

Progress on Transport Proposals

The City of Edinburgh Council

27 January 2005

1 Purpose of report

To respond to an instruction from the 9 December meeting of Council to bring forward a report to this meeting "giving further details on:

- bus service provision that would be in place *prior* to any implementation of congestion charging, and levels of provision expected thereafter.
- progress with the '20mph zone' programme, including those schemes to be implemented *prior* to mid-2006 and the level of implementation after the introduction of congestion charging.
- progress with the 'carriageways and footways' programme, including those schemes to be implemented *prior* to mid-2006 and the level of expected investment after the introduction of congestion charging.
- progress being made on the parking review.
- progress with the Edinburgh South Suburban Railway (ESSR) discussions, between the City of Edinburgh Council and the Scottish Executive, including the timescale for implementation of the ESSR if congestion charging revenues are utilised."

2 Summary

2.1 A brief summary under the headings of the resolution of the 9 December Council follows:

Bus Services

2.2 The city's bus fleet would be supplemented by around 30 buses shortly before the introduction of congestion charging, allowing an increase of over 6000 bus seats entering the city centre over the morning peak of 7am to 10am.

20mph zone programme

- 2.3 The Council has embarked upon a £2m programme for 2005/6 to deliver further 20 mph schemes in residential areas throughout the city. Together with school based 20mph zones, this will increase the coverage of 20mph limits by April 2006 on the City residential road network to around 35% (i.e. over 300km of the city's 880 km of residential roads)
- 2.4 The availability of congestion charging funding after 2006 would enable 20mph zones to be introduced in all residential areas throughout Edinburgh by 2010 alongside other road safety measures.

Carriageways and footways maintenance programme

- 2.5 The 2005/2006 capital works programme will involve 79 carriageway and 118 footway refurbishment schemes throughout the City. The programme will deliver around 29.5 km of resurfaced or reconstructed carriageway and around 42.7 km of resurfaced footways at a cost of £9.573M and £6.347 M respectively.
- 2.6 Under congestion charging around £1.6M per year of additional funding would be available initially for road maintenance, rising to give a total investment of around £53M over 20 years at 2002 prices. This will help to provide safer and more comfortable travelling conditions for all road users.

Parking Review

- 2.7 The key objective of the ongoing review of the Council's parking strategy is to ensure that parking delivers an effective service to residents, businesses and visitors. The strategy review, which will be comprehensive and consider all options, is covering three main areas:
- City centre public parking
 - Other on street public and residents parking
 - Development Control Parking standards
- 2.8 Measures to offset the effect of the congestion charge are being discussed with city centre retailers. The funding available for city centre marketing measures would enable a significant discount on city centre parking charges on days when the congestion charge operates. The discount would be applied, in discussion with the retailers, in a manner which would offset the congestion charge for shopping trips.

Edinburgh South Suburban Railway

- 2.9 The timescale for reintroducing passenger services on the Edinburgh South Suburban Railway (ESSR) is largely dependent on funding availability. Should funding become available from Congestion Charging Revenue or other sources, and subject to the necessary work identified in paragraph 3.26, it should be possible to re-introduce passenger services on the ESSR by the time the Waverley Railway re-opens for passenger use, in line with the objective agreed by the Council on 11 November 2004.

3 Main report

Introduction

- 3.1 This report responds to a resolution of the December 2004 Council meeting requesting further details on the various issues set out in the 'Purpose of report' section.
- 3.2 Congestion charging revenues would enable increased expenditure on a wide range of transport projects and programmes. Under the preliminary business case, the schemes taking the most significant shares of congestion charging revenue in early years are
- Bus service enhancements
 - City centre marketing initiative (parking discount etc)
 - Road maintenance
 - 20mph speed zones and other road safety measures
 - Grants to reduce pollution from buses
 - Rail projects and/or tram extensions outwith Edinburgh
 - City centre environmental improvements

Expected spending in these and other areas over the life of the congestion charging scheme is summarised in Appendix 1.

Bus service provision

- 3.3 If congestion charging is introduced it will be particularly important to ensure that sufficient capacity is available on public transport for those who decide to switch modes. The main means of achieving this at the outset would be an increase in bus service provision. In order to help provide confidence to people that this capacity would be available, it is intended that service increases be introduced shortly before the introduction of the charge. This approach builds on the experience of introducing congestion charging charge in London. Increased bus services will be complemented by the six Park and Ride sites that would be in place by the start of a congestion charging scheme. These would help give increased choice to longer-distance commuters, shoppers and other city visitors.
- 3.4 The Integrated Transport Initiative business case includes a significant element to enable city bus services to be strengthened over a twenty-year period. After discussion with the major bus companies, it has become clear that the sort of services that this money can procure is likely to change over time. At first, as in the case of London, there will be a need to strengthen core daytime provision to ensure that at peaks, particularly, additional capacity is available where it is needed. While some additional capacity is likely to emerge commercially, it is inevitable that a significant additional peak operation will have to be financially underwritten for a period after introduction of the charge, until such time as the operators are able to determine how demand patterns have changed (growth in bus patronage is a continuing feature of the London congestion charging scheme). It is also intended to support additional evening and Sunday services on key routes.

- 3.5 After an initial period, there should be more opportunity to consider the funding of more innovative new links, and to finance further expansion of off-peak services, particularly in the evening and at weekends. In addition the introduction of tramlines 1 and 2 will prompt the development of a revised bus network, which is likely to include tram “feeder” services.
- 3.6 The amount written into the business case for city bus enhancement (£88m over 20 years), enhanced initially by £0.6M in the first year from the contingency heading, would add around 30 buses to the fleet operating in the city. This number would be highest (current best estimate is 32 buses) if they were to run on a 7am to 7pm basis, but slightly lower (25 to 27 buses) if a proportion were allocated to provide extra evening and Sundays services as proposed. This increase in bus numbers would mean an increase over 6000 bus seats entering the city centre over the morning peak of 7am to 10am. This would allow for a significantly larger initial increase in bus patronage than that predicted by independent transport consultants for the Council.
- 3.7 The detailed deployment of the extra buses would be determined by on-going operator involvement to ensure that they are allocated to routes that most need them. However most would initially be allocated to services running on the main corridors into, and across, the city centre. A flexible approach would be taken, to ensure that changes in demand could be responded to as they occur. As the bus operators experience the positive effects of congestion charging, in terms of reduced congestion and quicker journey times, they will themselves be able to offer increased frequencies and redeployments across the network by taking advantage of the efficiency savings that accrue.
- 3.8 This is not the whole picture, however. The city service enhancement represents just 40% of the total amount set aside in the business case for bus service improvements. The remaining 60% is available to surrounding SESTRAN councils to strengthen bus services linking to Edinburgh. Such strengthening would further improve services within Edinburgh itself.
- 3.9 A further increase in bus service provision may arise out of the work to be undertaken by the City Centre Retail Working Group. This group will consider the early introduction of a city centre shuttle bus service linking retail areas in the Old Town and New Town. Again this service will require funding, certainly during its early years. Depending on route, such a service would require at least 6 buses to provide a 10-minute service. Further details on this project will be presented to the Council as the work of the group progresses.

20mph zone programme

- 3.10 Currently around 10% of the 880km of residential roads in the City are subject to a 20mph speed limit. These areas, which have traffic calming features throughout, are mainly fairly small zones centred on some of the Council's primary schools, although also included are a number of larger areas. The largest of these is in the south east of the City, which was the area chosen as the pilot area to trial the effectiveness of mandatory 20mph zones. 20mph speed zones have proved highly effective in reducing the number and severity of road accidents. A Transport Research Laboratory study of 250 zones

throughout Britain found accident numbers fell by 60% and child accidents by was 67%. The zones also appear to be very popular. Work carried out for the Council looking at zones introduced in Alnwickhill and Gracemount found around 90% of residents thought the zones 'a great idea', both before and after they were put in place.

- 3.11 Following the success of the zones in delivering a reduction in road accident casualties the Council has embarked upon a £2m programme for 2005/6 to deliver further 20 mph schemes in residential areas throughout the city. The areas being progressed have been selected on a priority basis that has been approved by the Council and is primarily based on an analysis of the current accident profile in the area. Dependent on the outcome of the tendering process it is anticipated that an additional 35 to 40 new areas will become 20mph zones by April 2006. In parallel with this programme the Council is currently introducing further school based 20mph zones. Through this programme it is anticipated that by the end on 2006/7 all primary schools in the City will have a 20mph zone. These programmes will together increase the coverage of 20mph limits by April 2006 on the City residential road network to around 35% (i.e. over 300km of the city's 880 km of residential roads)
- 3.12 The strategy to reduce speed on residential roads is one of the major initiatives identified in the Council's Road Safety Plan which aims to reduce road accidents in line with national objectives. These objectives include a reduction by 40% in all accidents which result in a fatality or a serious injury (KSI accidents) by 2010. Another of the targets is a 50% reduction of Child KSI accidents and 20mph zones in residential areas are a key action in the Council's strategy to meet this target.
- 3.13 The availability of congestion charging funding after 2006 would enable a continuation of the rapid rate of 20mph zone implementation which will be achieved in 2005/6. This would enable 20mph zones to be introduced in all residential areas throughout Edinburgh by 2010.

Carriageways and footways maintenance programme

- 3.14 The 2005/2006 capital works programme will involve 79 carriageway and 118 footway refurbishment schemes throughout the City. The programme for that year will deliver around 29.5 Km of resurfaced or reconstructed carriageway and around 42.7 km of resurfaced footways at a cost of £9.573M and £6.347 M respectively.
- 3.15 A further £0.25M will be invested during 2005/2006 in road drainage improvements, city wide.
- 3.16 Under congestion charging around £1.6M per year of additional funding would be available initially for road maintenance, rising to give a total investment of around £53M over 20 years at 2002 prices. Each £1M of additional investment provided post mid 2006 would enable:
- Approximately 3 km of carriageway to be reconstructed or 6 km resurfaced or,
 - Approximately 6.7 km of footway or cycleway to be reconstructed or,
 - Approximately 150 km of carriageway markings to be renewed.

3.17 The additional investment in maintenance will help to provide safer and more comfortable travelling conditions for all road users.

Parking Review

3.18 The key objective of the ongoing review of the Council's parking strategy is to ensure that parking delivers an effective service to residents, businesses and visitors. The strategy review, which will be comprehensive and consider all options, is covering three main areas:

- City centre public parking
- Other on street public and residents parking
- Development Control Parking standards

3.19 City centre public parking is discussed in more detail below. In addition to city centre public parking, which is a key focus of the strategy, areas that will be given priority for early review in relation to other on-street parking will include:

- Reviewing the balance of yellow line, pay and display and residents' bays and, depending on use of each, reallocate space where appropriate. Focus on the potential to benefit small retailers through this process.
- Possible introduction of dual use residents' and pay and display bays in the existing controlled parking zone.
- Re-designing parking controls in some areas to make them easier for parking customers to understand.

3.20 The focus for the review of development control parking standards is standards for housing developments in the city centre and the relationship between these and on street residents parking.

City Centre Public Parking – and Park & Ride

3.21 The Council has for many years sought to increase the supply of off-street city centre public parking. Currently there are around 4400 city centre off street parking spaces, meaning that, for example, Edinburgh has a higher ratio of off-street city centre parking space to retail floor space than Glasgow. Following discussions with retailers, changes have recently been made to on-street parking in St Andrew Square to double the permitted length of stay from 1 to 2 hours.

3.22 However the location of public parking is a key factor alongside the gross supply. It is in recognition of this fact that the Council is considering the potential for a new car park under George Street. This would provide parking in a prime city centre location easily accessible from the north and west, and complementing existing key car parks to the east, south and south-west of the city centre (notably Greenside and Castle Terrace). Though private finance is likely to have a significant role in funding such a new car park, congestion charging revenue could play a crucial part in ensuring a viable business case.

3.23 One of the key aspects of discussions with city centre retailers on marketing measures associated with congestion charging will concern a discount on city centre on-street public parking charges to offset the effect of the congestion charge. The funding available for city centre marketing measures would enable a significant discount on city centre parking charges on days when the

congestion charge operates. The discount would be applied, in discussion with city centre retailers, in a manner which would offset the congestion charge for shopping trips.

- 3.24 Although the parking itself is not located in the city centre, experience elsewhere indicates that park and ride spaces act to supplement the city centre public parking supply. Over 3000 parking spaces are currently available at rail stations in the Lothians and south Fife, forming the core of park and ride provision. Over 2300 extra spaces are programmed to be in place by 2006 at 4 new and one expanded bus-based Park and Ride sites serving the city. 1500 of these spaces are already under construction at Ingliston, Hermiston and Ferry Toll.

Edinburgh South Suburban Railway

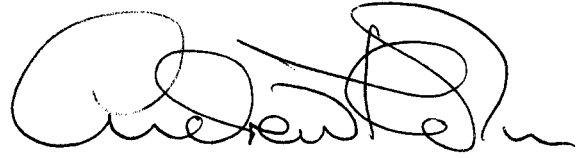
- 3.25 On 11th November 2004 the Council agreed to work towards the objective of re-opening the South Suburban railway by the time the Waverley Railway re-opens for passenger use.
- 3.26 A meeting to explore the Scottish Executive's position on reopening the Edinburgh South Suburban Railway (ESSR) for passenger services, and possible financial contributions for any scheme took place on Thursday 13 January. This meeting marked the start of a process of discussion with a range of agencies that are essential to completion of the project.
- 3.27 The timescale for reintroducing passenger services on the ESSR is largely dependent on funding availability, but is not solely determined by it. For example, more detailed work will be required on timetabling; and, as noted in the report to full Council on 11 November 2004, reappraisal of the role of ESSR to maximise synergy if Tram Line 3 and the Waverley railway also proceed.
- 3.28 Should funding become available from Congestion Charging Revenue or other sources, and subject to the necessary work identified in paragraph 3.26 it should be possible to re-introduce passenger services on the ESSR in line with the Council's objective as outlined above.
- 3.29 Given the current changes in transport delivery arrangements in Scotland, it is likely that the ESSR would be delivered by the new Scottish Transport Agency rather than the Council.

4 Financial Implications

- 4.1 None directly

5 Recommendations

- 5.1 To note the contents of the report



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20.1.06

Appendices	Appendix 1 – Summary of spending funded by congestion charging on transport projects 2006 to 2026 (2002 prices)
Contact/tel	Phil Noble – 0131 469 3803
Wards affected	All
Background Papers	None

APPENDIX 1:**Summary of spending funded by congestion charging on transport projects
2006 to 2026 (2002 prices)****TRAVEL IN EDINBURGH**

Project	Spend (£M)
South East Edinburgh tram	154
Bus services,	88
Electronic information and on-street priority for buses	10
Road and pavement maintenance	53
Grants to reduce pollution from buses and taxis	8
Door-to-door transport (Dial-A-Bus, Taxicard, etc.)	17
City centre marketing initiative (parking discount etc)	15
City centre Environmental Improvements	6
Security improvements on public transport (CCTV, etc.)	3
20mph zones	11
Other road safety and pedestrian schemes	2
Cycle network	11
Other projects/Contingency – (may include an underground city centre car park and rail schemes within Edinburgh)	32

TRAVEL TO EDINBURGH

Tram extensions and/or rail improvements	147
Bus improvements – services, electronic information and on-street priority	101
Additional road and pavement maintenance	60
Park and Ride – more and expanded sites – bus and rail	12
Other projects/Contingency - including security improvement on public transport and marketing	29

Source: Integrated Transport Initiative Preliminary Business Case, March 2004