DATA LABEL: OFFICIAL - PUBLIC

West Lothian Council

COUNCIL EXECUTIVE

BUS PARTNERSHIP FUND

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform Council Executive of the launch of the Bus Partnership Fund (BPF) and update on the establishment of Transport Partnerships on both a regional and local level and advise on the next steps required in submitting a West Lothian submission to the fund.

B. RECOMMENDATION

It is recommended that Council Executive note the;

1. Launch of the Bus Partnership Fund and the timescales for applications;
2. Formation of the South East Scotland Partnership and the West Lothian Bus Alliance;
3. April submission of the South East Scotland Partnership bid to the BPF; and
4. Proposed timeline for reporting to committee on a West Lothian specific submission.

C. SUMMARY OF IMPLICATIONS

I	**Council Values**	Focusing on our customers' needs; being honest, open and accountable; providing equality of opportunities; developing employees; making best use of our resources; working in partnership
II	**Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)**	The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019.
III	**Implications for Scheme of Delegations to Officers**	None
IV	**Impact on performance and performance Indicators**	The council has a target PI for Public Transport of having 90% of residents with access to an hourly or better daytime service Monday to

		Saturday. It is possible that changes in the commercial and subsidised network could impact this PI.
V	**Relevance to Single Outcome Agreement**	The local bus network contributes to a number of outcomes by connecting communities with services and employment.
VI	**Resources - (Financial, Staffing and Property)**	None
VII	**Consideration at PDSP**	This report was considered at D&T PDSP on 1 June 2021.
VIII	**Other consultations**	Financial Management Unit

D. TERMS OF REPORT

D.1 Background

As part of its response to the climate emergency, the Scottish Government has announced a £500M fund for large-scale capital bus priority infrastructure projects, which aims to reduce the negative impacts of congestion on bus services and address the decline in bus patronage. This fund was originally due to be launched by Scottish Government in March 2020, but was delayed until November 2020 as a consequence of Covid-19.

The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators, to develop and deliver ambitious schemes that incorporate bus priority measures. The Fund will focus on the evidence of how bus services will be improved by addressing congestion, but the partnership approach is also expected to leverage other bus service improvements to help tackle the climate emergency, reduce private car use and increase bus patronage.

The fund encourages ambitious proposals, including park and ride where it can be demonstrated to have a clear benefit in effecting modal shift, but all proposals will be considered in light of the evidence provided and how successful the interventions are expected to be in achieving the targeted outcomes of the fund.

It is expected that the first round of bidding for the BPF will facilitate feasibility studies to further develop business cases and proposals. The Scottish Government has provided two initial dates for applications to the fund:

- Phase 1 Deadline: 16 April 2021
- Phase 2 Deadline: 15 October 2021

It was anticipated that where formal partnerships were already established and therefore projects already identified the earlier deadline would be preferable by bidders however, should local authorities wish to identify new partnerships and projects which might require further time to scope, the second submission date in October 2021 is available.

D.2 Bus Service Improvement Partnership

Transport Scotland has stipulated that applications to the BPF must be from official partnerships working towards Bus Service Improvement Partnership (BSIP) status. Although it is understood that bidding for the BPF can be at individual local authority level, the Scottish Government has expressed a requirement of collaborative working forming an essential part of any bid for funding.

West Lothian Council has been working with SEStran authorities and local operators over the past 12 months looking at transport transition planning at national and regional levels to address the challenges presented by Covid-19, most particularly the pressures on limited public transport capacity during the phased emergence from lockdown. The region secured £1.8m for a range of temporary measures and interventions under the Scottish Government's Bus Priority Rapid Deployment Fund.

A regional bid for the Bus Partnership Fund has been developed following the governance structure and approach of the Edinburgh and South East Scotland City Region Deal (ESESCRD). The bid structure followed the successful 'corridor approach' utilised through transition planning which is based on strategic corridors into Edinburgh ensuring that packages of interventions for bus improvements that cross local authority boundaries can be identified in a systematic way whilst also working together as a holistic joined-up corridor route treatment.

West Lothian is represented on the West Corridor Group and interventions have been focussed on the A89 and A71 corridors into Edinburgh.

A phase 1 bid was submitted by the ESESCRD partners in April 2021 and a copy of the application can be found in Appendix 1. It is expected that decisions on the April submissions will be communicated in June 2021.

D.3 West Lothian Bus Alliance

In addition to the cross-boundary corridor-specific approach, a second partnership has been established which will focus on more localised West Lothian specific interventions. The West Lothian Bus Alliance (WLBA) has representation from council officers, SEStran and local transport operators and is independently chaired by Bus Users Scotland ensuring that bus travel and customer needs are at the heart of any bid submitted to the fund.

Since its formation in March 2021, the WLBA has met and agreed their Terms of Reference with a mission statement that seeks to create a smarter, more successful set of bus services that maximises the potential of the sector in the West Lothian area for the benefit of the area's people. More specifically, the WLBA will provide a forum for action to improve bus based public transport within the West Lothian area, increase customer growth, satisfaction and advocacy levels. The alliance will investigate and utilise available funding to improve bus infrastructure and the ways in which it can be best utilised to achieve the overarching goals. A copy of the Terms of Reference can be found in Appendix 2.

The group has agreed to develop proposals solely within West Lothian with a view to submitting a bid to the BPF to the phase two October deadline.

D.4 Next Steps

The WLBA will continue to meet on a 2 weekly basis to develop proposals for bus priority interventions within the West Lothian area.

Appendix 3 outlines a proposed timeline for reporting to D&T PDSP and Council Executive prior to a submission in October 2021.

D5 Consideration at PDSP

This report was be considered at Development & Transport PDSP on 1 June 2021. The panel noted that although bus priority infrastructure was important to the success of local bus operations it was vital that passengers have accessible bus services within the local communities. Additionally, the panel noted that key actions are required to improve passenger confidence in using public transport post pandemic and that this should be coordinated over a national, regional and local level.

E. CONCLUSION

Scottish Government has announced a £500M fund for large-scale capital bus priority infrastructure projects, for which formalised partnerships are required to be in place prior to submitting bids. West Lothian Council will hold a key role within two BSIPs; both focusing on a regional approach to interventions as well as a more localised, West Lothian-specific approach. Officers will progress with contributing to both groups with a view to reporting on the progress of the regional partnership application and the submission of a West Lothian-specific bid by 15 October 2021.

F. BACKGROUND REFERENCES

None

Appendices/Attachments:

Appendix 1 - South East Scotland City Region Deal - April Submission

Appendix 2 – WLBA Terms of Reference

Appendix 3 - WLBA Bid Submission Key Dates Timeline

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Email: nicola.gill@westlothian.gov.uk

Jim Jack

Head of Operational Services

8 June 2021

Appendix 1 - South East Scotland City Region Deal - April Submission

Bus Partnership Fund Application Form

Phase 1 – Capacity Funding

1. Applicant Details

Lead local authority	City of Edinburgh Council on behalf of the Edinburgh and South East Scotland City Region Deal (ESESCRD) partners.
Partners to the proposal	The Edinburgh and South East Scotland City Region Deal partnership is submitting this bid. The City Region Deal partnership comprises: The City of Edinburgh Council, East Lothian Council, Fife Council, Midlothian Council, Scottish Borders Council, West Lothian Council and the region's universities and colleges. Falkirk Council are also included in the partnership and Clackmannanshire Council are supportive of the bid but at this stage are not a formal partner. The bid is also supported by operators including Lothian Buses, First Bus, Stagecoach, Borders Buses and Prentice.
Contact name and job title	Jamie Robertson
Contact email	Jamie.Robertson@edinburgh.gov.uk
Contact telephone number	07754285381

2. Geography and Demographics

Max 1000 words, excluding maps

Describe the geography of the partnership and specifically that which will be impacted by the proposal, using maps to specify the area. Provide basic population information, to indicate the likely travel habits and therefore how people will be affected by the proposed development.
The Edinburgh and South East Scotland region is facing a period of unprecedented challenge and opportunity. There is a shared duty to address the interrelated challenges of climate change, sustainability, biodiversity loss, inequalities, health and well-being whilst also urgently addressing economic

recovery from the pandemic and a just transition to a net zero carbon economy. The transport network needs to support the rebuilding of the economy so that it works better for people, places and the environment, reflected in the title of our bid **– "Speeding up Recovery – Building on Success".**

The South East region is the fastest growing in Scotland, with the population expected to grow from 1.38 million in 2018 to 1.51 million in 2043, an increase of 9.1%. This will place additional pressure on an already successful public transport network.

Edinburgh is the largest economic centre within the region, attracting workers from within the city and surrounding local authority areas. According to the 2011 census around 95,000 people commute into Edinburgh to work each day – of those, 80,500 come from other SEStran authorities.

The total in-commuting by car (either as a driver or passenger) is around 63,300 per day (66%). Bus mode share is approximately 28%, considerably higher than the national average, and rail mode share is approximately 8%.

Figure 1 shows travel to Edinburgh by car, bus and train modes from the partnership authorities.

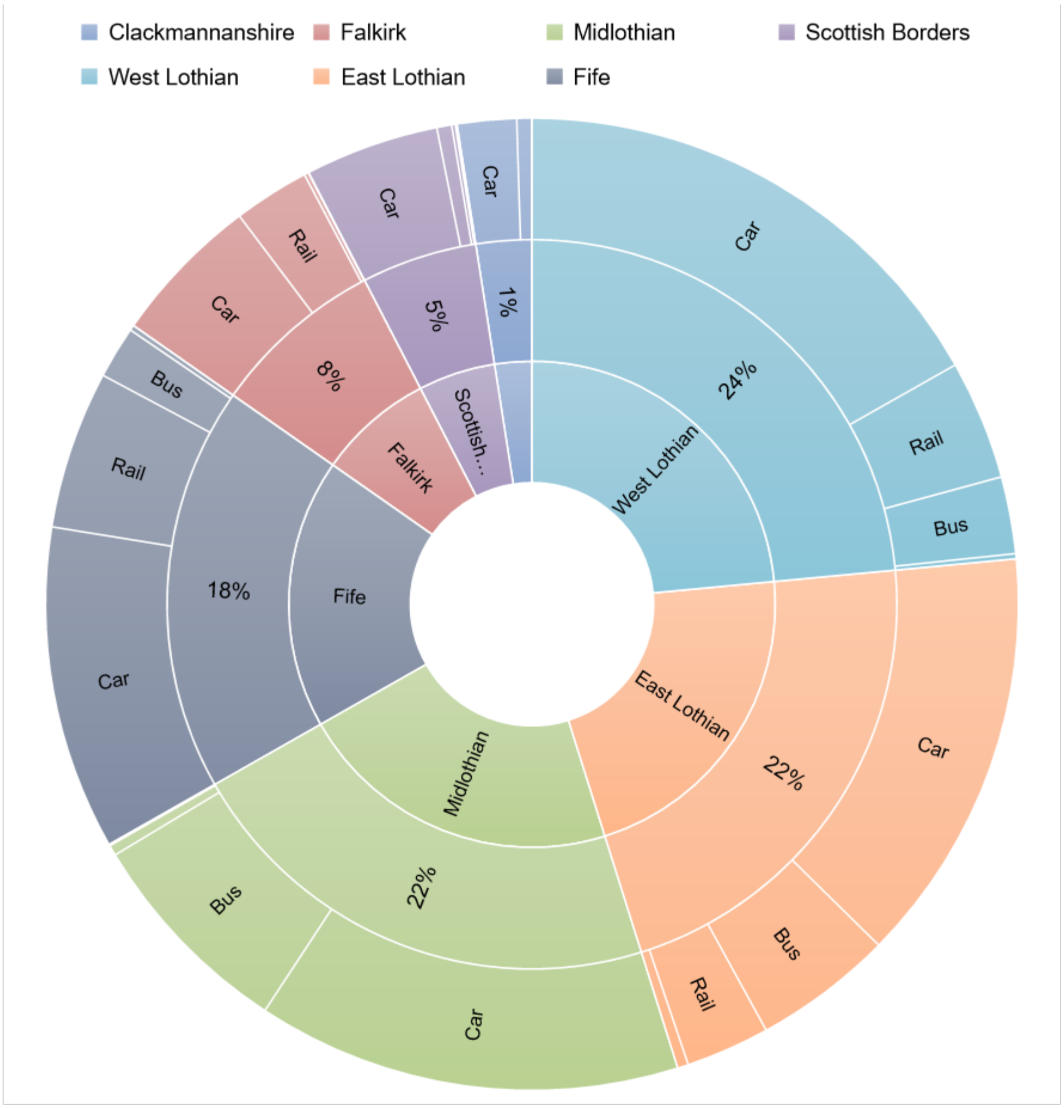


Figure 1: Travel to Work in Edinburgh from Neighbouring Authorities (Scotland's Census 2011)

Travel by car (approximately 65-70% of all trips) is the predominant motorised mode in all. Travel by bus for these movements is comparatively low illustrating the need and scope for improvement addressed by this bid. It should be noted that the 2011 census data pre-dates the opening of the Borders Railway.

Note that a high level of car commuting is undertaken by people who live within the city. Many of these in-city driven trips are made to places of work located outwith the city centre eg Edinburgh Park.

A growing population and limited housing availability are drivers of increasing house prices across the region. The range and affordability of housing is particularly challenging within Edinburgh, meaning that people (and young families in particular) often choose to live outside the city boundary, placing additional pressure on transport networks.

Good transport access strongly correlates to house prices across the region, as shown in Figure 2.

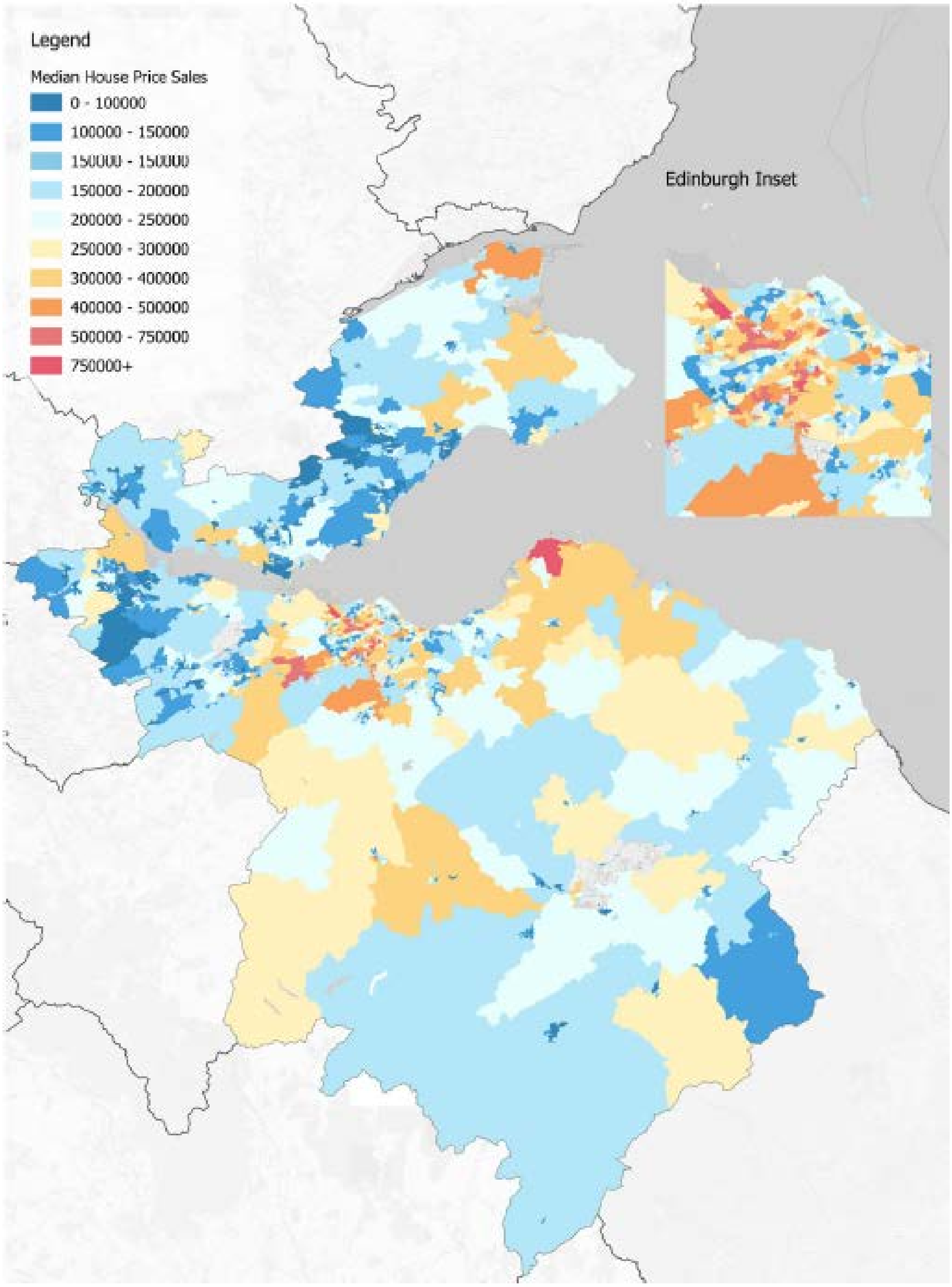


Figure 2: 2018 Median House Prices

Figure 3 shows the travel to work mode share, highlighting the key role of bus for many movements.

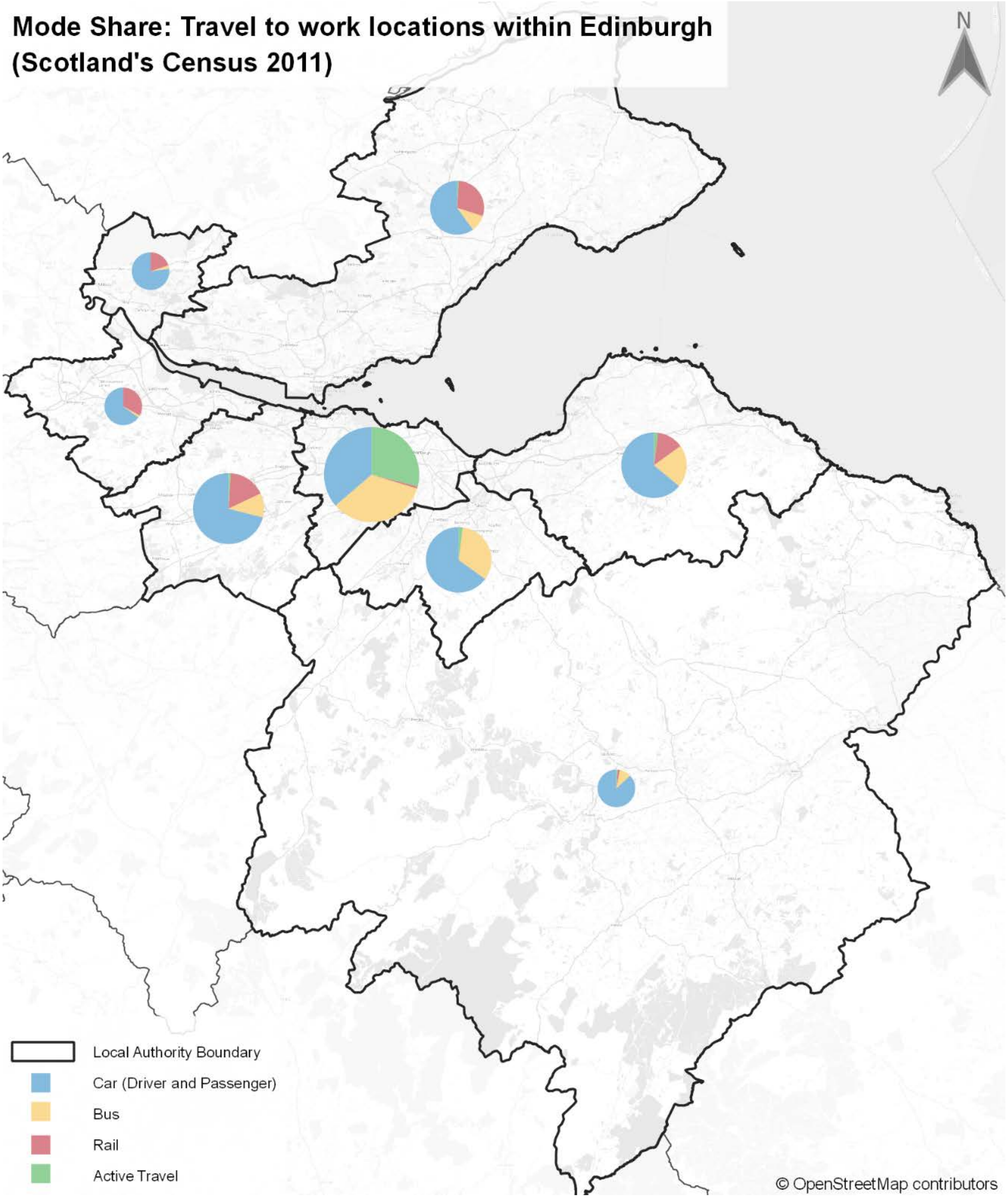


Figure 3: Travel to Work Mode Share

After housing, transport costs are the single biggest household expenditure, where rail services tend to be more expensive than bus. The lack of a comprehensive rail network across the whole region limits the potential for travel by rail for many and a lack of spare capacity on existing rail services, particularly at peak times, again limits potential patronage growth, further re-enforcing the key role of bus.

Scottish Index of Multiple Deprivation (SIMD) data shows that areas with higher levels of deprivation (ranked as Quintile 5 or above) are typically reliant on bus as the primary mode of public transport. Figure 4 illustrates this.

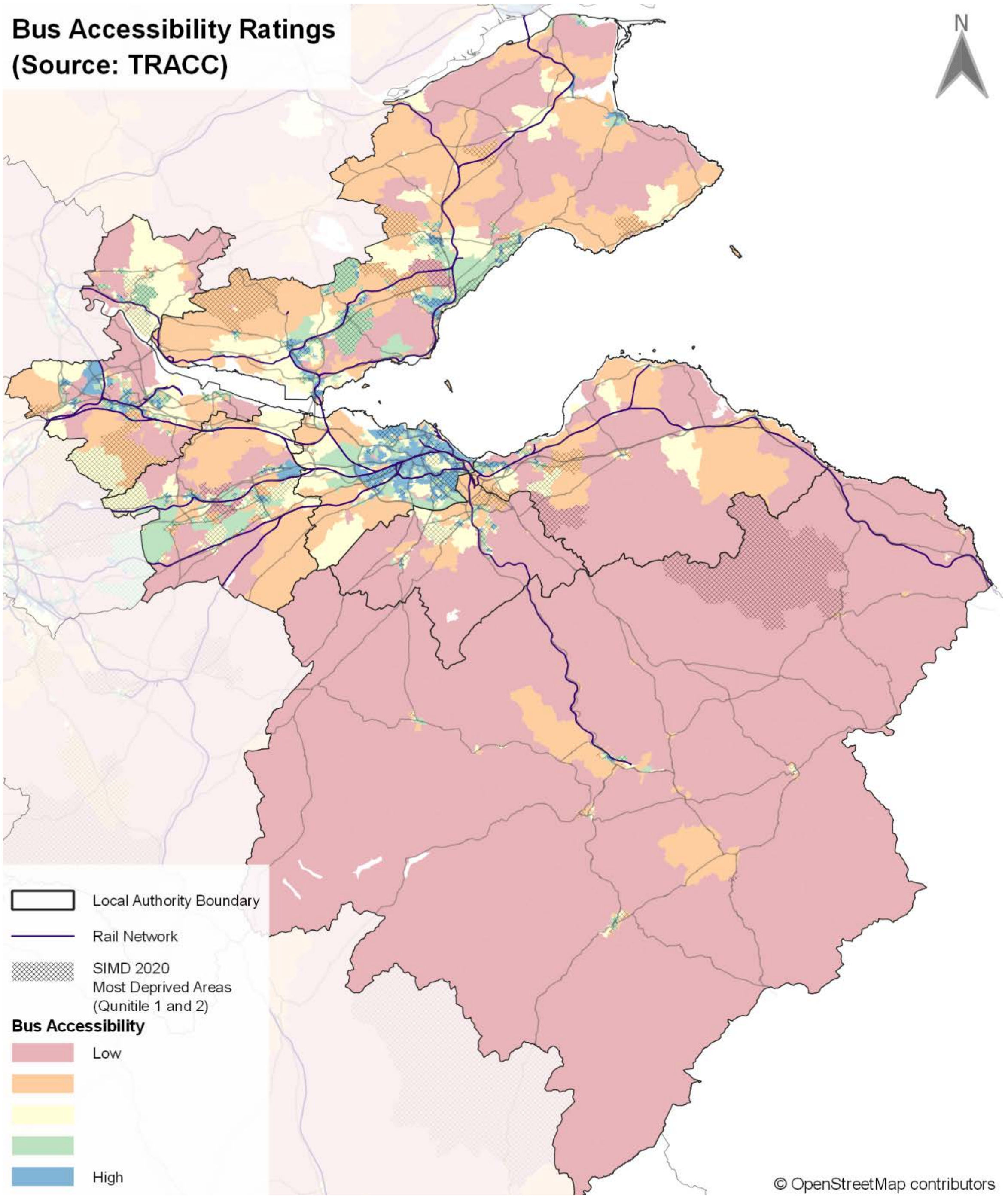


Figure 4: Movements of Trips to Edinburgh City from Regional Settlements by Public Transport Combined with SIMD Data

In these areas of higher deprivation, bus is often the only choice for travel given the limited rail network coverage across much of the region and lower car ownership levels. Where rail is a viable travel choice, high ticket costs can often discourage travel by rail for lower income households.

Given a reliance on bus, it is important that journeys are fast and reliable. Increasing congestion impacts bus travel times and reliability, making access to work and education unattractive. Reversing this trend could encourage increased patronage, supporting investment in services, creating new journey opportunities for all and particularly for those in areas of higher deprivation. This will be vital in supporting public transport recovery following the pandemic and in reducing car based trips and emissions.

Figure 5 shows public transport travel times to Edinburgh city centre.

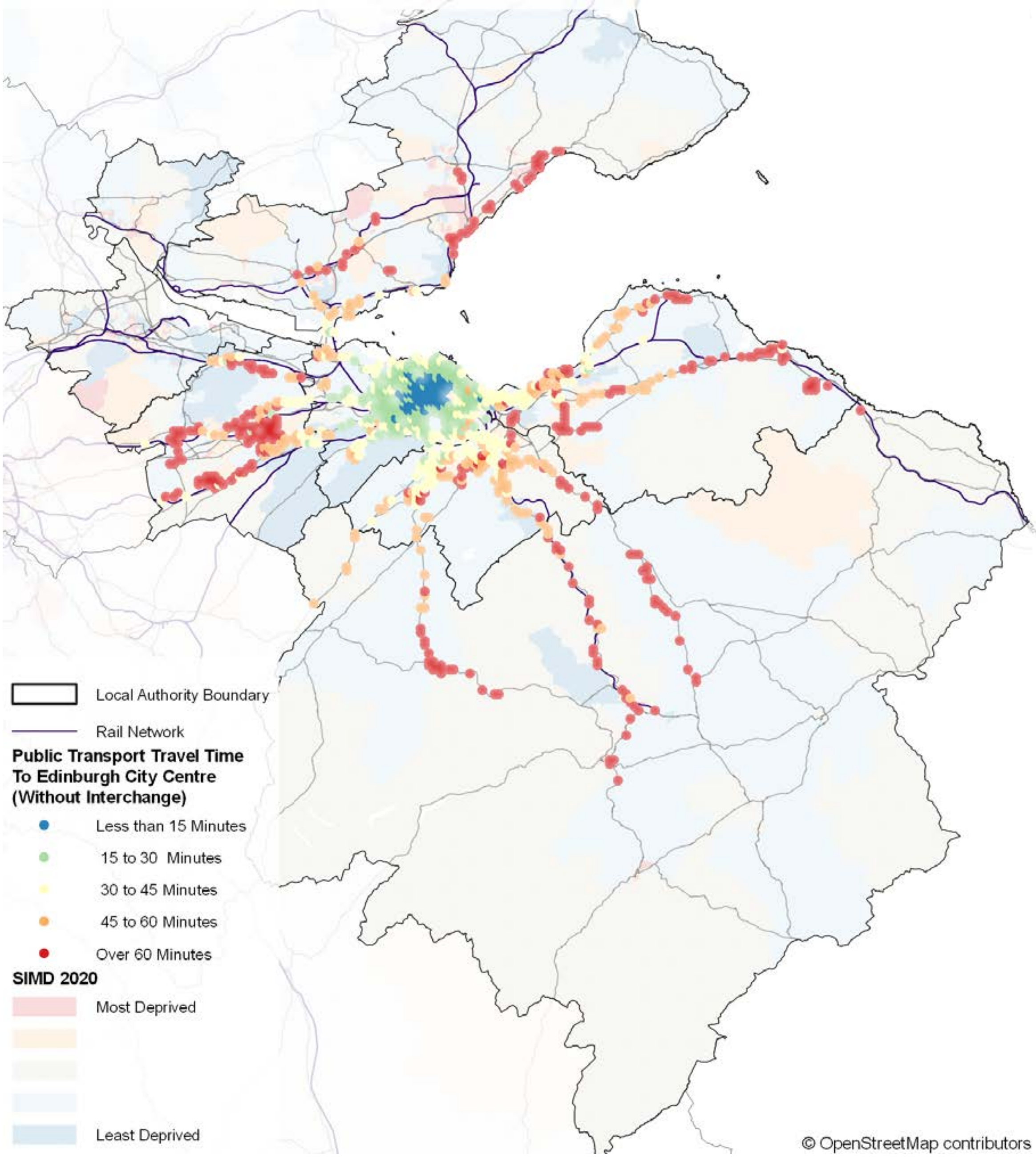


Figure 5: Public Transport Journey Times to Edinburgh City Centre

Public transport journey times to some settlements in the region can be very high when compared to travel by car. For example, a peak hour bus trip from Dalkeith to Edinburgh city centre can take over an hour whilst by car it would typically take 30 minutes. This situation is common to many other settlements in the region.

Strategic routes across the region are congested at peak times. The Queensferry

Crossing and A720 are critical connections; however diversion routes for each are long or limited in capacity, meaning that accidents or closures have a significant impact.

Arterial roads to and from Edinburgh are very congested in both morning and evening peaks. All key routes are affected, include the A90, A8, A71, A701, A702, A7, A68, A1 and A199. Morning peak congestion tends to occur at the first major junction on each corridor – eg Barnton, Newbridge, A720 junctions and the Jewel. Within the city, evening peak congestion is more significant; outbound delays on major arterial routes results in traffic displacement and rat-running, affecting bus routes away from primary corridors (eg Service 41 at Quality Street).

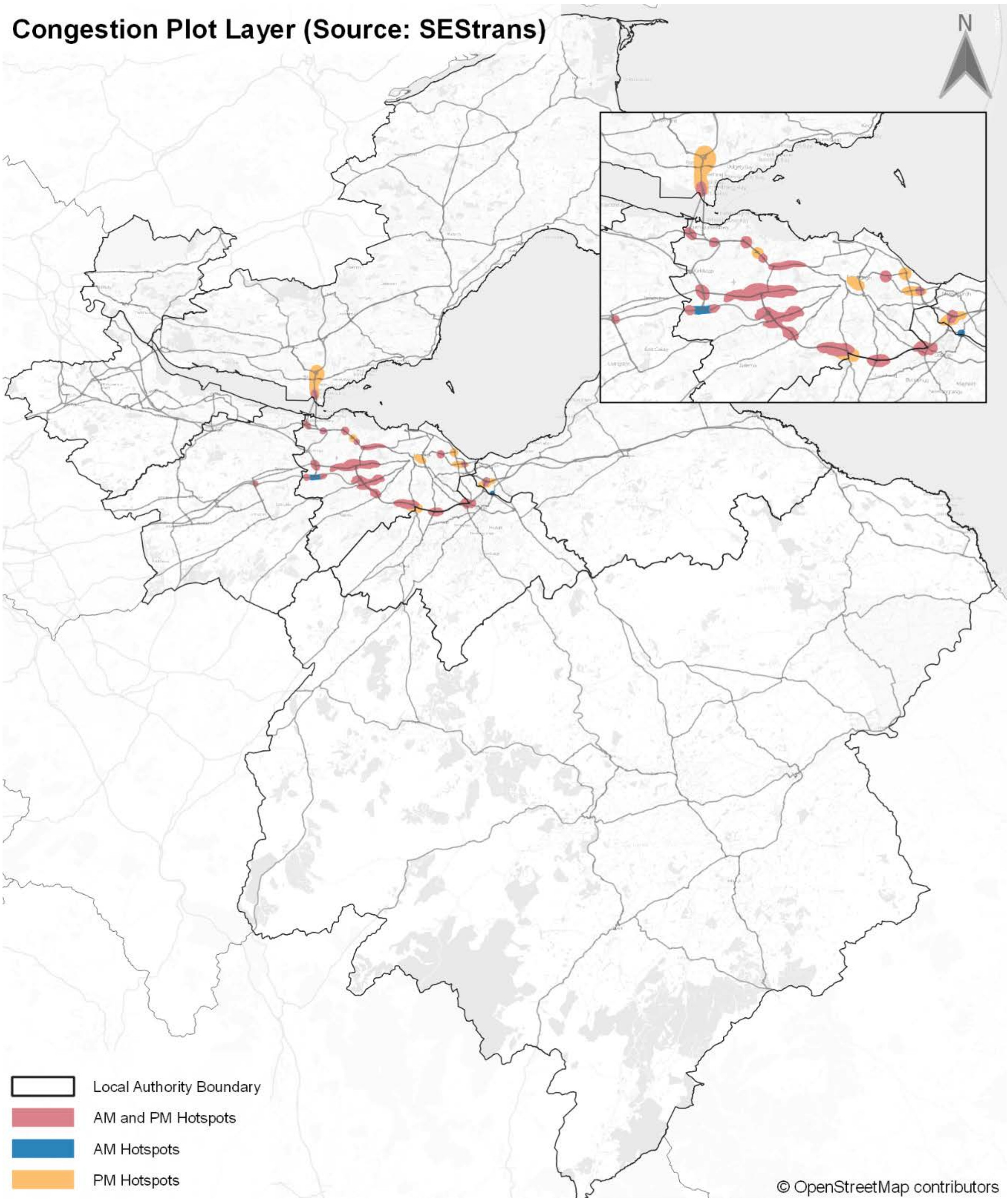


Figure 6: Peak Period Congestion Hotspots

Morning peak bus services travelling towards Edinburgh generally experience delays crossing the A720 City of Edinburgh bypass. Services are delayed by traffic waiting to join the A720 and by traffic rat-running on a parallel axis to the south (eg through Dalkeith, Bonnyrigg / Lasswade and Loanhead). As above, once inside the A720, traffic conditions improve with limited congestion on the A701, A768 and A772 corridors.

In the absence of a comprehensive rail network serving all major settlements, high quality, high speed and low-cost bus travel options are fundamental in increasing social mobility and delivering sustainable travel choices for the region.

3. Analysis of Problems and Opportunities

Max 3000 words, excluding diagrams and charts[i]

Outline the problems (to the extent you are able at this stage), evidencing areas where road congestion is particularly problematic for bus. The opportunities should relate to bus priority developments, which are the focus of the Bus Partnership Fund[ii], as part of a multi-modal approach to sustainable future mobility provision.

Introduction – building on a strong policy and delivery framework

Major strides have been made in the region in transport related policy and on the ground delivery designed to tackle major challenges related to climate change, health, equality and economic prosperity.

There is now a coherent policy framework from NTS2 at the national level with STPR2 and the emerging NPF4 and further policy support through bold new strategies at the regional and local level. This includes the SEStran Regional Transport Strategy, the emerging Regional Growth Framework, the recently published City Mobility Plan in Edinburgh and the East Lothian Climate Change Strategy.

Delivery of practical measures on the ground through effective regional co-ordination and action is well exemplified by the work developing and implementing the successful BPRDF bid to help tackle the impacts of the current pandemic.

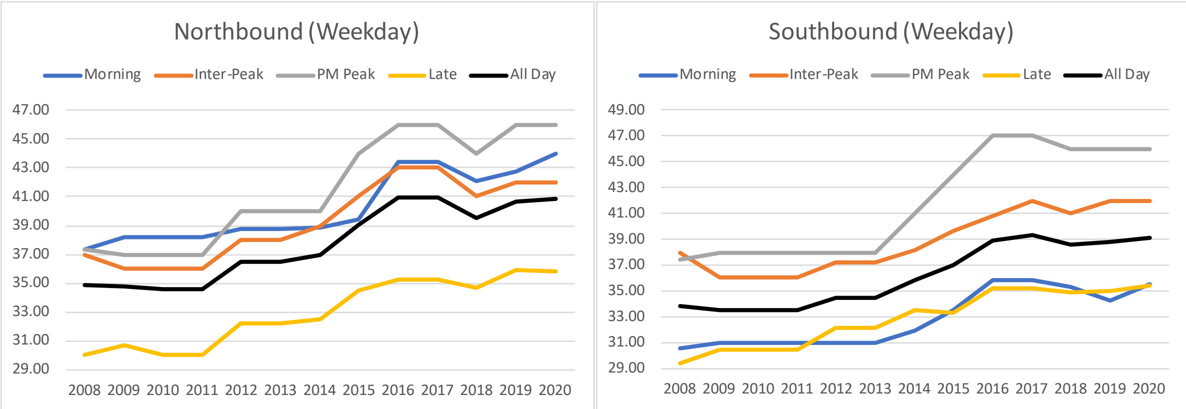
Strong collaborative working between the local and regional authorities, public transport operators and active travel organisations has been key to this progress. This bid builds on this to address key problems and opportunities for bus travel. Coordinated spatial planning and transport helps strengthen cross border public transport services while tackling the environmental and economic impacts of significant in-commuting across the city region.

Problem – unattractive journey times for many movements

Excellent public transport links are key in providing equitable access to jobs, education, health and recreational facilities. As noted previously, areas of high deprivation largely correlate with poor transport accessibility.

Improving public transport journey times and network connectivity has a direct and positive impact on the wider economy and peoples' everyday lives.

Public transport accessibility is mixed across the region. Within Edinburgh, bus is the primary mode but journey times continue to slow (by approximately 20% between 2008 and 2020) making services increasingly unattractive.



Lothian Buses

Figure 7: Increasing Journey Times Between Dalkeith and Edinburgh

As an example, the typical morning peak journey time from Portobello to the city centre is 50 minutes, a distance of only 5km. This is not competitive with European cities of a similar size, impacting on the economy.

While regional rail services are fast, these are not extensive and many communities are captive to bus. Although rail capacity has increased, particularly from West Lothian and the Borders, passenger growth has more than matched this. With limited further rail investment in the short term, the region's express bus network will need to grow (in a similar manner to that from Fife) in order to accommodate increases in demand.

Currently, many regional bus journey times from towns outside Edinburgh towards the city are slow and uncompetitive with the car. Example peak bus journey times include:

- Prestonpans to Edinburgh - 50-60mins (c11miles)
- Dalkeith to Edinburgh – 50mins-1hr (c7miles)
- Penicuik to Edinburgh – 1hr-1hr10mins (c10 miles)
- Broxburn and Kirkliston to Edinburgh - 45-50mins (c12 and c10 miles)

The South East Scotland labour market is constrained. Improved public transport links would help address this and result in immediate wider economic benefits and support economic recovery and growth. Better access to education supports the economy in the medium term and is critical to a demographic largely captive to public transport and active travel. Improved access to health supports the economy in the longer term, with a more active population improving productivity and reducing costs.

Problem - Tackling more recent decline and the impact of Covid

While remaining successful, Lothian Buses has seen a recent small decline in patronage of (-0.6%) year on year between 2015 and 2019.

Although, East Coast Buses and Lothian Country services may have abstracted some patronage from city buses following similar routes, the trend is clearly no longer upwards. Development growth should be a driver of increased patronage yet a decline in bus use suggests reductions elsewhere.

Although increasing car ownership and a greater use of on-line services are known drivers of declining patronage, slower bus journey times are also a key factor in the downward trend. It is therefore critical to target congestion at key locations across the city and region, improving bus journey times relative to the car.

The current pandemic has had a very significant impact on bus travel across the region. A key aim of this bid is to encourage passengers back to public transport through competitive, reliable journey times, building on, and maintaining, many of the time savings achieved while traffic volumes have been lower.

A scenarios-based approach to ensure resilience in the light of the pandemic will be built into the OBC process.

Opportunity – Building on a strong modal share for bus in Edinburgh

A larger proportion of the population of the City of Edinburgh use bus as their main travel mode of travel to work than any other local authority in Scotland. Despite a historic trend of declining bus patronage across Scotland, data from Lothian Buses shows that between 2006 and 2014 patronage was increasing at an average of 1.1% per annum. Although Lothian Buses patronage has since decreased, this is partly as a result of tram and abstraction from East Coast and Lothian Country services.

Overall, public transport mode share remains high; however, investment is required to further increase bus use, particularly outside the city centre.

Problem – Poorer mode share for bus in wider region

Bus mode share across the wider region is significantly lower than within Edinburgh, however there are a number of successful corridors (particularly Stagecoach’s Fife-Edinburgh network), which can act as a template for improvement elsewhere.

A key constraint is the level of congestion on arterial routes to the city, which prevents the delivery of fast and reliable bus services.

Operators highlight that access from adjacent Local Authority areas to Edinburgh is difficult. Barnton Junction is noted as a particular constraint on the A90 for journeys from the north and west including Fife and Clackmannanshire. The A720 City Bypass creates a barrier between Midlothian and the Scottish Borders and Edinburgh as does the volume of traffic on the A7 for services that cross this route.

Problem – Limited rail capacity across the region

There has been significant investment in the south east Scotland rail network to increase capacity. This has included the Airdrie-Bathgate Project, opening of Borders Railway, the Edinburgh Glasgow Improvement Programme and the . Levenmouth Rail Link due to commence construction in 2022.

Despite major capacity increases on central Scotland routes, the Borders Railway and North Berwick / Dunbar services, pre-Covid demand has continued to outstrip supply with congestion on all major rail corridors.

Limited network capacity and coverage, together with increasing fares, mean that improved regional bus services will be a vital component in delivering additional capacity through a network of regional express services as already exists from and to Fife.

Problems – Delay hotspots on the key radials into/out of Edinburgh

Below we highlight the key delay hot spots on the main radial corridors into and out of Edinburgh from/to the wider region. These have emerged from discussions with bus operators and local authorities via the BPRDF corridor groups, reinforced by delay data from operators.

A summary of the key problems in the corridors is set out below under the three corridor groupings set up to take forward BPRDF. This is followed by a more detailed examination of these problems and any opportunities.

Corridor	Issue
South/East (East Lothian, Midlothian and Borders to Edinburgh)	Congested Sheriffhall, A1 / Milton Link, Gilmerton, Straiton and Kaimes junctions result in public transport delays Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes Queues on the A1 approach to the Jewel roundabout result in public transport delays Delays on the A199 Musselburgh High Street
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	Newbridge Roundabout - queuing in both Eastbound and Westbound directions from A8 and A89 A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through the underpass Access egress delays for buses at Park & Ride sites - eg Hermiston Poor bus journey times along A71 with delays at Lizzie Bryce Roundabout, Wilkieston and the A71 approach to Hermiston P&R roundabout. Delays of up to 30 minutes are experienced at Hermiston A70 and A71 stop spacing, bus priority and signal strategies are not optimized to minimize bus journey times
North (Fife to Edinburgh)	Temporary low usage of Halbeath and Ferrytoll Park & Ride Congestion on the approach to Barnton junction increases bus journey times Evening peak services from the city centre are delayed on the approach to Blackhall junction Rat-running via Davidson’s Mains to avoid the A90

South/South East

Journey time data from Lothian Buses indicates that Service 47, which operates between Penicuik and Edinburgh along the A701 has been subject to increasing journey times in recent years. Northbound, journey times between Penicuik and the Park and Ride site at Straiton have increased between 2008 and 2020 by approximately 20% in the weekday morning peak and by approximately 12% at other times.

Issues at Straiton area are a result of individual development interventions. A comprehensive redesign of the corridor, prioritising public transport and active travel, could address many of the existing operational issues.

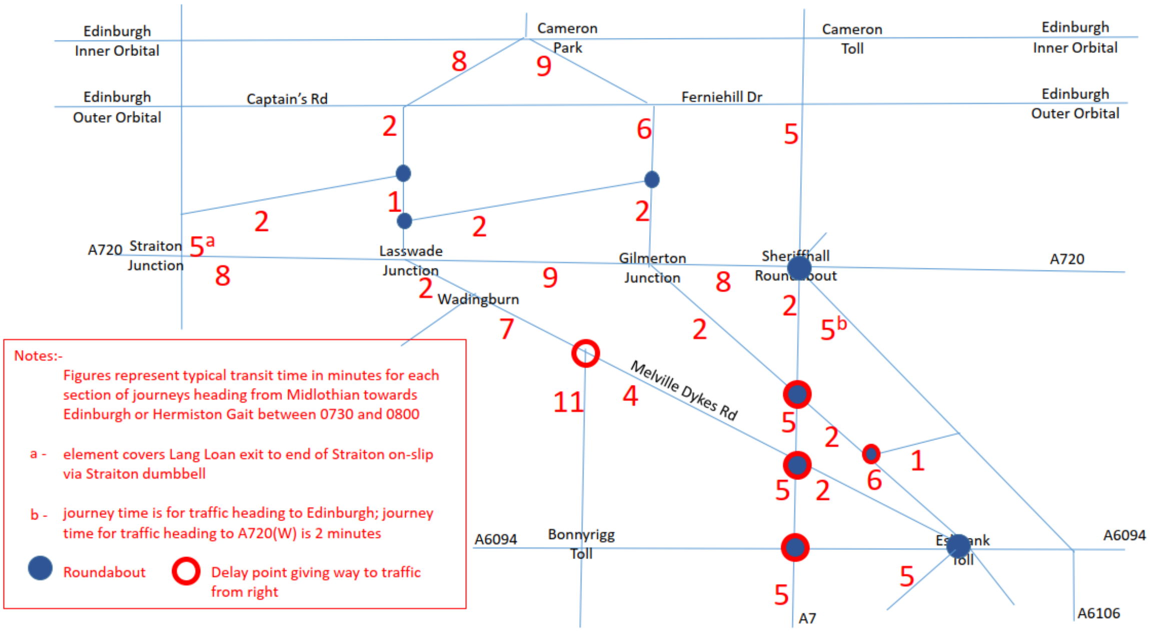
Enhanced (and potentially relocated) Park & Ride provision on the A701 requires faster and more frequent direct bus services, improving competitiveness relative to the car. Potential options could be integrated with future City Region Deal development at the Edinburgh Science Campus, Midlothian and Easter Bush.

Bus operators have advised of significant delays to services on approach to and crossing the A7. Problem junctions include:

- B6392 / Meville Gate Rd
- A7 / A768
- A7 / A6094
- A768 / Hillhead Rd

Services are also delayed at the A772 Gilmerton Road / B701 Ferniehill Drive signalised junction within Edinburgh.

Figure 8 shows typical morning peak transit times with major delay locations highlighted as a red circle.



Lothian Buses

Figure 8: AM Peak Traffic Flows around A720 between Sheriffhall and Straiton

The performance of the A720 is a major issue with incidents and accidents having a wide-ranging impact on network performance and bus reliability.

Operators refer to congestion in this area as the 'Midlothian Wall' where buses are delayed crossing the Midlothian boundary towards Edinburgh. A general reduction in bus delay in this area would support the development of an express bus network, which would further improve bus journey times from Midlothian and the Scottish Borders into Edinburgh.

Delivery of major development sites in East Lothian, such as Blindwells, together with the proposed Haddington and Cockenzie employment zone will require a step-change increase in bus provision. Many new services will route via the A1, where the principal source of delay is the approach to The Jewel Roundabout.

The alternative route avoiding The Jewel is via Newcraighall / Niddrie Mains Road. Ad-hoc development along Newcraighall Road has resulted in a disjointed road network, focussed on providing car capacity. Niddrie Mains Road has been constrained with wider footways but there has been a piecemeal approach to placemaking. Public transport and active travel provision in the Newcraighall Road / Niddrie Mains Road corridor is relatively poor.

Data from Lothian Buses, indicates that journey times on Service 30, which operates along Niddrie Mains Road, have increased between 2003 and 2020 by over 20%. Increased journey times are also noted on Saturdays and Sundays, due to the effect of Fort Kinnaird Retail Park. Targeted measures to reverse this trend are required and improvements to the public transport and active travel infrastructure on Newcraighall Road would capitalise on the significant and successful investment in the Craigmillar / Greendykes area over recent years.

West

A8/A89

The A8/A89 corridor is a key strategic corridor providing links to and from Edinburgh to West Lothian and beyond to Falkirk and the Lanarkshires but also, via the M8 and M9 to the north and west of the Central Belt. It is also a key destination, serving Scotland's busiest airport and employment growth in West Edinburgh. Substantial further development is envisaged in the current Local Development Plan and emerging City Plan.

Significant development, and particularly residential development, is also taking place in West Lothian. This critical role of the A8/89 has already been recognised in the appraisal work undertaken in the WETA (West Edinburgh Transport Appraisal) study, including the refresh undertaken in 2016. Both reports highlighted the urgent need for bus priority measures and additional Park & Ride and interchange opportunities.

A subsequent successful bid as part of the Edinburgh City Region Deal allocated £20m for bus focused improvements with a further £16m from CEC for both bus and active travel improvements. OBC work is now underway in this corridor through WETIP (West Edinburgh Transport Improvement Programme).

The BPF will complement the City Region Deal in terms of the potential for P&R on the corridor and could support the delivery of an even more ambitious bus priority scheme.

A71

On the A71, principal locations where congestion and delays occur include:

- Lizzie Bryce Roundabout in Livingston
- Eastbound delays through Kirknewton junction
- Eastbound queueing in Wilkieston back to the B7015
- Delays on the approach to the A71 P&R at Hermiston and A720 roundabouts
- Congestion on Riccarton Mains Road towards Heriot-Watt University

Together, congestion increases journey times by up to 40 minutes in the morning peak, significantly increasing operating costs and impacting on the attractiveness of public transport.

Within the city, at Bankhead and City Bypass roundabouts, queuing on the roundabouts by north/south traffic blocks vehicles travelling east/west (including buses). Morning and evening peak queues also occur at the Chesser Avenue junction where existing bus lanes provide only limited benefit.

A70

The A70 corridor into the city provides links to and from West Lothian as well as from the villages of Balerno, Currie and Juniper Green, which are situated within the city boundary. Over recent years significant residential development has occurred within the villages, leading to an increase in congestion on the single carriageway section of the A70 that flows through them. An increase in single occupancy vehicles has meant that buses incur significant delays at junctions along the route. The principal source of delay is at Gillespie Crossroads, where, at peak times, the east and westbound approaches become saturated as the junction has to accommodate, not only, those travelling into and out of the city but also those travelling to the north or south west.

Bus priority on the A70 corridor is limited to a few short sections on Lanark Road (approx. 300m of bus lane) and Slateford Road (approx. 700m of bus lane). Due to the single carriageway nature of the route, measures to improve bus journey times will focus on stop rationalisation and technology to prioritise buses through junctions.

North

A90

The A90 is the busiest corridor into Edinburgh by a significant margin. It is the primary link between Fife and Edinburgh and peak period congestion frequently result in travel time unreliability.

Major investment in Park & Ride has been extremely successful to a point where, pre-Covid, Halbeath and Ferrytoll sites were operating close to capacity. In the year 2019-2019, passenger growth increased by 20% on the corridor.

This bid complements and supports the separate Fife Council Bus Partnership Fund applications to deliver increased Park & Ride provision and other bus network improvements, capitalising on existing and already successful investment in bus priority on the M90 / A90.

The principal source of morning peak delay on the A90 occurs citybound on the approach to Cramond Brig and Barnton. The existing Queue Management System is life-expired and operates with reduced functionality. The removal of the Dolphington Junction on-slip bus lane has additionally impacted on bus journey times and reliability from Queensferry.

Evening peak traffic, leaving the city, rat-runs to avoid congestion, creating safety and emissions issues away from the core arterial network.

Buses are delayed leaving Davidson's Mains on the approach to Quality Street. Delays also occur on the Telford Road approach to Queensferry Road due to the volume of traffic from Leith / North Edinburgh.

City centre network and stop capacity is a major constraint; evening peak congestion at Queensferry Street is a major source of delay and a limit on future growth.

Orbital Movements – the missing opportunity

As indicated earlier, not all regional movement is city centre focussed. Orbital bus service provision, linking key employment, education and healthcare sites, is extremely important yet currently comparatively poor. In order to reduce dependency on the car to access these locations, there is a strong desire to increase the frequency and attractiveness of orbital services. Nevertheless, existing orbital routes are often delayed on the approach to major junctions; buses arrive on the minor arm but the prioritised flow is the major radial route. New technology solutions, outlined below, as well as more traditional priority measures, could help address this this.

At key locations, the opportunity to interchange with tram and radial local and regional bus services could be much enhanced. Facilities need to be made more attractive in terms of place, shelter, information, personal security etc, helping overcome the acknowledged negative perception of interchange among many passengers. This would link with the best practice guidance and appraisal framework for mobility hubs in Scotland recommended in Phase 1 of STPR2.

New Technology – a major opportunity for bus priority across the region

The adoption of new technological solutions to bus priority is seen as the most likely solution at a significant number of junctions and bus operators are keen that delivery of an Urban Traffic Control (UTC) / Automatic Vehicle Location (AVL) is taken forward on a regional approach and that implementation is managed as a regional project to ensure that the interventions are seamless along routes crossing local authority boundaries.

Delivery of UTC / AVL technology is seen as critical by all operators in the region and delivery requires specialist knowledge. Work is required to consider the technical status of all junctions (and pedestrian crossings) to determine to the benefit in providing bus-signal communication and, how this might be successfully

applied. It needs to consider the different vehicle location detection systems and how priority requests from them will be best managed including protocols to avoid unintended consequences (eg gridlock), learning from experience in other cities.

4. Desired Outcomes

Max 1000 words

Describe the desired outcomes from the proposed bus priority developments. How do you plan to evaluate the achievement of these outcomes?
Speeding up Recovery – Building on Success City Region Deal partners are preparing a Regional Growth Framework, to be published in June 2021. It articulates the long-term aspirational goals for the region and guides the future direction of economic, planning, housing and transport policy, setting an ambitious 20-year vision delivered across three main themes: flourishing, smart and adaptable. Under the Adaptable theme, being better connected is key to adjusting to major economic and technological changes, and to helping respond to climate change challenges and opportunities. The integrated package of improvements in this bid, will in particular support the following outcomes set in the Framework: • increase workforce mobility, especially for residents of disadvantaged communities, primarily through the creation of a fully coordinated, integrated, flexible affordable network across the regions that helps reduce inequalities • achieve modal shift to demonstrably address climate change and reduce emissions • allow a flexible transport network to adapt to the differing transport needs of the region, offering multiple travel choices Six more detailed outcomes for the bus priority, interchange and related improvements that are the subject of this bid are set out below: • A region where bus becomes an **increasingly attractive** and important option in providing sustainable transport movements for a much wider range of journey purposes and destinations, benefiting residents, businesses and visitors • A region in which bus travel **recovers quickly from the impacts of the pandemic** and then **continues to grow** in mode share along with other elements of public transport and active travel, thereby supporting economic growth and recovery

- A region in which bus travel plays a key role in addressing emissions and thus **tackling climate change and health agendas**.
- A region where **interchange** between different modes is as seamless as possible to maximise the use of sustainable modes
- A region where an effective bus public transport network supports **sustainable economic and population growth** across the Region.
- A region in which **equality for all** is at the heart of the transport system, promoting social mobility and helping address poverty within our most deprived communities

These outcomes are reflected in the objectives set below:

(a) **improving the attractiveness** of the bus, relative to the car, through improved journey times and interchange opportunities.

(b) in turn, **increasing bus patronage** and active travel and thereby reducing the number of car trips and resulting emissions.

(c) delivering **sustainable and integrated public transport** networks, providing access for all, and supporting economic recovery and growth.

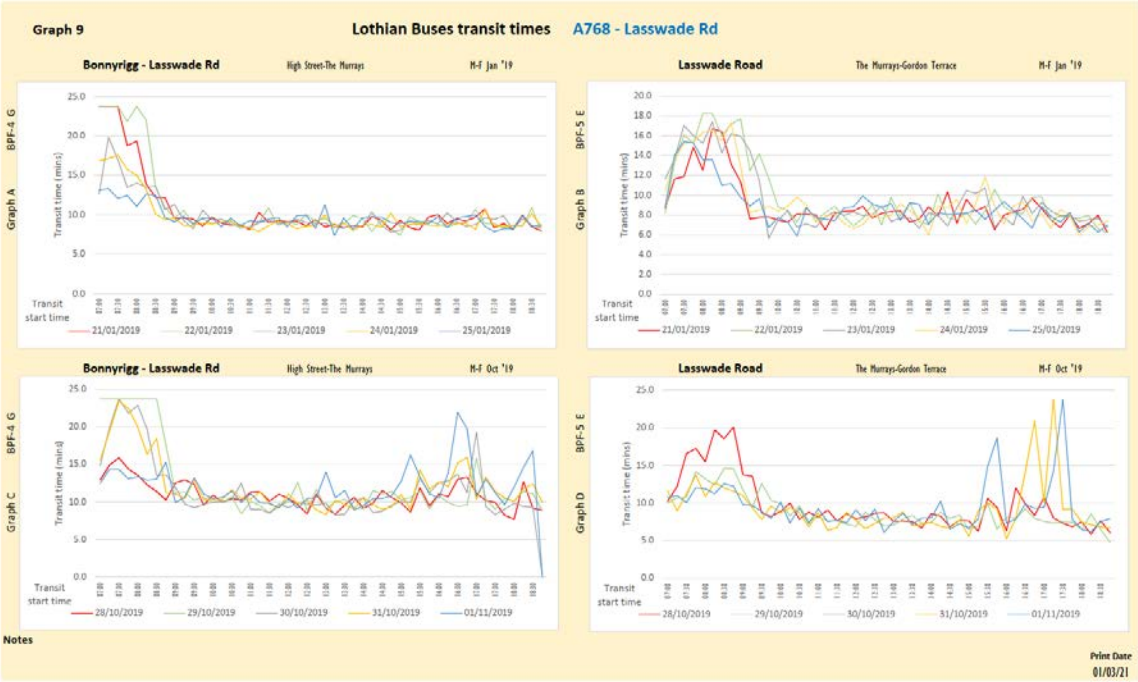
These objectives will be critical in framing the appraisal of options within the OBC work along with wider STAG criteria and they will also inform the key indicators and performance metrics used for monitoring and evaluating the success of the BPF funded interventions. In the shorter term this will focus particularly on the quick wins which build on the implemented BPRDF measures, in turn informing the OBC work. A comprehensive monitoring and evaluation framework will capture the detailed outputs and outcomes from the different components, building on that prepared for BPRDF. Examples of key metrics that will be captured and monitored are outlined below:

Bus journey times and journey reliability

Improved bus journey times and reliability, to and from town and city centres, but also other key destinations eg major employment and healthcare locations are key desired outcomes.

Building on data being captured for BPRDF measures, bus operators have agreed to provide journey time/reliability data (current and historical) allowing times to be monitored. This will cover journeys to and from town and city centres, but also other key destinations eg major employment and healthcare locations. Additional information could also be provided by third-party data providers (eg TomTom). The data will be used to identify baseline (i.e. Pre-Covid journey times) and future journey times (i.e. post Covid \ post BPF interventions). Temporal and spatial analysis of this data will provide information on the magnitude of journey time improvement over time and by time of day.

The diagram below shows an example of the data provided by operators for before and after implementation.



Lothian Buses

Figure 9: Example Bus Transit Times Monitoring

Operators data will be complemented by targeted observational surveys to examine how measures are working on the ground including impacts on active travel users and general traffic.

Service attractiveness, mode shift and network coverage

A key outcome is that bus service ridership is expected to recover and then increase as services become a more attractive travel choice as service journey times and network coverage and accessibility improves.

Numbers of ticket sales (data provided by bus operators) would be used as the primary metric for recording ridership levels. As bus services become more attractive, it is anticipated that ticket sales would increase.

Combining a spatial element of ticket sales will allow detailed analysis of where measures have been more / less successful and will in turn be used within the OBC's to consider and identify the location of where further improvement / investment is required.

Baseline ticket information would provide the pre-Covid situation and be compared with post Covid / post BPF scheme data.

To supplement this, a standardised region wide bus customer survey would be developed to provide qualitative information to better understand the customer experience, satisfaction and attractiveness of bus services benefitting from the measures. The survey will consider items such as quality of service, punctuality, satisfaction with destinations/routes served, perception of journey times, physical accessibility, on board facilities and ticket costs. This would be developed in partnership with operators and bus user forums, building on operators existing customer feedback systems (e.g. bus stop QR codes).

In parallel, a key desired secondary outcome will be reduced dependency on travel by private car within the city region. The BPF funded measures would be a key element of an integrated approach of complementary measures being taken forward by the partners to reduce car use. To measure this, traffic data will be collected on routes (via count sites maintained by Transport Scotland and the constituent Local Authorities) to inform how volumes change over time.

5. Potential Options

Max 3000 words

Outline the ideas the partnership has for developing bus priority measures and an outline timescale for their delivery. Describe any quick wins i.e. developments which could be implemented within the financial year 2021/22[iii]. Outline how you plan to work in partnership, if that has been established. Describe what consultation has taken place to arrive at these high-level options[iv].

This bid **"Speeding up Recovery – Building on Success"** has been developed through very constructive working and governance arrangements set up by (ESESCRD) partners to tackle the impacts of the pandemic including the successful BPRDF bid and its subsequent delivery. Key to this have been three corridor groups, made up of bus operators and the appropriate authorities. These have been central to the development of this bid. Their initial focus on temporary measures has moved on to consider those that could be made permanent and much bolder interventions that could further reduce journey times, increase public transport mode share and deliver improved connectivity across the region.

Further workstreams have fed into the process including a strong interface with SEStran on supportive regional measures, including real time passenger information provision.

The enthusiastic involvement of operators has been critical. It is envisaged that this strong partnership approach will continue into formal BSIP (Bus Service Improvement Partnerships) arrangements to take forward the different elements of a successful bid.

1) Key strategic radial corridors - tackling delays to buses on the key radial corridors that link neighbouring authorities to Edinburgh and provide wider regional connectivity

2) Orbital movements within Edinburgh - the missing links between the key radial corridors and thus to key destinations other than the city centre

3) New technology – such as priority for buses at signal controlled junctions, in order to delivery bus priority at congestion hotspots across the entire south east Scotland region

Key elements of the bid are summarised below.

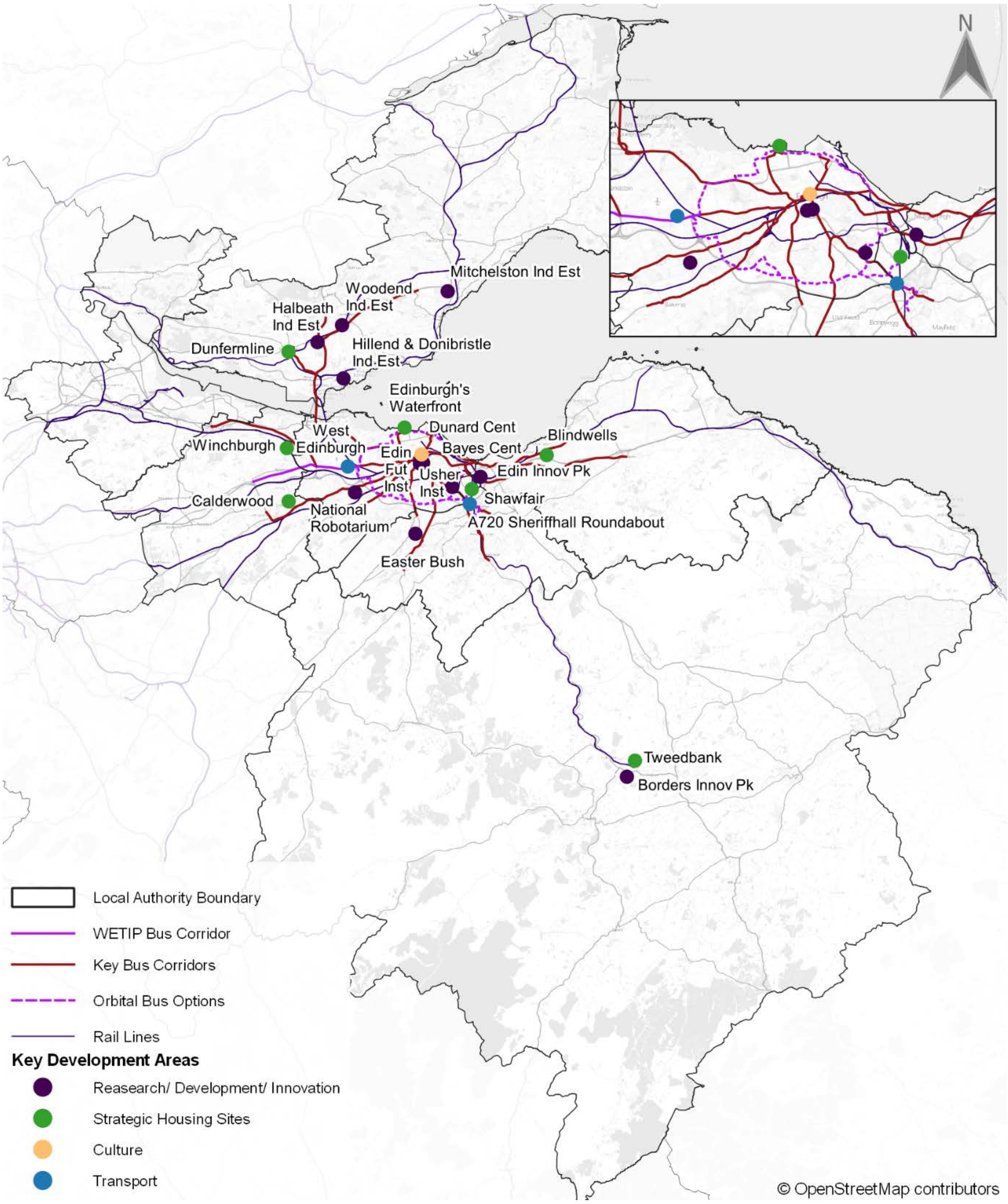


Figure 10: Key Development Areas and Strategic Radial Corridors

1) Key strategic radial corridors

Significant bus priority has been provided on a number of radial corridors into Edinburgh for many years. Nevertheless, buses continue to be delayed at critical congestion locations, particularly at major junctions on the periphery of the city. This element of the bid seeks to address these hotspots by making permanent measures trialled through the BPRDF and by investigating and developing business cases for additional transformational measures which make journey times by bus more competitive with the car. Interventions will be combined with timetable improvements to deliver faster local and more express services. In combination with the other elements of this bid, measures will seek to promote recovery and future patronage growth.

This element of the bid is subdivided into the three sections, reflecting current regional working arrangements.

a) SOUTH/SOUTH EAST (addressing key bus movements between Midlothian, East Lothian, the Scottish Borders and Edinburgh).

Quick Wins – South East

It is proposed that the following measures would be taken forward as quick wins in 2021/22 subject to funding from BPF. Detailed monitoring and evaluation would help ensure designs were optimised before any necessary TRO process, including all relevant consultation.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Make permanent traffic signals at Melville Dykes Rd/B704 Hillhead junction
Gilmerton crossroads – parking restrictions on approaches to junction
Changed signal timings and yellow box markings at Straiton junction
Introduction of bus lane on A701 southbound approach to Kaimes Crossroads
Introduction of bus lane on Captain’s Road westbound approach to Kaimes Crossroads
Extension of bus lane on Duddingston Park (A6106) approach to Milton Road (A1)
Olive Bank Road Roundabout, Musselburgh
Olive Bank Road at Eskview Terrace, Musselburgh
Olive Bank Road at Mall Avenue, Musselburgh
North High Street at South Street, Musselburgh

Business Case Work – South East

A701

The A701 business case would build on investment in the Easter Bush science park and earlier work undertaken to scope the development of a sustainable travel corridor. It would complement active travel interventions identified in the SEStran funded active travel study for the corridor.

Park & Ride provision would be reviewed with the potential to deliver a relocated site near Easter Bush or north of Penicuik. The new transport hub would be served by a network of faster services, more competitive with the car.

Proposals would be integrated with adjacent development and support continued regional growth and public transport provision in Midlothian and the Scottish Borders.

A7

This scheme would seek to improve public transport operation on and across the A7, improving regional journey times from the south of Midlothian and the Scottish Borders while addressing operational issues between Dalkeith and Edinburgh.

Midlothian Council's LDP proposes to 'urbanise' this route and contributions to a previously designed scheme are being taken from developers.

The OBC would review the previous scheme and further options in consultation with bus operators.

The scope of the study would be from the A7 Hardengreen Roundabout to Sheriffhall (taking in Gilmerton junction where local bus routes are delayed crossing the main direction of flow) and the A772 to and including Gilmerton Road / B701 Ferniehill Drive junction in Edinburgh.

Identified measures would help address what operators refer to as the 'Midlothian Wall' where buses are delayed crossing the boundary towards Edinburgh.

It is envisaged that the A7 interventions will support the development of an enhanced express bus network, further improving journey times from Midlothian and the Scottish Borders.

A1 / A199

BPF funding would support the scope, design and business case for new bus priority on the A1 approach to the Jewel Roundabout.

Pre-covid, morning peak express bus services on the A1 were being delayed by in excess of 5 minutes, reducing their attractiveness. Although commuting traffic is expected to remain supressed in the short term, major growth across East Lothian means that peak period congestion will return.

The delivery of development sites in East Lothian (e.g. Blindwells) will require a significant increase in local and regional bus capacity. New bus priority on the A1 would help ensure that services are able to bypass existing congestion, improving journey times relative to the car. Options to be explore included a segregated city-bound bus lane and technology based queue management systems.

Wallyford Park and Choose Site would be enhanced as part of the A1 scheme, creating an improved transport hub and interchange between express and local services.

Consideration will be given to improving bus priority on the A199 through Musselburgh. Many East Lothian services route through Musselburgh, a key local centre, and these local measures will help target areas of higher deprivation.

Newcraighall Road / Niddrie Mains Road

Piecemeal development along Newcraighall Road has resulted in a disjointed road network, focused on providing car capacity rather than local connectivity. Public transport services suffer from poor reliability due to congestion. Active travel facilities are limited and, despite significant investment, the route lacks a coherent sense of place.

Initial Bus Partnership Funding would help develop a sustainable travel corridor along Newcraighall Road / Niddrie Mains Road. Proposals would prioritise walking, cycling and public transport journeys. The scheme would involve the reallocation of road space, stop rationalisation, and technology to deliver faster and more reliable bus journeys.

Westbound, a new bus lane would be provided from Greendykes Road towards Craigmillar Castle Road / Duddingston Road West, with improved right turn provision at the junction. Eastbound, a bus lane would be delivered from Greendykes Road towards Niddrie Mains Crossroads. Bus signal priority would be implemented at all junctions, based on UTC / AVL technology.

Investment in public transport and active travel infrastructure on Newcraighall Road will capitalise on the successful regeneration of Craigmillar / Greendykes over the last 20 years and support further development growth and a higher non-car mode share.

b) WEST (addressing key movements from West Lothian, Falkirk and Clackmannanshire into and out of Edinburgh)

Quick Wins - West

It is proposed that making permanent the following measures would be taken forward as quick wins in 2021/22 subject to funding from BPF.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Bus lane (to junction with B800) on A89 eastbound approaching Newbridge
Short Bus Lane on citybound approach to Maybury
Signalisation of Riccarton Mains Road roundabout to aid egress from Hermiston P&R
Extended bus lane operating hours on A70 / A71
A70 westbound bus lane on approach to Gillespie Crossroads

A89

In addition, it is proposed to fast track delivery of an extended A89 eastbound bus lane from Broxburn to the start of the existing BPRDF scheme, west of Newbridge Roundabout. Work to improve the operation of the A71 bus lane at East Calder will also be explored.

A70

A series of quick-win improvements are proposed along the route of Service 44 following the Balerno-Wallyford corridor. These include:

- All day bus lanes
- Bus stop rationalisation
- Selected UTC upgrades to improve bus priority

Measures would be implemented over the next 6-12 months, with targeted journey time and reliability improvements agreed with operators. A comprehensive monitoring programme would review performance with further improvements identified where necessary to meet the service specification. Successful elements of the package would act as a model for a full roll-out across the city and wider region.

Business Case Work - West

A71

This work will focus on the A71 corridor, Hermiston Park and Ride site and opportunities for wider interchange in this location.

A detailed study of bus priority options on the A71 was undertaken in 2005 for WLC. It included a review of the problems and opportunities and appraised some 18 initial interventions, ranging from individual signal and stop measures to on and offline bus lanes. The STAG based appraisal concluded that a comprehensive package of online measures was the preferred solution for the corridor.

Problems identified in the study remain (pre-Covid) and in many cases have been exacerbated. There has been significant development growth and more is proposed. The importance of Heriot Watt University as a major destination continues to increase and delivering fast and reliable public transport access to this site and neighbouring employment areas is a huge opportunity and challenge.

It is proposed to review previous options in a fresh light and develop an OBC for the corridor. Key measures to be considered include:

- Lizzie Bryce Roundabout
- Kirknewton traffic signal improvements including bus priority
- Wilkieston traffic signals
- Hermiston P&R – increased parking, improved bus egress, A71 bus priority and roundabout signalisation

WETIP – A8/A89

OBC work is already underway through WETIP (West Edinburgh Transport Improvements Programme) to further develop the business case and design work for measures identified in the WETA Refresh (West Edinburgh Transport Appraisal). These were the subject of a successful bid as part of the Edinburgh and South East Scotland City Region Deal.

Current work is reviewing the original proposals and much bolder measures, including segregated bus and active travel links. Whilst funding is already secured for the business case stage, this workstream could recommend larger scale interventions that would be taken forward through the BPF. This could be one element of an October BPF bid, based on the results of current appraisal work.

In addition, an October bid will support work to identify additional bus priority opportunities between Bathgate and Broxburn and Broxburn and Newbridge, including new bus lanes and traffic signal priority, and the potential for further Park & Ride / Mobility Hub at M8 J3 / A89 Dechmont.

c) NORTH (addressing key bus movements from Fife into and out of Edinburgh)

Quick Wins - North

It is intended that the following measures would be made permanent as quick wins in 2021/22 subject to funding from BPF.

Quick Wins – Potential Measures to be made permanent (from BPRDF)
Citybound A90 bus lane from Cramond Brig to Barnton
Extension of westbound bus lane on Hillhouse Road towards Blackhall
Craigleith Junction bus priority measures

Business Case Work - North

A90

South of the Forth, the key workstream on this corridor would be to identify options to replace the queue management system (QMS) on the approach to Cramond Brig at Barnton. Although successful, the existing system is now in excess of 20 years old, and equipment and technology is life expired.

A new system would link into both Edinburgh's UTC and the M90 VMS. It would link with operator AVL systems and cater for current and future public transport demand - which was increasingly rapidly pre-covid (over 25% growth on the Fife corridor between 2018 and 2019).

Delivery of increased QMS capacity, together with investment in new orbital movements (summarised below), supports new services from Fife to destinations in the north of the city, including Waterfront areas.

The westbound Blackhall bus priority scheme would also be reviewed. This smaller scheme would use the same technology as the citybound QMS and would be designed to prioritise buses on both the Queensferry Road and Telford Road approaches to the junction.

OBC work would also consider and on and off-route bus priority measures, the latter would help reduce rat-running which impedes bus movements through key residential areas – eg Davidson's Mains.

A BPF bid to increase bus capacity in the city centre will be made in October, following completion of Phase 2 of Edinburgh City Centre Transformation.

2) Orbital movements within Edinburgh

While bus priority on key radials to and from Edinburgh has improved, for those needing to travel between the radials and to destinations away from these, a step change in provision is required. Improving access to the regions health and education facilities has been highlighted in stakeholder discussions. Orbital bus has a key role to play in improving connectivity beyond Edinburgh's city centre.

There has been some improvement to orbital services, as exemplified by Lothian Buses 200, 300 and 400 routes. Nevertheless, journey times remain uncompetitive with the car. Regional links across local authority boundaries and interchange opportunities from radial to orbital services are also poor.

A range of interventions are proposed to give priority to buses on a network of emerging orbital corridor routes within Edinburgh (not on the city bypass) including traffic signal detection, short bus lanes and improved interchange. These build on the new patronage opportunities generated by development sites identified within the existing LDP and forthcoming City Plan 2030.

Figure 11: Potential Orbital Bus Routes and Demand (07:00-09:00)

Quick Wins – Orbital Bus

Quick wins include bus stop rationalisation to improve existing service reliability and journey times.

Business Case Work – Orbital Bus

Working with bus operators, business case development would seek to identify key congestion hot-spots and measures to further reduce delay. These may include short sections of bus lane and UTC priority at key junctions.

In addition, work will seek to simplify routes and increase frequencies to better serve strategic catchments around the city.

Complimentary policies, including new Controlled Parking Zone areas around the Waterfront and in West Edinburgh, can further encourage public transport use.

Opportunities to improve multi-modal interchange at key nodes with be a further key element of the work.

The delivery of direct, frequent and competitive bus services, together with parking restraint, will improve the competitiveness of bus, relative to the car, supporting mode shift and reduced emissions.

3) New technology approaches

New technology has the potential to significantly improve bus journey times across the region.

Quick Wins

Initial Bus Partnership Funding would support the development of a strategy for the region. Work would include a review of the implementation of similar technology to identify best practice and lessons learned.

Analysis would identify a strategy for implementation including the technology used and required by operators and local authorities to maximise deliverability and affordability across the region.

Initial funding would support logic mapping to develop a strategy that maximises benefits to public transport while ensuring that the wider network operates with an acceptable level of performance. It would also enable a demonstrator project on a small number of key junctions.

Business Case Work

Future business case work would further develop the technology requirements, costs and benefits of the scheme, together with the most efficient route to delivery.

Note that delivery of UTC / AVL technology is seen as critical by all operators and delivery must be taken forward as a regional project to maximise cross local authority boundary benefits.

Project Management, Monitoring and Evaluation, Consultation and Communications

Essential to the delivery of the package is Project Management, Consultation and Stakeholder Engagement, Communications and Monitoring and Evaluation work. A summary of each is provided below:

Project Management

Building on the BPDRF governance, the ESESCRD forms the basis for the partnership and will be augmented in due course by the creation of the BSIP. Resources to manage, develop and deliver the programme on behalf of the partnership will require dedicated full time staff over the entire lifetime of the programme (these resource requirements will vary accordingly as the programme progresses; eg from initial stages of the programme to the detailed design and construction phases of schemes).

Staff resource arrangements will be fully developed in due course, but the initial proposal is for the project to report through the existing CRD Programme Management Office. Indicative details of staff resourcing requirements and remits are outlined in Appendix 2; staff resourcing costs are also listed in Section 6.

Monitoring and Evaluation

Funding is required for a comprehensive monitoring programme to review the performance of the previously implemented BPRDF measures and any further quick wins introduced through BPF funding. Ongoing monitoring is critical in determining success and the need for refinement and to feed into the associated OBC's for additional investment.

Funding would allow for the development and implementation of a comprehensive monitoring and evaluation framework to capture overall benefits and disbenefits from the different components of the bid. It would cover appropriate staff/consultancy costs, observational surveys and the costs of any appropriate additional information from third-party data providers.

Consultation, Stakeholder Engagement and Communications

A comprehensive engagement exercise will be undertaken, taking forward quick wins and feeding into business case work. This will build on the engagement with operators to date, including bus users and active travel groups, business groups, equality groups, local communities and the wider public. A comprehensive public consultation and engagement strategy will be developed to inform this workstream.

A communication strategy for the region is required; linking into national themes, championing the case for change and delivery of more locally focussed messaging.

Timescales

Quick-win interventions, including the new technology strategy, can be delivered within the next 12 months. Business Cases for each corridor will take 12-24 months depending on the level of complexity.

6. Resources Required

What resources is the partnership requesting from Transport Scotland to develop the proposals[v]?	Bus Partnership Fund Costs		
	BPF Capital costs		
	A701	Easter Bush P&R	£21,600,000
	A701	Other measures	£10,000,000
	A7	Signalisation of roundabouts	£11,520,000
	A7	Segregated bus lanes	£7,200,000
	A1	Jewel Roundabout	£2,000,000
	A1	Bus priority (incl new citybound bus lane)	£7,200,000
	A1	Wallyford P&R Enhancements	£7,200,000
	A199	Musselburgh Town Centre	£10,000,000
		Niddrie Mains Road	£7,200,000
		Newcraighall Road	£500,000
	A8/A89	Ambitious measures	£43,200,000
	A89	Newbridge left turn lane	£1,440,000
	A89	Broxburn bus lane	£4,320,000

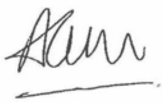
	A71 Lizzie Bryce, Kirknewton, Wilkieston improvements £14,400,000 A71 Hermiston P&R Enhancements £10,080,000 A71 Bus lane £1,000,000 A71 Signalisation of roundabout(s) £5,760,000 A90 Queue Management System £7,200,000 A90 Bus priority; eg reinstatement of Dolphington Onslip £2,880,000 A90 Targeted improvements (including rat-runs) £2,000,000 Orbital Bus (north and south movements) £10,000,000 Technology (based interventions) £12,000,000 Quick Wins - making BPRDF schemes permanent £2,000,000 **Capital costs** **£198,700,000** OBC costs £3,000,000 PMO costs £2,000,000 Communications, Consultation and engagement £500,000 Monitoring and evaluation £400,000 **Total** **£204,600,000** *These are high level estimates derived from discussions with and between authorities and with operator input and are not a detailed costing exercise. An allowance for optimism bias has been included where appropriate.*
What is the estimated total cost of the proposed infrastructure developments?	£204,600,000
What – if any - is the nature and extent of investment to be made by partners[vi]?	Operators and partners will resource the governance arrangements of the programme as required (including during the creation of the BSIP) and report into the ESESCRD Transport Appraisal Board, Joint Committee and other groups as appropriate. Once mobilised, partners will provide ongoing input to the BSIP arrangements which will also inform futures investment made by partners and operators. Through the ESESCRD PMO, CEC will host the appointment of the staff required to deliver the programme. Through the ESESCRD PMO, CEC will also provide financial management and reporting support to the programme. CEC as lead authority will provide procurement support to the programme. The governance framework utilised to deliver the programme, will be existing groups eg ESESCRD JC, TAB, Corridor Sub-Groups etc, and

	the management and maintenance of these groups will be resourced through the ESESCRD PMO.
What – if any – other sources of investment will be available for the proposed developments[vii]?	Explore investment opportunities through developer contributions from the respective LDPs across the region. Explore opportunities to align investment with existing and future projects across the ESESCRD (including those opportunities within the emerging Regional Growth Framework) and respective Local Authority portfolios as appropriate (such as; the £36m for Public Transport within West Edinburgh Transport Improvements Programme). Explore opportunities to coordinate investment with the Intelligent Infrastructure Projects as a part of the existing European Regional Development Fund Smart Cities Programme (eg sharing back office equipment and common databases etc) and others as appropriate. A number of Local Authorities will continue to subsidise Bus Services to support the bus network (eg in the City of Edinburgh Council, the supported bus service budget is approx. £1.1million per annum). The City of Edinburgh Council is investing over £2million in a new Bustracker Real Time Passenger Information System, synergy opportunities with the BPF programme will be explored to maximise shared outcomes. Public Transport Action Plans will be aligned with BPF objectives and supplement delivery (eg by the City of Edinburgh Council annual Public Transport capital budget of approx. £300-500k per annum). Continue to safeguard Lothian Buses ownership status ensuring ability to reinvest profits into enhancing the fleet and maintaining network of high-quality services. Delivery parallel supporting policies such as those within Local Transport Strategies and City Mobility Plan (such as rollout of Controlled Parking Zones, Workplace Parking Levy etc).

7. Commitment of Partners

The proposal should be signed by the Chair and CEO of the local authority leading the proposal. Partners (including RTPs and bus operators, as appropriate) may indicate their support to the proposal through appended letters of intent or additional signatures below.

Organisation	Name	Job title	Signature
The City of Edinburgh Council	Adam McVey	Lead Councillor	Adam McVey

The City of Edinburgh Council	Andrew Kerr	CEO	
Appendix 1 Contains Letters of Support from Bus Operators and Edinburgh University	Lothian Buses Stagecoach First Buses Borders Buses Prentice Coaches Edinburgh university		See Appendix 1

8. Submission of Proposals

Proposals should be submitted to buspartnershipfund@transport.gov.scot by 12 noon on Friday 16th April 2021.

9. Guidance Notes

i. Relevant appendices or links to documents may be added, in addition to the word limits. For example, the partnership may wish to include links to community plans, transport strategies, STAG reports etc.

ii. Partnerships should look to the STAG pre-appraisal phase, as a guide on the level of information required. It is recognised that you may not have all of the data at this stage but you should outline how you are going to produce the more detailed data – including forecast data - through the Outline Business Case (OBC) stage. If you require resources to carry out even a pre-appraisal level of analysis, please state that here and estimate the requirements in section 6.

iii. Quick wins should be sustainable and fit with the longer-term, transformational developments proposed.

iv. Full details of the long-listing process are not required at his stage, as successful partnerships will have the opportunity to develop, evaluate and refine the options through the OBC stage. Where appraisals have already been carried out (for example, through city deals) partnerships should consider how these fit the future and the changes they will need to make to transport.

v. Support from Transport Scotland will be to fund the specialist resources required to develop an appraisal, as defined by the Scottish Transport Appraisal Guide (STAG). This will be required to access further infrastructure funding from the Bus Partnership Fund.

We recognise that some partnerships may have already conducted an appraisal and may be at Outline Business Case stage or even further with proposals. We also uphold the STAG principle that the level of appraisal required should be proportionate. Capacity funding will therefore take into account the stage the partnership is at and will be based on a proportionate view of what further appraisals and business cases are required to justify the infrastructure funding.

We also recognise that some options may have been appraised and are ready to implement as quick wins: if so, that should be stated here and relevant evidence attached.

Partnerships are reminded that staff costs may be capitalised in considering the request for funding. All justifiable bids will be considered, including funding for early quick wins, which may already have been appraised.

vi. This may include investment in other measures, which will contribute to the holistic transformation of the bus service e.g. ultra-low or zero emission buses.

vii. Include sources and amounts of investment already secured or expected to be secured before the development projects commence. This may include in-kind investment, as well as finance, and should take account of contributions from bus operators and other partners, as well as local authorities.

Project Resourcing

City Region Deal PMO - Staff Resources

Role	*Key Functions and Responsibilities (not exhaustive)*	*Estimated Costs (Capital Cost x 2.16 multiplier)*
Project Lead	Senior role that leads, inspires and manages the project team responsible for delivery of the South East Scotland Region BPF programme. Ensures the project is launched and initiated in accordance with the grant funding conditions. Responsible for the mobilisation, development and delivery of OBC reports and works. As BPF lead officer for the region will build and maintain strong effective relationships with internal and external partners ensuring excellent communication, effective decision making and service delivery. Responsible for the creation and ongoing management of the BSIP. Oversees the implementation of the BPF programme included phased delivery of short, medium and long term projects. Lead Officer responsible for reporting to ESESCRD, TAB, JC, Directors Group etc, as well as supporting/coordinating partner Local Authorities with respective Committee Reporting tasks. Oversight and responsibility for audit control and effective governance; including facilitates and chairs subgroup corridor meetings, and ensuring BSF grant funding / spend are made in accordance with BSF grant conditions. Lead officer responsible for the execution of the Project Communication Plan and Consultation and Engagement Strategy. Inc regular briefings and management of Partners, Key Stakeholders and Elected Members. Accountable for all relevant PM Duties; Eg Financial Monitoring and Reporting to Transport Scotland etc, Programme Management, Risk Management etc. Responsible for Development of a Procurement Plan and securing sufficient and experienced resources (Consultants and Contactors) to deliver the regional programme Provides oversight during the construction of longer-term measures, ensuring resources are secured	Assumed SCP 88 of the pay structure Basic Salary: £49,179 *Capital Cost x 2.16 multiplier* = £95,604 (90% of time)

	Responsible for supervision, management and deployment of consultancy teams ensuring performance is in accordance with contract commissions and delivery of programmes achieve key milestones. Ensures delivery of any required Statutory Order processes inc Compulsory Purchase Orders, Traffic Regulation, etc. Responsible for the creation and execution of Monitoring and Evaluation Plan. Ensures compliance with all Health and Safety legislation	
Project Officer	Supports Lead Officer in delivering the programme Builds close and effective working relationships with Public Transport Managers, Network Managers, Bus Operators etc within the region to provide technical input to the project on their behalf, and provide consultants with required techcincal information (on behalf of partners). The remit of this role requires a significantly experienced Transport Planner/Public Transport Manager; good knowledge of the bus industry is essential. LAs do not have spare capacity to resource, therefore, this role is created to work with key personal on a daily basis with the region to develop the required OBCs (supporting incumbent Public Transport Managers, key personal with the Bus Operators etc as necessary). Coordinating and Representing the individual Public Transport Managers on behalf of the region. Administers all relevant PM Duties; Eg Financial monitoring and reporting to TS etc, Programme Management, grant funding applications, Risk Management etc. Project Manages the implementation of Quick Wins within first two years of the programme. Lead and co-ordinate the role of project consultants ensuring performance outputs and key milestones are achieved. Support the project lead officer with implementation of the Procurement Plan ensuring all tender commissions and appointments comply with all standing orders, procurement policies and procedures Responsible for the delivery of Monitoring and Evaluation Plan ensuring key milestones and project outputs are being delivered.	Assumed SCP 77 of the pay structure Basic Salary: £41,703 *Capital Cost x 2.16 multiplier* = £81,071 (90% of time)

	Support the Lead officer with implementation of the Project Communication Plan and Consultation and Engagement Strategy. Inc regular briefings and management of Project Partners, Key Stakeholders and Elected Members.	
Transport Technology/ Traffic Signal Engineer	A specialist Traffic Signal Engineer that develops the integrated technology-based aspects of the programme that are applicable in all areas of the region (will also act as Project Manager for this element of the programme). Will work with key personal (in both LAs and Operators) within the region to develop the OBCs for technology-based interventions. Work in partnership with Bus Operators in the development and integration of bus technology systems as a region wide solution. Work with Council's to deliver UTC, SCOOT, AVL, technology-based Bus Priority systems and explore opportunities to maximise and integrate with other initiatives and applications, such as Smart Cities and Universities investments. Must have expert knowledge of Transport Technology Systems (UTC/ITS/AVL/RTPI etc) and Transport Network Management (eg Traffic Modelling experience). Manages the procurement of systems, implementation, configuration, validation and optimisation of interventions. Furthermore, during implementation phases, ensure more practical based tasks are delivered, such as: • Set up/ positioning of the Virtual Loops for triggering bus priority • SCOOT data set-up and input bus priority parameter data into SCOOT data • SCOOT validation of nodes and regions relating to Bus Priority • Deliver any Factory Acceptance Testing of Controllers (FAT) as required • MOVA data set-up and validation • Delivery of any Data Management Processes and System Interfaces as required.	Assumed SCP 88 of the pay structure Basic Salary: £49,179 *Capital Cost x 2.16 multiplier* = £95,604 (90% of time)

The above staff resources are necessary delivery resources required for lifetime of programme and will require to be augmented with specialist's resources during key stages of the programme as it progresses, for example: in advance of Detailed Design and Construction Phases, the appointment of a Programme Delivery Manager with NEC4 experience etc, and Legal Expertise's with Statutory Powers/ Order preparation, CPO processes etc, and others will need to be secured in due course and as required.

Appendix 2 – WLBA Terms of Reference

West Lothian Bus Alliance – Terms of Reference

The following organisations are Members of the West Lothian Bus Alliance, and agree to the Terms of Reference set out below, subject to any changes the Alliance makes from time to time:

Organisation	Signatory
bus users bringing people together	Greig MacKay
West Lothian Council	Nicola Gill Graeme Malcolm Lorna Cunningham
First	Graeme McFarlane David Phillips
GO SEStran South East of Scotland Transport Partnership	Andrew Ferguson
Stagecoach	Sarah Elliot Scott Hall
Scottish citylink	Ker Corbett
Lothian country	Nigel Serafini Ian Bieniowski John White
E&M Horsburgh	Mark Horsburgh Eric Horsburgh
SD Travel Logo	Sam Douglas Richard Startup
Prentice Westwood	

Terms of Reference

Purpose/Role

The purpose of the Alliance will be to:

Bring together bus user groups, operators, local authorities, regional transport partnerships and other key stakeholders to work together to:

- Improve bus based public transport within the West Lothian area
- Increase customer growth
- Increase satisfaction and advocacy levels
- Deliver modal shift from car by improving journey times and reliability
- Enhance the complementary relationship between bus usage and active travel
- Support economic development
- Act as a focus for consistent data collection, monitoring, and sharing
- Provide a platform for future development of a Bus Service Improvement Plan in terms of the Transport (Scotland) Act 2019.

Specifically, to provide a forum for action with members regarding the Scottish Government's £500m**,** and any available funding**,** to improve bus infrastructure and the ways in which part of it can be used and best utilised to achieve the overarching goals.

The Alliance will provide a partnership for the views of its members to be heard, with any benefits drawn from the process shared between the customers/residents of all members of the Alliance.

The Alliance will work on the basis of consensus. All members recognise that there will be a need for individual organisations to obtain approvals from their own decision-making structures on occasion. Members will seek wherever possible to implement measures which have been agreed collectively by the Alliance.

Mission Statement

West Lothian Bus Alliance seeks to create a smarter, more successful set of bus services that maximises the potential of the sector in the West Lothian area for the benefit of the area's people.

Who ultimately benefits from the outcomes of the Alliance:

The Public – through better journey times, improved public transport services, Improved waiting infrastructure, better service reliability and punctuality, and sustainable economic development.

Public Sector partners – A more efficient and attractive public transport system allowing their residents to enjoy improved social mobility, sustainable economic development and help tackle poverty.

Bus Operators – through improved bus infrastructure that will provide measures for the buses used by customers/residents to combat congestion hotspots, thereby improving service performance, reducing journey times and journey time variability and ultimately leading to a growth in the number of people using bus services. Supporting the case for investment and reinvesting of efficiencies generated to support further growth.

Membership

Membership consists of an equal partnership between bus operators, local authorities, regional transport partnerships, bus user groups and other transport representatives relevant to the objectives of the Alliance.

Accountability

All Alliance members would be responsible for reporting back on activities that support the process to the Alliance. A nominated Chair with the appropriate knowledge and drive will be appointed to deliver the objectives of the Alliance with impunity.

Ownership of actions need to be progressed in line with agreed timescales in order to avoid momentum being lost on the progress of key initiatives. This includes making time to hold meeting if needed to meet deadlines.

Workstreams would be split down into Pillars of Delivery, each with a Chair and membership drawn from the Alliance members and each focused on particular projects, with an initial focus on two main Pillars, namely:

- Priority Infrastructure Interventions (including park and ride); and
- Demand Responsive Transport and other tech solutions, including ticketing and integration.

Other Pillars to be established on an ad hoc basis will include:

- Consultation & Communication
- Routine and ongoing Issues arising (TTROs, trees, roadworks)
- Funding and finance

Communication and Marketing activity will be key to the development and delivery of agreed pillar outputs, but should be regarded as an umbrella activity across all workstreams as opposed to standalone.

The impact of both current and planned activities on climate change and other environmental issues shall be integral to all Pillars workstreams and, where appropriate, environmental impact assessments will be carried out.

Members recognise that there may be a need to create separate legal vehicles for specific projects/funding bids as the Partnership progresses.

The Pillars sub-groups will report back regularly to the Alliance, with their work forming the basis of any funding bids made.

Generating Actions

The ultimate success or failure of the Alliance is the generation of outcomes that meet the aspirations of the alliance. There is a collective drive to deliver significant change based upon pre COVID levels, with full transparency on all activity and pre agreed measures of success against each. Alignment to funding with expected outcomes must also be benchmarked.

Review

An agreed frequency of a review of the relevance and value of the work that supports the purpose of the Alliance, including the Terms of Reference. Alliance will work on the basis that all members have the right, on an individual basis, to present constructive challenge and request a review of specific agreed activity.

Working Methods / ways of working

The method of working within the Alliance should focus on:

- Shared Learning
- Use of sub – groups to focus on the Pillars of Delivery Evidence based decision making
- Transparency and accountability

All members recognise and accept that, in order to ensure the work of the Alliance progresses, confidential information may have to be provided by one or more members. Members will respect such confidentiality and only share information on an agreed basis.

The work of the Alliance will only be put into the public domain by means of an agreed communications protocol.

Dispute Resolution

All Partnership members will use good faith efforts to resolve any dispute relating to the Partnership membership via the Partnership membership, using the Chair or the Secretariat as intermediaries as appropriate. In the event that any disputes cannot be resolved at this level promptly then the senior executives of the relevant Partnership members who have authority to settle the dispute shall use good faith efforts to resolve it.

Meetings

- Frequency of meetings will initially be based on fortnightly remote calls facilitated via Microsoft Teams. Longer term face to face meetings will be held on a rotational basis at members offices with agreement by members.
- Meetings will be held on an all member format basis, with smaller sub groups being defined and agreed in line with key Pillars of Delivery.
- Chairing by TBC and Secretariat support will be provided by TBC**.**
- Topics for the Agendas / Areas for discussion to be agreed in advance and circulated no later than 5 working days before agreed Alliance meetings.
- Call for papers will be made by Chair 2 weeks ahead of agreed Alliance meeting date
- Circulation of meeting notes and actions will be produced by Secretariat and circulated to Alliance members within 7 days of meeting date.

Appendix 3 – WLBA Bid Submission Proposed Committee Dates Timeline

Task	**Completion Date**
D&T PDSP Agenda Setting	Sept 2021
D&T PDSP Meeting	14/09/21
Council Executive Agenda Setting	27/09/21
Council Executive Meeting	05/10/21
Bid Submission	15/10/21