Public and Accessible Transport Action Plan 2013 - 2020

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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.
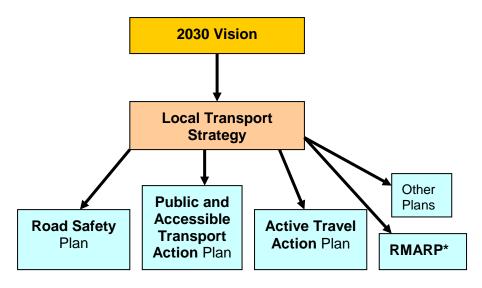

The Edinburgh Partnership 2012-15 Single Outcome Agreement sets strategic priorities and associated local outcomes. It notes: 'Transport underpins many of the city's activities and SOA outcomes…a key element of …Edinburgh's attractiveness as a place to do business…An effective public transport system 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 │
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Other Plans

Public and Accessible Transport Action Plan

Road Safety Plan

Active Travel Action Plan

RMARP*

* 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

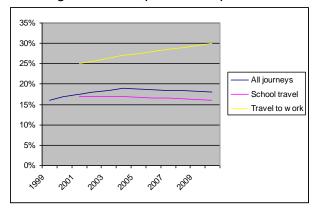The Actions which follow from these objectives are listed in the Appendix.

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

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[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
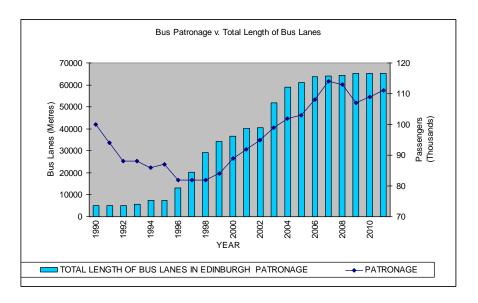- Distances to bus stops (and stops with frequent services) are shorter

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, regional 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	Have 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	Integrate public transport, and other modes with public transport

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 every year except 2008 and 2009. 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

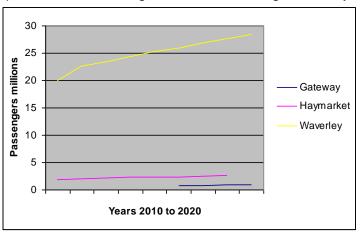| Relevant objectives	
Consolidate recent, and secure further improvements to passenger railways	Have well designed Park and Ride available at the edge of, or outside the city
Support a strong city centre economy	Promote and facilitate local, national and international connectivity
Integrate public transport,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

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

Relevant objectives	
To provide high-quality information to potential travellers	Integrate public transport, and other modes with public transport

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 4000 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. Extending the system to services outwith Edinburgh is being progressed by SEStran, the regional transport partnership.

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 per year 2008	CO_2: 723 thousand tonnes per year 2009	✓
Local nitrogen dioxide concentrations	27 micrograms per cubic metre Decrease year on year	24 micrograms per cubic metre 2009	31 micrograms per cubic metre 2010	–
Working age population, resident in SEStran area, within 30 minutes public transport travel time from centres of employment	City Centre: 322,822 South Gyle Business Park: 145,653 Victoria Quay, Leith: 184,693 Ferry Road / Crewe Toll: 210,466 Increase year on year	City Centre: 330,186 South Gyle Business Park: 156,182 Victoria Quay, Leith: 210,686 Ferry Road / Crewe Toll: 222,675	City Centre: 341,083 South Gyle Business Park: 162,032 Victoria Quay, Leith: 221,295 Ferry Road / Crewe Toll: 233,419	✓
Accessibility of hospitals by public transport (population within 30 mins public transport travel time), 8am-9am weekdays	Western General Hospital: 225,122 Royal Infirmary: 97,086 Increase year on year	WGH: 2006 212,810 2008 218,460 RIE: 2006 130,172 2008 130,772	WGH: 2010 228,199 RIE: 2010 134,144	✓

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

Indicator	Baseline	Previous annual report	Most recent	Trend
Accessibility for those with no car access	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 the City Centre	Increase walk, cycle, public transport; reduce private cars										

2007	Bicycles	Cars & taxis	Pedestrians	Bus pax	Bi	C/T	Ped	BP	Bi	C/T	Ped	BP
A90	30	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

Indicator	Baseline	Previous annual report	Most recent	Trend	Indicator
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%		
	Cycle	<1%	1%			1%	Increase	
	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 underused routes	nil	S-M	Tran (Strat Planning)	Planning, TS, NR

	Action	Time (with current funds)	Time (with additional funds)	Lead	Partners
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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