

Risk, policy, compliance and governance impact

- 6.1 The Group would have no delegated authority to commit the Council to any specific policies or financial commitment. It would give consideration to the effectiveness of existing arrangements and proposals for enhancements or changes, which would improve transport access and services particularly along the tram line.

Equalities impact

- 7.1 The work of the group would be in alignment with the equalities aspirations and requirements set out in the Local Transport Strategy 2014-2019. There are no equalities or human rights impacts anticipated.

Sustainability impact

- 8.1 The impacts of this proposed working group will need to be considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. This aligns with the requirements of the Local Transport Strategy 2014-2019 (LTS). The work of the group will be required to be cognisant of the requirement to reduce carbon emissions and the need to travel and in doing so, achieve a shift to more sustainable modes of transport that will bring reduced carbon dioxide and nitrogen oxide emissions.

- 8.2 Working in alignment with the LTS will help achieve a sustainable Edinburgh, as the Strategy's actions include improving the extent of the public transport offering in Edinburgh, thus enhancing social inclusion and equality of opportunity. It also aims to improve facilities for cyclists and pedestrians, thus promoting personal wellbeing.

Consultation and engagement

- 9.1 The outcomes of the group's work will form the basis of further reports to the Transport and Environment Committee, which will be consulted on as required.

Background reading/external references

Local Transport Strategy 2014-2019

http://www.edinburgh.gov.uk/info/20221/roads_and_transport/341/transport_policy

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Links

Coalition pledges	<p>P18 – Complete the Tram in accordance with current plans.</p> <p>P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.</p> <p>P45 – Spend five per cent of the transport budget on provision for cyclists.</p> <p>P46 – Consult with a view to extending current 20mph zones.</p> <p>P50 – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.</p>
Council outcomes	<p>CO7 – Edinburgh draws new investment in developing regeneration</p> <p>CO8 – Edinburgh’s economy creates and sustains job opportunities</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
Single Outcome Agreement	<p>SO1 – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all.</p>
Appendices	<p>None</p>