INTRODUCTION

Edinburgh Airport is Scotland’s busiest airport, currently handling more than nine million passengers per annum, and used by more than 40 airlines serving more than 120 destinations.

As a busy and developing airport, Edinburgh Airport takes seriously its responsibility to the surrounding communities and to the wider area, to minimise as far as possible any adverse impacts of its operations, to generate economic growth and to facilitate creation of jobs. Part of this commitment involves ensuring that “surface access” ie. the means by which passengers, staff and deliveries get to and from the airport campus, is considered as part of its day to day operations and future plans.

Data for the passenger modal split contained in this document is taken from the four yearly CAA Passenger Survey (most recently carried out in 2009); and from Edinburgh Airport’s own passenger surveys carried out every quarter.

KEY COMMITMENTS

This ASAS sets out Edinburgh Airport’s aims and objectives for surface access for the next five years, and how they will be achieved.

We commit to the following:-
• We will work with others to achieve a 35% public transport mode share target
• We will work with others to deliver enhanced external roads infrastructure and future transport interventions
• We seek to enhance and add to the bus network to and from the airport. We shall review bus charging and bus stance allocation, and further promote staff travel by bus.
• We shall look into consolidating the existing taxi ranks to improve passenger choice and experience.
• We will assist in promoting the tram and review how it contributes to access options one year after it becomes operational.
• We shall continue to support and promote cycling as an option for accessing the airport
• As opportunities arise, we shall seek to enhance access to the Cargo areas
• We shall continue to review our car parking strategy to reflect changing trends and passenger profile.
• We shall continue to offer coaches parking close to the terminal, and overflow facilities.
• We shall continue to maintain the Public Transport Levy
• We shall continue to offer the Ride 2 Work scheme to Edinburgh Airport staff, and to promote the car share scheme for all airport staff.
ASAS AIMS AND OBJECTIVES

Edinburgh Airport aims to create the economies of scale to allow public transport operators to be able to provide a viable service. We will work constructively with operators, local authorities and statutory bodies to influence passenger and staff mode choices.

Our objectives are:-
• To ensure that surface access contributes to growth of the airport and route development, both financially and in kind, through enhanced provision to facilitate airline growth and route development
• To understand passengers’ and staff’s travel requirements, and to provide as far as possible choice of modes and a reasonable range of destinations.
• To ensure that surface access options enhance the status of the airport and the capital city as a gateway to Scotland, offering a range of modes and destinations to the population of Scotland, and to its visitors.
• To maintain and build upon public transport mode share achievements to date, aiming to achieve public transport mode share of 35% of total departing passengers, by 2017.
• To provide strategies that are consistent with national policies, and which as far as possible meet the reasonable expectations of stakeholders.

BACKGROUND AND CONTEXT

The previous Edinburgh Airport Surface Access Strategy (ASAS) 2007 was made public in early 2007, and set out the airport’s surface access aims and objectives for the five year period until 2012. This new ASAS 2012 replaces that document, and covers the next five year period until 2017.

An ASAS Consultation Document was published in May 2012, for a 12 week public consultation period, and may be viewed on the airport’s website edinburghairport.com The Consultation Document identified previous initiatives, interventions and successes and also outlined the existing surface access options and current mode shares. Comments received during the consultation period, and the airport’s response to these comments, have been summarised in a Consultation Report which can also be viewed on the airport’s website.

An Airport Staff Travel Plan will be prepared after publication of ASAS 2012, and will be informed by information from the airport staff travel survey being carried out in 2012. The previous Staff Travel Plan was produced in 2008.

The Edinburgh Airport Masterplan published in 2011 outlines future development plans for Edinburgh Airport, and can also be viewed on the website.
EDINBURGH INTERNATIONAL DEVELOPMENT PARTNERSHIP (EIDP) which oversaw production of TISWEP; TISWEP identified a series of transport interventions valued at circa £15 million, which would be necessary in order to meet the transport needs of the development proposed within west Edinburgh area over the next 10 years.

Edinburgh Airport recognises and accepts the need for future interventions, many of which are essential to alleviate congestion and improve traffic flows on access roads to the airport and in the surrounding area. The interventions when implemented are expected to meet the needs of both airport growth, and other planned growth in the area, particularly of the Edinburgh International development area.

In the event of all the TISWEP interventions not being implemented within the timescale or to meet ongoing growth, then the airport would seek to revisit other improvements to airport access, such as construction of a link road to the Gogar roundabout, or of an M8 spur; either of these infrastructure projects would improve airport access by road and would accommodate the expected growth in airport traffic.
We see the airport’s continuing growth as creating demand for public transport services, and we look to operators to take advantage of this market.
We shall continue to encourage airport staff to use public transport to access their work; we shall also continue to offer the staff car share scheme free to all staff.
competitive against other European airports is essential to continue delivering new air routes.

**COACHES**

We shall continue to provide coach parking charged at published rates for both regular and ad-hoc users of the airport, as well as an overflow area where coaches which arrive well ahead of the flight they are meeting can wait.

**PUBLIC TRANSPORT LEVY**

The Public Transport Levy (PTL) is supported by the income from short stay car parking, and the monies accumulated are used to fund initiatives which support the aims and objectives of the ASAS.

We shall continue to operate the PTL but shall review the terms of reference and expenditure criteria, in order to ensure that the best use continues to be made of the funds available.

**AIRPORT STAFF**

We shall continue to encourage airport staff to use public transport to access their work; we shall also continue to offer the staff car share scheme free to all staff.

A Staff Travel Survey is being carried out in 2012, and a new five year Staff Travel Plan will be prepared once the results of the survey are known.

**LIFE OF THIS ASAS**

Over the next five years we shall actively monitor the commitments we have made and if appropriate review them should external circumstances change. This will ensure that we are proactive in delivering a range of enhanced surface access options to the benefit of everybody involved in or with an interest in surface access to/from the airport.