Name
Transform Scotland

Address
Thorn House
5 Rose Street
Edinburgh
EH2 2PR

For what purpose do you normally fly (e.g. business, holiday)?
N/A

How do you usually travel to and from the airport (e.g. Bus, Tram, Taxi, Car, Drop-off by car)?
N/A

Would you like Edinburgh Airport to serve more destinations?
No

Would you like Edinburgh Airport to expand its facilities to enable it to have more frequent flights, serve more destinations and improve its cargo operation?
No

Do you think Edinburgh Airport should improve its accessibility (surface access)?

We appreciate the concerns regarding accessibility to Edinburgh Airport. Any improvements in the accessibility to the airport however need to ensure that the issues of congestion and localised air pollution around the airport are appropriately addressed.

Future improvements to accessibility should be focused on making use of the excellent public transport system that connects the airport with the rest of Scotland. The newly-opened Edinburgh Gateway Station enables people travelling from further afield to access the airport by train and then tram or bus. The airport should aim for this to be the principal mode of transport for people travelling to Edinburgh Airport from across Scotland in the future. It is in Edinburgh Airport's best interests to make full use of and support the public transport links to the airport in order to reduce congestion, carbon emissions and localised air pollution around the airport and the surrounding area.

Edinburgh's tram and bus networks should be utilised and promoted as the primary means of connecting the airport with Edinburgh city centre. At present, bus and tram services only account for 32% of the journeys to the airport (p. 40). We are pleased to read (page 7) that when travelling to the airport there is a continuing modal shift from car to bus and tram, but want

to see this trend to continue to rise. We would like to see increased promotion of the tram as a more sustainable and less polluting mode of access from the city centre. The target for passengers travelling to Edinburgh Airport by sustainable modes of transport should be increased.

We object to the assertions (p. 45) that there is a need to develop the road networks. Whilst the capacity of the airport has expanded greatly since the roads surrounding the airport were built, building new road networks is not the solution to increase accessibility to the airport. New road networks simply encourage the use of private vehicles in accessing the airport, leading to further congestion and air pollution around the airport. As outlined above, Edinburgh Airport needs to ensure that the rail, tram and bus networks serving Edinburgh Airport become the norm for accessing the airport. It may be unavoidable that the use of private vehicles will continue to some degree; in this case it is important to encourage the use of Park & Ride facilities to reduce congestion at the airport and on the surrounding roads.

Please provide any particular comments you have on the Draft Airport Masterplan. Please attach further sheet if necessary.

Whilst we understand Edinburgh Airport's desire to grow, the expansion proposals are fundamentally incompatible with the urgent need to reduce greenhouse gas emissions as set out in the Climate Change Act (2009). Aviation is already the second largest source of emissions from transport in Scotland and is the fastest-growing source of emissions from the transport sector. Little effort has been taken, nationally or internationally, to cap emissions from aviation; proposals such as this do nothing to take action on the need to reduce carbon emissions.

We have strong reservations regarding the claims made (page 50) about Edinburgh Airport's actions to reduce the carbon emissions associated with flights to and from the airport. It is simply dishonest to suggest that the flight efficiency measures mentioned in the Masterplan will reduce carbon emissions, given predicted passenger growth rates. Any measures to reduce emissions during the landing and take-off cycle will in no way compensate for huge increase in carbon emissions from the projected expansion in passenger numbers from the current 12 million passengers to 13.1 million by 2020 (p. 11). The Airport needs to revise its messaging around this to make clear that the plans for expansion will directly result in a considerable increase in carbon emissions and increase Scotland's contribution to global climate change.

We note your comment that "we believe that carbon emissions trading is the most efficient way to drive aviation emissions down." (p. 51). However, these schemes have consistently failed to take account of the full environmental impact of aviation and do not at present sufficiently limit the carbon emissions associated with the aviation industry. Edinburgh Airport - and the rest of the aviation industry - needs to massively increase its efforts to tackle climate change and take efforts to limit their growth, not expand.