

Edinburgh Tram Project Integration of Tram and Bus Operations in Edinburgh

The City of Edinburgh Council

29 April 2004

1 Purpose of Report

- 1.1 To update the Council on ongoing discussions to develop a framework for the integration of transport services in the city.

2 Main Report

- 2.1 The Edinburgh Tram Project has now reached the stage where Council is requested, in a separate report to this meeting, to approve tie's recommendation to appoint an operator in terms of the current Design, Partnering, Operating and Franchise Agreement documentation referred to as the DPOF Agreement and DPOF Bidder.
- 2.2 The Council's local transport strategy seeks effective integration of tram and bus operations in the Edinburgh area. With a view to determining a method of delivering effective integration of tram and bus operations, the Council has recently engaged in a series of meetings with tie and Lothian Buses plc, in recognition of their market share in the areas affected by the tram proposals. This discussion has focussed on a framework in which to develop integrated services on a consensus basis.
- 2.3 A framework has been established between the parties as a basis for further discussion. These discussions will be developed including the DPOF appointed tram operator. An early action will be the establishment of a corporate entity with a (project) board to drive the process forward. The chair of the entity would be nominated by the Council with Lothian Buses, tie and the appointed DPOF tram operator having representation on the board.

- 2.4 The process will be taken forward on a staged basis. Work will be undertaken as soon as the tram operator has been appointed. That work will commence with a review of competition legislation, subject to which the corporate entity will be established and incorporated. Thereafter, transport integration issues will be assessed and a programme to achieve integration between tram and bus operations will be developed. The parties will consider whether the operational interests of both Lothian Buses and the tram operator should be aligned within a single corporate vehicle.
- 2.5 The process will define a timescale for key activities and it is intended that these will result in the definition of an action plan by 30 September 2004.

3 Financial Implications

- 3.1 There are no direct financial implications arising from this report. There will be some costs associated with the proposals to incorporate a corporate entity and undertake the competition law assessment and liaison with the Office of Fair Trading. These can be contained within departmental budgets.

4 Recommendation

- 4.1 The Council is requested:-
- (i) to note the progress made in developing a framework for future transport integration and
 - (ii) to note that further reports will be submitted at key stages of the process.



Tom Aitchison
Chief Executive

Appendices	None
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Wards affected	All
Background Papers	None

22/09/09.