

**The City of Edinburgh Council
Transport Initiatives Edinburgh
Limited**

**Integrated Transport Initiative
Proposed Congestion Charging Scheme**

**Statement of Reasons
Final Draft Order: 30 January 2004**

For the purposes of The Road User Charging (Consultation and Publication) (Scotland) Regulations 2003, this paper constitutes the Charging Authority's statement setting out the Charging Authority's reasons for proposing to make a charging scheme under Section 49 of the Transport (Scotland) Act 2001.

The Need for Congestion Charging in Edinburgh

1. Edinburgh has been enjoying continued economic growth and success in recent years. However, the consequences of that growth on traffic levels and congestion are of concern. Congestion slows up business, delays goods and deliveries and holds up car and bus users as well as affecting pollution, noise levels and road accidents.
2. If the city's quality of life and continuing economic growth and success are to be sustained, there is a need to introduce measures to tackle increasing traffic congestion. The challenge facing the city is how to address congestion *without* reducing the number of people travelling into the city centre.
3. The City of Edinburgh Council's ("the Council") proposal is to introduce a congestion charging scheme. This is the only effective way both to directly reduce the number of vehicles using the road network and, at the same time, raise revenues to spend on improving public transport and improving the road network to benefit all users, including private car users.
4. The core objectives of the proposed congestion charging scheme are:
 - (i) To reduce congestion directly;
 - (ii) To reduce congestion indirectly by funding projects that will achieve local and regional transport objectives that are not fundable from existing sources;
 - (iii) To distribute the benefits from the charging scheme fairly in respect of people paying the charge.
5. Without the congestion charging scheme and its associated package of transport improvements:
 - traffic levels are forecast to increase by over 30% over the period to 2016; and
 - time lost due to congestion over the same period will more than double.

Integrated Transport Initiative

6. Transport Initiatives Edinburgh Limited ("**tie**") is acting on behalf of The Council to deliver an Integrated Transport Initiative for Edinburgh and South East Scotland ("**ITI**").
7. The ITI comprises:
 - (i) Planned transport projects from 2006 onwards, which are *not* dependent on congestion charging ("**the Base Investment Package**");
 - (ii) The proposed congestion charging scheme for Edinburgh;
 - (iii) A package of transport improvements which would be in place on or before the introduction of charging (i.e. by 2006) ("**the Pre-Charging Investment Package**"); and
 - (iv) A package of transport improvements ("**the Additional Investment Package**") to supplement and integrate with the Base Investment Package, and which would be funded directly from the net revenues from the charging scheme and would be *in addition* to the Base Investment Package and the Pre-Charging Investment Package (i.e. 2006 onwards).¹

¹ See Section 7 of the **tie** report — Progress during 2003 and proposed charging order 10 September 2003 [Document T93]

8. In September 2001 the City of Edinburgh Council applied to the Scottish Ministers for approval in principle for the ITI. On 17 October 2002 the Council agreed to provide Ministers with supplementary information contained in a **tie** report dated 30 September 2002² (**the tie Report**). The Scottish Ministers approved the application in principle on 18 December 2002.³ This Statement is supplementary to the **tie** Report.
9. On 18 September 2003, the Council agreed to initiate the statutory procedures for making a charging order. It approved the recommendations of a second **tie** report on the ITI⁴, adding a requirement for exemption from the outer cordon charges of Edinburgh residents living outside the outer cordon in order to provide for equity of treatment of residents within Edinburgh. The September 2003 **tie** report set out the details of the proposed charging scheme, and included a programme for taking forward the statutory process for making a charging order. As part of this programme it is proposed to hold a public inquiry commencing in April 2004.
10. The first stage of this programme comprised a consultation period from 3 October 2003 to 4 January 2004. The outcome of this consultation was reported to the City of Edinburgh Council on 22 January 2004.⁵ The Council agreed to take forward the proposals to the public inquiry, and agreed a number of amendments to the order including a change in the hours of operation of the outer cordon to the morning peak period only, and the exemption of certain breakdown vehicles. See Appendix 1 for the programme for the next stages of the development of the scheme. .

*It is advisable to read the **tie** reports⁶ in order to set the context for this Statement.*

Description of the Proposed Congestion Charging Scheme

11. The proposed scheme involves two separate cordons of inbound, point based, charging points. The boundaries of the cordons and the location of the crossing points are shown on the Relevant Map which accompanies this statement. The inner of these cordons coincides approximately with the World Heritage Site boundary and the outer cordon is situated on the inside of the Edinburgh Bypass.
12. Full details of the proposed charging scheme are contained in the draft charging order which accompanies this statement. In summary, the proposal is to impose a single daily £2.00 charge for:
 - crossing the inner cordon inbound, between 7.00am and 6.30pm, Monday to Friday; and/or
 - crossing the outer cordon inbound between 7.00am and 10.00am, Monday to Friday.
13. Key features of the proposed scheme are that charges will be levied in the inbound direction of travel only, and that no more than one charge will be levied in any charging day, that is, the maximum payable for one vehicle in one charging day will be £2. The charge will be £2 at the

² Integrated Transport Initiative for Edinburgh and South East Scotland — Report by Transport Initiatives Edinburgh- A Vision for Edinburgh- 30 September 2002 [Document T1]

³ Letter from the Scottish Ministers to the City of Edinburgh Council dated 18 December 2002 [Document T 83]

⁴ Minutes of the City of Edinburgh Council of 18 September 2003 [Document T92]

⁵ Edinburgh congestion charging scheme: report on consultation and programme for 2004, **tie**, 15 January 2004

⁶ Integrated Transport Initiative for Edinburgh and South East Scotland — Report by Transport Initiatives Edinburgh- A Vision for Edinburgh- 30 September 2002 [Document T1]; Progress during 2003 and proposed charging order, **tie**, 10 September 2003 [Document T93]; Edinburgh congestion charging scheme: report on consultation and programme for 2004, 15 January 2004

date of introduction of the charging scheme, and will be increased in line with the retail prices index thereafter.

14. All motorised vehicles other than powered two wheelers⁷ will be subject to the charge unless they have been exempted. The proposal is to exempt emergency service vehicles, buses, coaches, licensed taxis, registered car club vehicles, breakdown and recovery vehicles belonging to accredited organisations and disabled person's vehicles. Edinburgh residents who reside outwith the outer cordon will be exempt from payment for crossing the outer cordon but will not be exempt from payment for crossing the inner cordon.
15. It is proposed to allow payment on a daily, weekly, monthly or annual basis as follows:
 - daily payments can be made at any time on the day the charge is incurred;
 - weekly⁸ licences will be available at 4.9 times the daily rate;
 - monthly⁹ licences will be available at 19.5 times the daily rate;
 - annual¹⁰ licences will be available at 240 times the daily rate.
16. A range of payment channels are proposed to include as a minimum:
 - payment at selected shops and/or ticket machines;
 - internet payment;
 - telephone payment;
 - mobile phone payment;
 - payment methods will include cash, credit/debit card and account.
17. It is proposed to use the same penalty regime as that currently used for the Council's on street parking. The basic penalty charge is currently £60, with a 50% reduction for payment within 14 days and a 50% surcharge if unpaid after 28 days. Similarly, appeal and adjudication arrangements will be based on current arrangements for the parking regime, so far as practicable. The charging order will include powers to remove or clamp vehicles with more than three unpaid penalty charges outstanding.
18. The proposed congestion charging scheme would be in force for a period of 20 years from the planned date of implementation in 2006.

The Additional Investment Package

19. The Additional Investment Package is the package of additional transport improvements that would be funded directly by the net revenues from the proposed congestion charging scheme. This Package is *in addition* to those projects that will be implemented in the future from traditional sources of income, such as funding from the Scottish Executive or the Council (that is the Base Investment Package).
20. The Additional Investment Package is described in Edinburgh's Local Transport Strategy. It includes provisions for equitable distribution of benefits in relation to those who pay the charges, through the Regional Transport Strategy.
21. It is proposed that a significant amount of the net charging revenues will be allocated to better bus services. Those improved services will be in place from day one of the charging scheme

⁷ includes side cars

⁸ 5 consecutive days

⁹ 20 consecutive days

¹⁰ 258 consecutive days

and they form a crucial element of the Additional Investment Package. They will make a noticeable difference to the quality of the bus network.

Summary of Reasons

22. If Edinburgh's continuing economic growth and success is to be sustained, measures are necessary to tackle increasing traffic congestion and its consequences without reducing the number of people travelling into the city centre.
23. Congestion charging is the most effective way presently available to manage demand for scarce road space and, at the same time, raise revenues to ameliorate the adverse impacts of traffic and to fund a major transport investment package, including some or all of the following:
 - Bus service and fare initiatives;
 - The South East Edinburgh Tram and extensions beyond the City;
 - Additional 'park and ride' sites and additional City Centre car parking;
 - Environmental and safety enhancements within and beyond the City.
24. The core objectives of the proposed congestion charging scheme are:
 - (i) To reduce congestion directly;
 - (ii) To reduce congestion indirectly by funding projects that will achieve local and regional transport objectives that are not fundable from existing sources;
 - (iii) To distribute the benefits from the charging scheme fairly in respect of people paying the charge.
25. There will be significant improvements to public transport when the charging scheme is introduced in 2006.
26. The net revenues raised by the charging scheme will be additional to the traditional sources of funding for transport. This will enable the funding of transport projects, which will reduce dependency on travel by car and further reduce congestion. Net revenues will be applied to projects that will distribute the benefits of the charging scheme fairly in respect of people paying the charge.
27. The proposed congestion charging scheme would contribute significantly to the achievement of local and regional transport policies. It is proposed as the optimum solution because it achieves the best overall results in terms of reducing congestion and its consequences and funding a major transport investment package.

**The City of Edinburgh Council
Transport Initiatives Edinburgh Ltd
30 January 2004**

Appendix 1

The City of Edinburgh Council's current programme for the charging order

| Action | Timescale |
|---|--------------------------------|
| Statutory and public consultation on draft charging order — three month period for submission of representations | 3 October 2003- 4 January 2004 |
| Report to The Council on the outcome of the consultation and any recommended amendments to the draft charging order | 22 January 2004 |
| Formal public notice of final draft charging order with twenty eight day period for representations/objections | 30 January - 27 February 2004 |
| Public Inquiry | 27 April - 2 July 2004 |
| Receipt of Reporters' Report | Mid-October 2004 |
| Consideration of Reporters' Report by the Council and decision on whether to proceed with scheme and if so on what terms. If the Council decides to proceed, there will be a referendum within the Edinburgh area before a final decision on whether to make the charging order is made. | November/December 2004 |