

Foreword

Transport is an issue that has proved to be of continuing interest to the people of Edinburgh over the past few years. It remains vital that our transport system is accessible to all, supports economic development and continues to reduce the environmental impact of moving people and goods.

The Capital Coalition's pledge to establish a Transport Forum has been done and this body will be involved in consultations on the new Local Transport Strategy.

In moving our transport agenda forward, we have identified a set of transport related Issues for Review that need to be considered in formulating a new Local Transport Strategy for 2014-2019. At its meeting on 15 January 2013, the Council's Transport and Environment Committee authorised a stakeholder and public consultation on those issues. It also extended the current Local Transport Strategy for a further year, to give us time to consult on these important issues.

I hope that as many people and organisations concerned with transport in Edinburgh will be able to take part in this consultation. We look forward to receiving your views and assistance in shaping our new Local Transport Strategy.

Councillor Lesley Hinds

*Convener: Transportation and Environment Committee
The City of Edinburgh Council*

Introduction

Transport in Edinburgh

Transport underpins almost everything we do. Often without thinking about it, we make transport choices whenever we go to work, take our children to school, go shopping, or visit friends and family. It is therefore very important that all of our transport options are accessible, efficient and convenient.

On a strategic level, transport supports the economy, enhances the social and cultural fabric of the city, and can contribute to reducing carbon dioxide and other emissions. At an individual level, the choices we make about how we move around affect our health and general quality of life.

Here in Edinburgh, the Council is working to help create a city where walking and cycling are safe, comfortable and convenient modes of travel, and where emissions are kept to a minimum. We also want to create a city where public transport users can plan a convenient journey, motorists and other road users can share well maintained roads where traffic flows smoothly, and drivers can access parking where they need it.

Our transport activities are currently steered by the Edinburgh Local Transport Strategy (LTS) 2007-2012, which has now been extended to the end of 2013.

Some of the changes that you will have seen in Edinburgh in recent years have resulted from commitments made in the LTS. These include the expansion of Park and Ride sites around the city; the promotion of the City Car Club in Edinburgh; information improvements, on-street and online (eg through the rollout of 'Bustracker' and new variable message signs for motorists); our increased investment in cycling and our implementation of 20mph speed limits. The tram has been a major and controversial element of transport investment over the past few years, but the project is now near completion and we can now look forward to having the tram operating.

Time for a new Local Transport Strategy

Now it's time for a new LTS to build on recent progress and to take into account changes – for example in legislation – over the last five years.

In considering the new LTS and taking into account views on transport expressed in the Local Community Plans, the Council has identified ten issues where there is a significant choice to be made. These are set out later in this report.

We are keen to know what you think on all these issues.

Work in Progress

In 2010 the Council agreed an Active Travel Action Plan, covering walking and cycling, and a Road Safety Plan.

The Active Travel Action Plan sets out short, medium and long term actions to encourage walking and cycling in the city over the period to 2020. It also includes ambitious targets to grow the proportion of trips made by bike to 10% of all journeys in the city and 15% of journeys to work. The Council has set aside 5% of the total transport budget to deliver the cycling actions.

At the core of the Road Safety Plan is the goal that the Council and its partners will work towards Vision Zero; a road network where all users are safe from the risk of being killed or seriously injured. The plan sets out a range of actions covering education, marketing, engineering and enforcement.

We are not currently proposing any change of direction in these two key policy areas, though both plans are reviewed roughly every two years.

The new LTS will cover all aspects of transport in the city. However at present, a number of important issues are being dealt with through separate workstreams with their own consultation processes. So these issues, which are briefly discussed below, are not covered in detail in this report.

The City Centre

The City Centre is perhaps Edinburgh's most valuable asset, and is of course at the hub of the city's transport system. It is essential that whatever we do for the city centre, we get it right.

A cross-disciplinary team has been established to examine options for the City Centre once the Tram has been delivered. These will focus on how to preserve the city centre's unique character as a world heritage site, while making it a more pleasant place to live, work, and move around in. We will consult on a way forward during 2013.

Public Transport

A Public and Accessible Transport Action Plan is being drawn up and will contain a variety of actions to improve public transport service and infrastructure delivery. This is expected to go to the Council's Transport and Environment Committee for approval in the summer of 2013. We are also conducting a rolling review of the bus lane network.

Community and Accessible Transport

A comprehensive review of transport services for people who find it hard to use standard public transport is also underway. It is anticipated recommendations following this review will be considered by the Council later this year.

Maintenance and Renewals

We understand that the condition of roads and pavements is one of the issues that people care most about. Improving the condition of the city's roads and pavements is one of the most important priorities for the Council and we will seek to increase spending on their maintenance and renewal. Preparation of a Maintenance and Renewals Action Plan is a high priority for 2013.

Street Design and Road Network Management

The Council proposes to maintain an approach of balancing the priorities given to different road users and to the various roles of streets, including through its computerised traffic control 'Intelligent Transport Systems'. The overall approach will take account of the importance of individual streets both as places and for movement. Intelligent Transport Systems will be used pro-actively and in support of other policies, for example to give priority to late-running buses at traffic lights and to seek to reduce pedestrian delays, as well as to seek to keep journey times for all traffic reliable.

Forth Replacement Crossing

The Council is working with Transport Scotland to deliver a package of public transport enhancements that will complement the new Forth Crossing.

Comment from QDCC: Supporting detail would be welcome here. Transport Scotland's designs were driven by demand for longer distance travel. We would like to know if provision is being made for enhancements relevant to journeys entirely within Edinburgh or for short journeys to Fife and West Lothian.

There are some other policy areas where we plan to continue with our current approach. These include longer distance connectivity, Park and Ride, Transport and Planning policy integration, and delivery of the Edinburgh Tram.

With regard to Edinburgh's longer distance connectivity, the emphasis on promoting rail travel over road and air remains unchanged. The Council will continue to support High Speed Rail to Edinburgh and Glasgow. The tram will significantly improve access to Edinburgh Airport. Building on this, the Council will continue to support improved local access to the airport with an emphasis on prioritising public transport and managing parking, thereby minimising traffic and congestion impacts.

Park and Ride retains an important role in the strategy to support the city centre economy and reduce traffic. We will monitor Park and Ride use and respond as the use of sites grows. With this in mind we are developing plans to expand the site at Hermiston.

The Planning and Transport services continue to collaborate to ensure that developments have an appropriate mix of uses, and can be easily accessed by active travel and public transport. We now have a 'one door' approach to development in the city.

Good progress is now being made on the delivery of Edinburgh Tram line 1a from the Airport to York Place. Once the tram is open there will be a bedding-in period. During this time, the Council will start exploring options for the future.

1. Integrated Transport

Transport Integration means that whatever types of transport are involved, they all operate as one 'seamless' system, and generally it is about making trips that involve public transport as easy as possible. The Council is striving to achieve this in Edinburgh, though it is constrained by legislation that sometimes makes achieving integration hard.

The delivery of the Edinburgh Tram, as well as major rail investments including upgrades at Waverley and Haymarket stations, the Edinburgh to Glasgow electrification and the Borders Railway, are opportunities to further improve transport integration in the city.

Ticketing

Holders of train tickets can buy a 'Plusbus' ticket that allows unlimited travel on all operators' services in the city and parts of Mid and East Lothian.

Comment from QDCC: Edinburgh Plusbus tickets can only be bought along with train tickets for a station outside the Edinburgh zone. In particular, Dalmeny passengers are not eligible for this scheme and there is no day ticket available for integrated train and bus travel entirely within Edinburgh

'Oneticket' provides integrated bus-bus and train-bus season tickets.

Comment from QDCC: There is an increasing requirement for multi-operator tickets for relatively short journeys across the boundaries with West Lothian and Fife (Zones 2 and 3), where routes are now contracted to different operators depending on the time of day. As Zone 1a passengers we are doubly aggrieved by this scheme. Not only do we pay a supplement for journeys inside our own council boundary, we pay more for short journeys into adjacent council areas. As a minimum, West Lothian Council and Fife Council One-Tickets should be accepted in Zone 1a

It's intended that Tram ticketing will be integrated with Lothian Buses – day and season tickets will be valid on both bus and tram.

Comment from QDCC: The sentence is unclear on whether standard bus day tickets and Ridacards will be valid on both bus and tram or simply that combined tickets will be available to buy for a premium. If integrated ticketing is a commercial initiative by Lothian Buses intended to profit their owners, it should be identified as such and not presented as part of the Council's 5 year strategy. If it is Council-driven, day and season tickets from all of Edinburgh's bus and train operators should be accepted on the tram on the same basis.

Full ticket integration, eg where the Council could require any bus service feeding into the tram to have a simple through ticket even for single journeys, cannot currently be delivered as it would require a change in legislation.

Comments from QDCC: The bottom line is that using the tram will be more expensive for Edinburgh residents in nearby Queensferry than for those more distant, living in other council areas. This throwaway remark is offensive but exactly what we have come to expect.

Solutions might be to bias the 63 contract in favour of Lothian Buses at renewal or instruct them to run a commercial service to Queensferry on the same basis as their voluntary acceptance of bus Ridacards on the tram. However our train users would still lose out in this scenario.

Information

Timetable and fare information is provided at nearly all bus stops in Edinburgh, we would like to know your views on the quality of this information.

Comments from QDCC:

There is no fare information for any Queensferry bus route **at any bus stop in Edinburgh.**

Timetable panels at stops are provided locally by the Council and elsewhere by the operator (mostly First Bus, but a couple of stops have Stagecoach examples). These have become more comprehensive over the past 5 years. Although both types are prone to error and delays in updating, the commitment is encouraging and in the long term may lead to data that passengers can trust.

Bus stop flag numbers indicating service stopping points have been unreliable for a very long time without much sign of improvement. The impact has been particularly severe in the City Centre over the past few years. Savvy passengers are aware that any available information is likely to be untrustworthy and are accustomed to guessing where to wait for buses to Queensferry. Occasional users are often bewildered.

Many busier stops have 'Bustracker' real time information, and 'Bustracker' is available on the internet and as a mobile phone App. Tram services will meet the same high standards and the largely segregated route should mean a very reliable service. SEStran (South East Scotland's Regional Transport Partnership) is working to extend real time information provision in the areas around Edinburgh and to more bus operators.

Comment from QDCC: There are no 'Bustracker' stops in Queensferry and the system is currently useless for our buses. If the SEStran initiative extends provision to our operators, it is welcomed. Real-time passenger information for Dalmeny train services already exists.

Accessibility and Interchange

People make 'door-to-door' journeys. A public transport trip will always involve some walking, and sometimes cycling or car use. Some journeys involve a change of bus or changing from bus to train etc. Integration means making all this fit together as well as possible. To help deliver this:

- A high quality train/tram/bus interchange is being built at Haymarket. The new Edinburgh Gateway station at Gogar, Edinburgh Park station and St Andrew Square bus station will all have easy interchange with the tram.

Comment from QDCC: It should be noted that a new interchange station at Gogar will be on the Fife line, meaning access to Dalmeny Station becomes even more important for Queensferry commuters

- We will work with the rail industry on access to rail stations, including seeking to safeguard taxi access and improving provision for cycle storage. We are developing proposals to improve the streets around Waverley Station, with particular emphasis on pedestrian and cyclist access to the station.

Comment from QDCC: Dalmeny is already Edinburgh's busiest suburban station. We believe appropriate access must also be taken seriously here and merits consideration in the strategy

- Building on the UK-leading Airlink bus service, we will continue to work with Edinburgh Airport to improve access, with an emphasis on tram and bus.

Comment from QDCC: See above comments. However there is also a case for a local bus serving Edinburgh Airport, similar to the 63

- We will explore the potential to provide feeder bus services to the tram, especially from settlements in the west of the Council area.

Comment from QDCC: See above comments. The Fife train, jet 747 and slow 63 bus routes could provide feeder services if properly managed. Due to lack of demand, the buses are currently too infrequent to be useful as shuttles

- We will continue to monitor use of our Park and Ride sites with a view to expanding when necessary; the tram will serve the Ingliston site.

Comment from QDCC: The Park and Ride sites are not very convenient from a Queensferry perspective. Even the Ingliston site involves driving through the congested approach to Newbridge and possibly Kikliston Village.

- We have reviewed selected pedestrian and cycle routes to Tram stops and will be implementing improvements. There will be cycle parking at key tram stops.
- We are reviewing pedestrian access to the city's busiest bus stops with a view to making improvements.

Please let us know what you think about the Council's approach to integrated transport and whether you think any changes are needed.

Comments from QDCC: This section is an affront to beleaguered commuters of Queensferry & District who feel they are being taken for mugs. Several statements suggest a disregard for daily difficulties faced by a disadvantaged minority of Edinburgh residents. Visitors to our potential World Heritage Site are also likely to be disappointed by Edinburgh's primitive approach to integrated transport which ranks embarrassingly low by European standards.

The approach relies on cycling, Lothian Buses operations and large Park & Ride sites which are mostly irrelevant to typical journeys made by our community or tourist guests.

A major flaw is the failure to identify the Fife rail line as providing an off-road route, integrating with the tram.

2. Supported Bus Services

Supported bus services maintain or enhance bus services where commercial provision would be nonexistent or low frequency. They help to maintain and improve the extent and connectivity of the overall public transport network. They can be an invaluable link to the network for non-car owners, people on low incomes, and people in outlying areas, such as rural west Edinburgh.

Support tends to be focussed on:

- 'orbital' services, for example the service 38 that serves the Edinburgh Royal Infirmary;

Comment from QDCC: We accept that service 63 is another example, although note that the 38 subsidy is provided to increase its frequency, which otherwise would still be more frequent than the 63. The orbital 631 along Burnshot Rd via Craigiehall and was withdrawn in 2012 without Council intervention

- services in the early morning (eg to allow shift workers to get to work);

Comment from QDCC: There are no early morning buses serving Queensferry proper. However there is a journey to the Airport from the Forth Road Bridge

- connections to medical facilities;

Comment from QDCC: There are now very few direct hospital journeys from Queensferry, the Council-supported service 7 having been radically cut back in 2012. The situation appeared largely avoidable if adequate liaison had taken place with West Lothian Council or perhaps by simply diverting the 651 for about a mile

- evening and Sunday services on some routes; and

Comment from QDCC: Any remaining evening services in Queensferry run at one per hour, having been cut in 2012 without Council intervention. Regular Sunday routes are restricted to/from the City Centre, and none of the Council-supported routes run on Sundays

- services to smaller settlements eg Ratho and Turnhouse.

Comment from QDCC: Service 23 operates every two hours to some smaller villages outside Queensferry but this is a West Lothian Council tender

The need for bus service support is likely to increase if trading conditions for operators deteriorate in future. This could occur through a reduction in Scottish Government support via the Bus Service Operators Grant, or concessionary travel subsidy, or due to rising fuel prices. Previous reductions in supported services have proved to be very contentious. Reducing supported services can have the effect of making other parts of the network unprofitable, thereby creating a vicious circle of patronage decline.

Comment from QDCC: Unlike the rest of Edinburgh, cuts to our basic and infrequent services have already been made. Although Queensferry has some subsidised routes, services which the Council claims to focus upon are still lacking.

Market research for previous LTS reviews has shown very strong public support for the kind of bus service that tends to be funded by the Council.

Option 1

Increase funding to maintain, and where possible enhance, current service levels on Council supported bus routes, for example by setting aside a proportion of net revenue from parking charges and bus lane camera enforcement; and seek additional funding from other sources.

Comment from QDCC: Our preference is for Option 1. As indicated, our current service levels are not in line with Council objectives. Coupled with the integration problems outlined in section 1 remaining unaddressed (and seemingly unrecognised), we have probably already entered the circle of patronage decline. Increase in funding seems necessary to recover the situation as a minimum.

Option 2

Keep the funding for supported bus services the same as at present in real terms; that is allowing for inflation. This may still lead to reduced services if the need for support increases.

This issue is relevant to Coalition Commitment 3.5 – part of which is to encourage the improvement of routes and times. (See Appendix).

3. Speed Limits – 20mph

Edinburgh has embraced the Vision Zero approach to road safety – the provision of a modern road network where all users are safe from the risk of being killed or seriously injured is the vision at the heart of the Council's Road Safety Plan. More about our road safety interventions can be found in this plan.

Not only do lower speeds reduce the number and severity of road collisions, they bring other benefits. For example, they can help make streets and neighbourhoods more 'liveable', encouraging cycling and walking. There is strong public support for 20mph speed limits in residential areas.

A high proportion of pedestrian and cyclist casualties in the city occur on the busiest streets in inner parts of the city. In many of these streets average speeds are already fairly low, but a 20mph limit has potential to help rebalance these streets in favour of pedestrians and cyclists and to reduce the severity of injuries when people are hit or collisions occur. Option 1 below would see this lower speed limit in the city's shopping streets as well as in residential areas.

Two key issues that need to be considered in relation to 20mph limits are enforcement, for which resources are limited, and the effect on bus services on roads where buses might otherwise be able to exceed this speed.

A pilot scheme has been implemented in South Edinburgh using signs-only for a 20mph limit. Changes in national guidance mean a hybrid approach using a mixture of signs-only on some streets and traffic calming on a targeted basis is now possible. Options 1 and 2 would be likely to adopt this mixed approach on minor streets.

It should be kept in mind that the next generation of motor vehicles is likely to include speed limit adaptive technology, which will enable cars to keep below the speed limit automatically.

Option 1

Extend 20mph speed limits to all residential streets, to shopping areas, including the city centre, and to main roads with high pedestrian activity (eg in tenement areas). This would mostly be achieved using signs, with limited traffic calming (eg road humps) where necessary. Main roads with lower pedestrian activity would keep a higher speed limit (see Issue 4).

This option would build on the South Edinburgh pilot described above. It would involve 20mph speed limits largely without road humps or other "traffic calming" features, though these could be used in residential streets where speeds significantly over 20mph were a persistent issue.

Because it relies mainly on signs, this approach is relatively low cost; around a sixth to a quarter of the cost of Option 3. So coverage of 20mph limits could be extended rapidly. However the approach mainly relies on motorists complying with the new limit, so it is likely to reduce speeds less than Option 3.

Option 2

Extend 20mph speed limits to all residential streets, achieved using signs, with limited traffic calming (eg road humps) where necessary.

This option is similar to Option 1 but would not include shopping streets.

Option 3

Extend 20mph speed limits to priority residential areas only, with speeds controlled wholly by physical traffic calming (eg road humps).

This option retains the established approach to 20mph speed limits which was used before the pilot in South Edinburgh. The higher costs, however, lead to much slower implementation; and in some streets the traffic calming features are not necessary to bring speeds below 20mph. Furthermore, this approach is not suitable for main shopping streets or busy bus routes, as it is problematic for public transport and the emergency services. It does, however, ensure very good levels of compliance.

Comments from QDCC: Our preference is for Option 3. Busier 30mph streets in Queensferry require physical traffic calming for a 20mph limit to be effective. Quieter streets typically carry traffic at speeds below 20 mph because they are fairly short cul-de-sacs. Many drivers think that their cars become damaged by calming measures and we are familiar with the problems they present for public transport. However we think inappropriate calming obstacles can be avoided through careful planning and local consultation.

Coalition Commitment 6.3 commits to consulting with a view to extending the current 20mph traffic zones. (See Appendix).

4. Speed Limits – 30mph and above

Some roads, in the outer suburbs of the city but still with houses or businesses fronting them, retain a 40mph speed limit.

This can speed up car journeys to a limited extent, but a collision at 40mph involving a pedestrian or cyclist is far more likely to result in serious injury or death than at 30mph. A 30mph limit has safety benefits and contributes to more people-centred neighbourhoods.

Option 1

To implement a 30mph limit on all streets with any "urban" frontage (ie houses, shops or businesses), with the exception of 20mph streets and some dual carriageways on the city outskirts.

The intention of this proposal is to make the approach to speed limits within the city clearer and more consistent and to improve safety. Under the proposal a number of roads that currently have a 40mph limit, such as parts of Telford Road, Seafield Road, and Comiston Road would see the limit reduced to 30mph. 40mph dual carriageways like Calder Rd would keep the existing speed limit

Option 2

Continue with the current approach of reviewing speed limits on a street by street basis, considering existing speeds and also accident numbers and severity.

Speed limits are considered for reduction on 40mph or higher speed roads where there is evidence of an increased risk or accidents; and also on streets where current speeds are relatively low. This is in line with established government recommendations.

Comment from QDCC: There are no roads in this category across Queensferry, so we do not have a strong preference

5. School Streets

Encouraging young people to travel to school on foot or by bike has benefits in that it leads to healthier, more active young people, and also reduces pressure on the road network.

There will always be a certain proportion of trips to school by car, and these often cause significant localised congestion and parking problems around school gates at the beginning and end of the school day. In some cities, suitable streets with schools on them are closed for short periods of around 20 to 30 minutes at school start and finish times to create a safer, more pleasant environment for children immediately around the school.

'School street' closures could be challenging to manage or enforce and may cause access problems to the residents living on the streets concerned. There is also a risk of displacement of drop-off activity and associated traffic. With this in mind any such initiatives would be closely monitored to establish problems as well as benefits.

Option 1

Implement 'school streets' part time closure schemes on request from School Councils, if the surrounding road network allows, and monitor for results.

The part time closures of streets near schools will not be appropriate for all schools, but if early projects are successful this approach could be extended more widely on request.

Option 2:

Maintain the status quo – ie leave streets outside schools to operate in their current way.

Review the parking/loading restrictions and signage around primary and secondary schools on request.

Comments from QDCC: Our preference is for Option 2. We know that parking on school streets is a significant problem in Queensferry and are sympathetic to the aims of encouraging pedestrian and cycle travel to school. However we feel none of our school streets can be closed without causing wider and possibly more significant problems elsewhere. Local residents will resent loss of access even for brief periods. Restrictions and signage appropriate to each school's location should be considered rather than imposing a blanket street closure policy

6. City Centre Parking

No significant changes are proposed in this policy area; your comments, however, are sought on the proposed approach.

Managing parking is a vital component of the city's transport strategy. A sufficient supply of parking is required to support the city centre as a place to live, work, socialise etc and is often essential for people with impaired mobility who have use of a car. However, supply needs to be managed, and parking and loading restrictions are needed to keep the transport network flowing smoothly and prevent congestion; so a careful balance needs to be maintained.

Parking policy can also have a significant impact on the look and feel of the city centre. Too many parked cars on street can make the street uninviting for shoppers and pedestrians.

Over the past 15 years one major new car park has opened at Greenside, although this remains lightly used – and the St James Centre redevelopment would increase parking supply by over 1000 spaces. On-street parking supply has remained broadly stable.

Going forward, the Council's proposed approach to city centre parking is:

- To provide effectively for residents parking demand, while balancing this with the need for public parking and with plans to make our streets better and safer to walk, cycle and use public transport.
- To use parking and loading restrictions (eg single and double yellow lines) to enable safe and effective movement by all means of transport.
- To ensure adequate loading opportunities (eg dedicated loading bays) are available to service businesses.
- To provide high quality information, signing and guidance for off-street public parking and to improve information and signage for on street public parking.
- To use pricing (such as decreasing ticket prices in less used streets and/or increasing ticket prices in busier streets) and marketing (such as improved signing) to encourage a more even distribution of parking activity – seeking to reduce over-demand in key streets including George Street.
- To consider less on-street parking as part of projects to enhance the city centre environment and improve conditions for pedestrians, cyclists and public transport.
- To consider proposals for new or enlarged off-street car parks on a case-by-case basis, taking into account current demand and the impacts of proposals on economic vitality, traffic flow, pollution, as well as the potential to reduce on-street parking provision.
- To continue to support and promote bus and rail based park and ride, which offer an alternative to city centre parking.

Comments from QDCC: Support for rail-based park and ride should include Dalmeny Station, which also offers an alternative to city centre parking. We do not have a strong view on Edinburgh City Centre parking but some of the distribution principles could also apply to areas of Queensferry which have seasonal peaks and troughs in both supply and demand. In general we agree that resident and public parking must be adequately balanced and that intensive on-street parking can become uninviting.

7. Sunday Parking

Most parking restrictions in Edinburgh date back to before Sunday trading became widespread; today city centre retailing operates on Sundays much as it does on other days of the week.

Free Sunday parking may not be maximising the economic benefit to retailers and other businesses – not all of the parking is by customers, and the lack of controls can reduce the ‘turnover’ of parking spaces. Also, the relaxation of parking restrictions leads to buses and general traffic experiencing delays on some routes on Sundays.

In order to deal with the situation that now exists, the Council is considering introducing some degree of Sunday parking controls.

Any introduction of controls requires careful consideration and a good understanding of potential impacts, including:

- Impact on the city centre economy - to what extent would changes benefit or disbenefit the economy.
- Impact on other Sunday activities, notably worship.

Before any of options 2 to 4 could be taken forward surveys would be required.

Currently, Sunday bus services are at a lower level than on other days of the week. If parking controls are introduced it would be very desirable that this situation be changed. Introduction of parking controls would be likely to help bus operations and so possibly enable some service improvements without extra subsidy. But a further possibility would be to use additional net income from Sunday parking to support more bus services.

Some additional city centre Sunday restrictions will be required when the Tram is operational, these are already being progressed by the Council.

Option 1

Maintain the status quo – ie generally allowing on-street car parking in the city centre on Sundays, free of charge.

Option 2

Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors.

Option 3

Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents’ permits operating in the central retail areas.

Option 4

Extend parking and loading restrictions that currently apply Monday to Saturday to include Sundays on main bus corridors; with charges and residents permits in operation in central retail areas, and either just the central Controlled Parking Zone (CPZ), zones 1 to 4 on the map; or the central and peripheral CPZs, zones 1 to 8 on the map.

Delivery Option

Any net revenue from options 2, 3, or 4 could be set aside to enhance Sunday bus services. Your views are sought on this option

This is relevant to Coalition Commitment 3.5 – part of which is to encourage the improvements of routes and times. (See Appendix).

CPZ map key:

Central CPZ (zones 1, 1a, 2, 3 and 4)

Peripheral CPZ (zones 5, 5a, 6, 7 and 8)

Extended CPZ (zones N1, N2, N3, N4, S1, S2, S3 and S4)

Priority Parking Zone (zones B1 and B2)

Comment from QDCC: We do not have a strong view on Sunday Parking. Our city centre bus route frequencies are little worse on Sundays than on other days and service 43 currently has adequate timetable margin to recover from delays caused by poor parking. However the train frequency is noticeably lower on a Sunday so there is scope for improvement here. Return train and bus fares are cheaper at weekends than on weekdays and there is always parking space available at Dalmeny Station on Sundays.

8. Residents' Parking/Controlled Parking Zone (CPZ)

Controlled parking now covers a large area of inner Edinburgh. This enables street space to be managed to balance the needs of residents and businesses while generally discouraging on-street commuter car parking and thereby protecting residents' interests and supporting public transport use, walking and cycling.

The city centre CPZ completely excludes commuter parking but has led to problems of high parking pressure for residents just outside the zone. To deal with these problems we have recently been implementing "Priority Parking" areas around the edge of the CPZ. These have a mixture of free on-street parking and residents-only parking bays that only operate for 90 minutes a day. The cost of these bays is associated with the CO2 emissions of the vehicle but is considerably less than the cost of a standard residents' permit.

The priority parking areas have reduced opportunities for commuter parking and helped residents find parking during the day, but have not moved parking pressures on to other areas to nearly the same extent as the city centre CPZ.

Priority Parking is a low-cost solution, as there are very limited requirements for street furniture, no ticket machines and enforcement is needed for only a short period each day.

Progressing CPZs or Priority Parking in selected local areas can be relatively cheap to implement, and allows parking controls to be tailored to local needs. For example, priority parking will be promoted in the streets around tram stops, to protect residents from commuter parking.

Comment from QDCC: It is strange that measures to protect residents from commuter parking are being planned for tram stops which presently have no passengers. A similar problem has existed on weekdays at Dalmeny Station (Edinburgh's fifth busiest station) for nearly 10 years without any action being taken.

Option 1

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further Controlled Parking Zone (CPZ) or Priority Parking areas on a planned and strategic basis, actively promoting schemes where future pressures are anticipated, for example, around major employment, retail or university sites in the suburbs.

Comment from QDCC: Our preference is for Option 1 in general, where no other solutions are practical and with the agreement of residents. However Option 2 is equally appropriate as our local problem at Dalmeny Station already exists. Whether Priority Parking is a good solution to the Dalmeny Station problem is another matter, as residents in this area have driveways. But we feel it should be given a similar degree of consideration as tram stops.

Option 2

Conclude the current roll-out of Priority Parking at the edge of the CPZ. Take forward further CPZs or Priority Parking areas only on request from local residents.

9. Air Quality

The quality of the air we breathe is important to our health. Edinburgh has three Air Quality Management Areas, in which it is a statutory duty under European law to take reasonable steps to reduce Nitrogen Dioxide Levels.

All diesel and petrol-engined vehicles emit some Nitrogen Dioxide, but larger diesel-engined vehicles such as buses and lorries cause relatively large amounts of pollution. So reducing Nitrogen Dioxide pollution needs a degree of focus on these types of vehicle.

There is an Air Quality Action Plan which, to date, has relied on voluntary measures, for example retrofitting of lower-emission engines into buses. However progress towards reducing emissions has been slow and there is a risk of EU fines from 2015.

In addition to the options below, the Council will be taking forward actions to manage traffic flows, where possible, through its computerised traffic light control system. This measure on its own, however, will not achieve the EU target levels for air quality.

Option 1

Introduce emission limits on most bus services, with the strictest requirements applying to services that have the largest impacts on air quality in Air Quality Management Areas. This would be done through a 'Statutory Quality Partnership' or use of a 'Traffic Regulation Condition'.

This option, which has been adopted in Glasgow for the city centre and main radial bus routes, would enable a tailoring of emissions requirements. For example more stringent standards could be applied to the most frequent bus services and those spending the largest proportion of their time operating in Air Quality Management Areas. The option would lead to a reduction in emissions from buses. But because some bus operations would be excluded and lorries would not be covered, the effects may be smaller than for a low emissions zone. The ability to tailor emissions requirements means that there are likely to be fewer problems with this option than for a Low Emissions Zone (LEZ). For example, operators of less frequent longer distance bus services could be exempted. A Statutory Quality Partnership or Traffic Regulation Condition could be delivered at a significantly lower cost than a LEZ.

Option 2

Introduce a 'Low Emissions Zone' to Edinburgh with entry requirements for buses and goods vehicles based on their emissions. Requirements would be phased in to allow adjustment by operators.

Under this option the overall standard of vehicle fleets would improve and emissions would reduce. This option, however, has significant set-up and running costs. Operators with older vehicle fleets could be adversely affected by the pressure that fixed emissions standards would create to renew fleets. Without significant financial support this could result in the loss of some bus services.

Option 3

Introduction of a 'Low Emissions Zone' to Edinburgh with operators of goods vehicles, and potentially buses, charged for entering the zone depending on the levels of emissions from their vehicles. Lowest emissions vehicles would enter free.

As for Option 2, this would put pressure on vehicle operators to renew vehicle fleets and could have similar impacts on freight operators and potentially bus services. However, because of the scope to enter the Low Emissions Zone with more polluting vehicles there would be more flexibility for operators. Furthermore, there may be potential to use net revenue generated by this option to support emissions-reducing initiatives or to support retention of vulnerable bus services.

Option 4

Apply a Statutory Quality Partnership or a TRC (see Option 1) to impose emissions requirements on most bus services. At the same time introduce a Low Emission Zone for goods vehicles, with or without charging (see Options 2 and 3).

While again having significant set up and operating costs, this option would allow a more tailor-made approach for bus operators, while also providing some revenue.

Option 5

Continue current voluntary efforts to reduce emissions.

This approach is likely to result in slow progress towards objectives and the risk of EU fines. There would however be fewer problems for businesses and bus operators, as there would be no requirements to use cleaner vehicles nor charges for using more polluting ones.

Comment from QDCC: Our preference is for Option 5. Few lorries or buses from Queensferry operate intensively in the three AQMAs (City Centre, St John's Rd and Great Junction St). As our Monday to Saturday city centre bus frequency was cut by 25-50% in 2012 we feel our contribution has been made already without any formal control required.

This issue relates to Coalition Commitment 6.8 – to investigate the possible introduction of low emission zones. (See Appendix).

10. Travel Planning

The Council is frequently approached for assistance with Travel Planning (involving organisations helping staff to plan their travel – usually with the objective of minimising car use). There is currently no resource available to do this. The Council imposes Travel Planning conditions through the development control process; but sometimes there is little follow-up by either the developer or the Council. Travel Planning is low-cost and research work for the UK Department for Transport suggests it can be a very effective way of altering travel behaviour.

Option 1

For the Council to employ an officer with a specific remit to take a more proactive stance with major employers and other organisations on travel planning. Travel Planning is a process which encourages employees, residents, students and others to travel less in general (eg flexible working) and to travel more by walking, cycling and public transport, through provision of better, often personalised, information and sometimes through incentives.

Option 2

Maintain the status quo of action by only encouraging travel planning through the Planning process (alongside the granting of planning permission).

Comment from QDCC: Our preference is for Option 2. We no longer have major employers in Queensferry and few of our workers are employed in exactly the same location. Many already work flexibly, from home or car share but largely through personal choice and formal advice from the Council is unnecessary. The strategy for Integrated Transport suggests the Council has a poor grasp of local travel reality. From such a weak starting point it is difficult to see how creating a Travel Planning post would help people in our area. While we support the objective of minimising car use, effort would be better directed towards understanding the Integrated Transport difficulties, which are the main barriers to travel planning.

Providing a Travel Planning service could help the Coalition fulfil Commitment 5.8 – to invest in healthy living and fitness advice for those most in need.