



Edinburgh Airport Airport Surface Access Strategy Consultation Document 2012 ¹

Response from Transform Scotland, 23/07/12

1 About Transform Scotland

- 1.1 Transform Scotland is the national alliance for sustainable transport, bringing together organisations from the private, public and voluntary sectors. We campaign for a more sensible transport system, one less dependent on unsustainable modes such as the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport, and freight by rail or sea. We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; local environment and transport campaign groups; and individual supporters.

2 Question 1: Do you or your organisation agree with the appraisal of surface access opportunities facing Edinburgh Airport given in this document? If not, do you believe other opportunities exist?

- 2.1 We agree with the appraisal given and would like to see encouragement of more sustainable modes of transport in future years so as to reduce vehicle congestion and GHG emissions. We believe that the opening of the first phase of the tram network will help move this forward.

3 Question: Are you able to suggest additional initiatives to enhance non-car related travel to and from the airport?

- 3.1 The way to increase non-car travel to the airport is to improve non-car access by whatever means possible.
- 3.2 We believe that the introduction of the tram will provide an attractive alternative means of transport and the opening of Edinburgh Gateway station, giving direct access to the tram for journey completion, will encourage travellers from north of Edinburgh, in particular, to choose this means of travel.
- 3.3 However, the recent cuts to funding for the Edinburgh-Glasgow Improvement Programme (EGIP), as announced by the Scottish Government on 4 July, includes cancellation of the Dalmeny Chord, which would have allowed access to Edinburgh Gateway for trains from Glasgow and other parts of the West of Scotland. We think this is a disastrous decision and highlights the Government's lack of priority for investment in sustainable modes of transport.
- 3.4 Enhancements to cycle access will only be practicable for employees rather than air travellers but improving safe, traffic free access to the airport from all directions would encourage employees to use this mode of transport. This is particularly important in view of the busy nature of the road network in the area and the cycle routes should include traffic lights where required to allow safe crossing of busy roads.

¹ <http://www.edinburghairport.com/static/Edinburgh/Downloads/PDF/ASAS2012%20Consultation.pdf>.

4 Question: What do you think the airport's surface access targets should be for the next five years?

- 4.1 Surface access targets for the next five years should aim to continue to increase the modal share of public transport to the airport by working with the appropriate bodies on marketing bus, tram and rail alternatives. A target should be set of attaining a public transport share of at least 40% (up from 33.6%) within five years and a reduction in private car use to 30% (down from 38.8%).
- 4.2 Many Edinburgh residents are hardly aware of the existence of Edinburgh Park Station and even less aware of the role to be played by Edinburgh Gateway; this is at least in part as a result of the negative reporting of the tram project by local and national newspapers. The benefits that will derive from the tram/train interchange should be highlighted in positive terms as the opening dates gets closer.
- 4.3 In a similar way, rail access improvements for passengers from the North of Scotland once the tram and Edinburgh Interchange station are opened need to be widely disseminated in order to achieve these improvements in modal share.

5 Question: Do you feel that the airport's efforts to support public transport have been effective?

- 5.1 Based on the figures presented in the consultation, Edinburgh Airport is to be congratulated in achieving a substantial increase in the share of passengers reaching the airport by public transport (an increase from 19.7% in 2005 to 33.6% in 2011).²
- 5.2 This trend needs to continue. However, in order to achieve this, the Scottish Government will also have to play a major role. Edinburgh Airport management should use their considerable influence to ensure that Government spending is directed to helping them achieve their surface access targets and the cut in EGIP funding is one area that should be flagged up as requiring a change in Scottish Government priorities.

6 Question: What charging mechanism do you feel could be appropriate for each mode of transport?

- 6.1 The charging mechanism for the various modes should be set in such a way as to encourage travel by sustainable modes and discourage private car use. The way to achieve this has been demonstrated in several European countries where public transport fares are low and integrated ticketing is available to allow a seamless journey into the city or surrounding area by tram/bus/rail. In Berlin, for example, a day ticket for the public transport network costs only 6 euros and can be used to travel from Tegel Airport by bus then continue across the city by tram, bus or metro.
- 6.2 Long-term car parking (greater than one day), on the other hand, should be priced in such a way as to add considerably to the cost of the flight so as to encourage passengers to arrive by sustainable modes.

7 Question: Do you believe that our charging regime should encourage "green" behaviours?

- 7.1 Based on our response to the previous question, our answer relating to green issues is clearly 'yes'. Climate change is now a real and pressing issue with severe consequences.

² Of course, we suspect that we would differ about the sustainability of expansion of air passenger numbers *irrespective of what surface transport mode they use to access the Airport* — but that is a discussion for another day!

8 What options should be considered for improving access to the airport by public transport from the west?

- 8.1 Options for improving access from the west have recently received a major blow, as discussed earlier, by the cancellation of the Dalmeny Chord element of the EGIP programme. It is of first importance that this decision be reversed and funding restored and Edinburgh Airport should lobby the Scottish Government heavily to achieve this reversal.
- 8.2 In the absence of such a reversal in policy, more trains from Glasgow – Edinburgh need to stop at Edinburgh Park to allow potential air passengers to change to the tram at this point for travel to the airport.
- 8.3 In addition, the introduction of buses serving the Glasgow to Edinburgh Airport route should be introduced to eliminate the need for passengers to change at Maybury. This would not take up too much time and would make the bus option more attractive to many passengers.

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Transform Scotland is the national sustainable transport alliance, campaigning for a more sustainable and socially-just transport system. Our membership includes bus, rail and shipping operators; local authorities; national environment and conservation groups; consultancies; and local transport campaigns. Transform Scotland Limited is a registered Scottish charity (SC041516).

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