

## 8 UK and International Connections

### OBJECTIVE

*To mitigate the impact of long distance travel on the local and global environment and transport network as much as possible.*

### ISSUES

- 8.1 The LTS is primarily concerned with local trips. But because of Edinburgh’s capital status and economic structure, it requires excellent external links. This introduces other modes of transport; primarily air, but sea also becomes more significant. The market is different from that for local travel. Whilst the Council has no direct control over long distance rail, coach, air or sea services, it will promote the same broad objectives as it does in respect of local travel. These will focus on promoting the use of the most sustainable mode for the type of journey involved, and promoting sustainable transport modes for local access, particularly to Edinburgh Airport.

#### **Rail**

- 8.2 Rail should be able to capture a much greater share of the market for long-distance travel. To achieve this, it must reduce journey times, and improve frequency, reliability and quality of service. To achieve real growth, rail needs to re-establish its place as an option of first choice.



*Rail provides important national connections*

- 8.3 The rail industry already has plans in hand to improve services on the East Coast Main Line, including reducing journey times to London to three and a half hours. European experience suggests that rail becomes competitive with air when journey times are three hours or less. Within the long-term timescale of this LTS, the Council considers this to be achievable.

- 8.4 West Coast Main Line and Cross Country services comprise the other rail links south. Similar improvements are in prospect on these routes, and the Council anticipates that these will in future play a much more significant role in linking Edinburgh to the south.

- 8.5 By working with the rail industry, developers and freight industry representatives the authority will strive to encourage more freight movement by rail.

#### **Coach**

- 8.6 In order to encourage the use of long-distance coach services (rather than less sustainable modes) for travel to and from Edinburgh, the Council can most effectively devote its efforts to improving local stopping and terminal facilities.

#### **Sea**

- 8.7 The European Commission supported research by Napier University, Scottish Enterprise, Forth Ports and others, to



*Superfast ferry on the Rosyth to Zeebrugge service*

investigate demand for a direct ferry service from the Forth. The Superfast services commenced on 17 May 2002 and operates from Fife. This service vastly improves international connections from Scotland by sea. This has particular reference in relation to developing freight routes by sea.

**Air**

8.8 Edinburgh Airport handled 7.23 million passengers in the period July 2002 - June 2003. Business passengers predominate; London-Edinburgh is British Airways' busiest route worldwide in terms of passengers carried per day. Air freight to and from Edinburgh, mainly parcels and mail, has increased to 53,325 tonnes over the period July 2002 - June 2003. As with sea based transport, the movement of freight by air can potentially reduce unnecessary road based travel, particularly to the continent.

8.9 BAA intends to invest around £200 million up to 2008 in Edinburgh Airport. The airport continues to develop, with work planned including extension and remodelling of the passenger terminal extension of parallel taxiways and a new multi-storey car park.

8.10 Current projections suggest that passengers using Edinburgh Airport could rise to between 17 to 19 million per annum by 2030. The Council's main concern is to facilitate airport operation whilst mitigating its environmental and surface transport impacts. If travel to Edinburgh Airport grows to the extent currently predicted, major additional surface access flows will be generated. Policy A3 sets out the approach the Council will take in relation to these flows.

8.11 A study in 2000 found that 55.5% of passengers currently access the airport by car and 43.5% use buses or taxis. Staff travel is primarily by car. Although only 40% of airport users travel to or from the city centre, public transport links are limited to a regular bus service to the centre. This Council supports the provision of further public transport links to the airport.



*Edinburgh is a key location on the British Airways network*

8.12 The West Edinburgh Tram Line 2 will provide an improved link from the Airport to the city centre, and west Edinburgh and will be a significant improvement for local interchange trips between the City and the airport.

8.13 The proposed heavy rail link to the airport would significantly improve the accessibility of the airport by public transport and the Council would support provision of this link subject to impacts on other rail services being acceptable. The link will represent a major improvement in terms of accessing the airport by public transport from across Scotland.

8.14 An Air Transport Forum has been established for Edinburgh Airport, and has established a surface access strategy. This Forum has two sub-groups, considering improvements to Infrastructure and Information. BAA is currently working with this Council and Lothian Buses plc to establish a Quality Partnership covering the bus link. The Council is represented on this forum and supports its efforts to improve the attractiveness of more sustainable surface access to the airport.

**SOCIAL INCLUSION REPORT**

- 8.15 The main contribution to social inclusion within this strategy is the increased provision of alternative modes of transport to the car, to each of the transport hubs for long distance travel. One example is the provision of a rail and tram system as well as improved bus services to Edinburgh Airport.

**POLICIES**

*The Council will:*

- LD1 Support measures to maximise use of rail, coach and sea services, in order to provide greater mode choice for long-distance trips.
- A1 Seek to ensure that any further expansion at the airport takes into account the surface access transport strategy developed in the short term. There will be a presumption that the planning process will be used to manage the demand for car journeys to the airport.
- A2 Support national and international moves to ensure that air travel meets its full environmental and social costs.
- A3 In order to minimise the environmental impacts of surface access to Edinburgh Airport, the Council will:
  - a) Support the provision of a tram route serving the airport;
  - b) Support the provision of the Edinburgh Airport Rail Link;
  - c) Support and promote other schemes that directly encourage a shift from car to public transport for journeys to the airport;
  - d) Support, for example with bus priority measures, Park and Ride schemes that would reduce the impact of surface access traffic on the network immediately around the airport, including the provision of a cycle route from the city centre to the airport and onto Newbridge;
  - e) Support and encourage Edinburgh Airport in developing and implementing its travel plan;
  - f) Continue to seek a review of the permitted development rights of the Airport to bring car parking within Planning Control;
  - g) Adopt a ‘sequential test’ in considering significant airport-related road upgrades. The key test will be that all viable options for diverting the relevant trips to public transport, encouraging car sharing, and managing demand have been investigated fully before consideration is given to road upgrades;
  - h) Seek or ensure that any necessary upgrades incorporate measures to prioritise public transport, and where appropriate other sustainable travel options; and
  - i) Seek funding from Edinburgh Airport for any road improvements, which are made necessary due to airport expansion.
- A4 Introduce a scheme which allows all licensed taxis to serve Edinburgh Airport. (See Chapter 6.3)
- S3 Work with SESTRAN and port operators to ensure provision of appropriate port infrastructure and ensure the terminals enjoy adequate land transport access by sustainable modes of transport.
- CO1 Support private sector provision of off-street coach parking.
- CO2 Concentrate on-street coach parking provision at defined city centre locations, and expand if necessary to meet future demand.

## **ACTION PLAN**

### *Short Term*

AP1 The Council has asked transport initiatives edinburgh (**tie**) to provide a tram line to Edinburgh Airport. It is planned that this line will be opened by 2009.

*In addition, the Council will:*

AP2 Work with BAA and Lothian Buses plc on the adoption of a Quality Partnership for bus services to Edinburgh Airport.

AP3 Work with SESTRAN, the Scottish Executive, Strategic Rail Authority, long-distance train operators and other relevant organisations to improve their services.

AP4 Seek to ensure that the location and detail of any Edinburgh Parkway station:

- act to encourage a shift to rail travel to an extent that the benefits outweigh the adverse impacts of any car travel generated;
- support efforts to improve local rail services; and
- do not exacerbate road congestion.

AP5 Work with other organisations to help expand the direct passenger and freight ferry service between the Forth and the European continent.

AP6 Monitor the use of the designated city centre locations for parking, uplift and set down of coach passengers, including those which will cater for left hand drive coaches. If there is a demand identify further facilities.