

Transport and Environment Committee

10.00am, Thursday, 1 October 2020

Bus Priority Rapid Development Fund

Executive/routine Wards Council Commitments	Executive All 16
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1. Recommendations

- 1.1 Transport and Environmental Committee is asked to:
 - 1.1.1 recognises the changes which COVID 19 has made to people's everyday lives and that many of the changes will remain in place for the foreseeable future;
 - 1.1.2 recognises the importance of public transportation to the development of plans for the city to adapt and renew in response to COVID 19 and note that schemes which enable people to be physically distant and safe when using public transport in the city will be central to this response;
 - 1.1.3 notes that the Scottish Government has announced a national Bus Priority Rapid Development (BPRD) fund for local authorities with the key aim of targeting areas which are likely to suffer congestion, once COVID-19 restrictions are lifted and to implement temporary bus priority measures, to improve bus journey times and make services more reliable,
 - 1.1.4 notes that following a successful application to the BPRD fund from the City of Edinburgh Council on behalf of neighbouring City Deal local authorities, the Scottish Government has allocated £1,203,120 to support the delivery of local bus priority schemes across the region;
 - 1.1.5 notes the criteria used to identify temporary bus priority infrastructure schemes (as set out in Appendix 1) and note the intention to continue to discuss approaches and policies with Transport Scotland and local bus operators;

- 1.1.6 following notification to local ward Councillors on specific schemes, delegates authority to the Chief Executive in consultation with the Leader and Depute Leader of the Council, to implement temporary schemes based on the criteria approved at 1.1.5 and note that these will be reported to Transport and Environment Committee regularly; and
- 1.1.7 approves the measures detailed in Appendix 2 on how traffic orders will be communicated to stakeholders during the ongoing COVID19 lockdown.

Paul Lawrence

Executive Director of Place

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Bus Priority Rapid Development Fund

2. Executive Summary

- 2.1 The COVID 19 pandemic has significantly changed the way in which people work and live. Unprecedented measures to help people stay safe, with instructions to stay at home to prevent the spread of the infection, and to maintain physical distance when outside the home (whether for work or exercise) have been in place since 23 March 2020 and some restrictions are expected to remain in place for a significant period of time to come.
- 2.2 During this period of restriction, we have seen a significant decrease in the use of public transportation with bus usage down by as much as 90%. As restrictions begin to be relaxed, the reopening of schools, businesses, offices and leisure facilities will result in increased vehicular traffic, congestion and increases in the use of public transportation, especially bus journeys.
- 2.3 Public transport will play a central role in emerging plans for how the city will adapt and renew as COVID 19 restrictions change and are relaxed. This report sets out early actions taken by the Council using the BPRD fund to support the efficient operation of the city's bus network on a local and regional level working very closely with local bus operators and other local and regional authorities. The report lists the bus priority schemes that are now under development and explains in more detail the BPRD programme announced by the Scottish Government and the level of funding allocated to support the delivery of these schemes.
- 2.4 Finally, the report details the proposed changes to the processes for consulting upon, and advertising, traffic and other Orders promoted by the Council to support delivery of the BPRD programme.

3. Background

- 3.1 The COVID 19 pandemic has significantly changed the way in which people work and live. The measures implemented in the UK to minimise the spread of infection include instructions to stay at home where it is possible to do so, and to maintain physical distance of at least 2m from anyone from outwith your household when outside of your home (whether for work or exercise).

- 3.2 Although currently undergoing a phased relaxation of restrictions, it is envisaged that some level of restriction will remain in place until the spread of the virus is more effectively controlled and there are effective treatments in place.
- 3.3 At the height of the COVID 19 pandemic the city witnessed a rapid reduction in public transport patronage and car use. Most office workers have made the transition to working from home and more people are exercising outdoors, close to their home. Public transport, even with numbers now starting to increase, is mainly being used for essential travel by users with limited or no access to a car. The reopening of schools across the city has also increased capacity and demand on the network.
- 3.4 As the Council and strategic partners begin to develop plans for how the city will adapt and renew in response to the significant impacts of COVID 19, the importance of public transport comes to the fore, especially in making it easier for users to move around, in particular key workers, and in supporting the public transport network to recover.
- 3.6 It seems likely that people will want to travel into and around the city in new ways which could see the city sustain improvements in air quality and will contribute to meeting the city's target to be net carbon neutral by 2030. However, there is already evidence that social distancing guidance, especially on public transport, may lead to a significant increase in car use. This could lead the city in the opposite direction and lead to increases in congestion that would be hard to manage. This report sets out criteria and measures to improve bus journey times and make services more reliable in order to encourage more people to choose public methods of travel which will help address expected increases in car usage and congestion.
- 3.7 Under the City Deal Transport Advisory Board (TAB) a specific sub-group, The South East Scotland Transport Transition (SESTT) Group, was established specifically to develop and oversee the transition out of emergency lockdown implemented to deal with COVID-19 crisis. The Group, and its three corridor sub-groups North, West and South East brings together local, regional and national partners and bus operators to jointly plan for the management of the transport networks and any additional measures during this period. The measures set out in this report are those identified as being required to support key regional bus-based movements supporting the Transport Transition Plan published by Transport Scotland on 26 May 2020 and subsequent actions emerging from this.
- 3.8 The Scottish Government's BPRD fund was announced on 16 July 2020 with £10 million grant funding allocated to support the rapid deployment of bus infrastructure by local authorities. In preparing a response to the fund, the SESTT Group identified several key objectives that the fund should support:
- 3.8.1 To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practical.
- 3.8.2 To maximise safe and efficient use of public transport including to support continued viability of the public transport system.

- 3.8.3 To ensure public transport is available for those most dependent on bus, tram and rail services during the easing of lockdown.
 - 3.8.4 To mitigate against the potential for an increase in private car use during the easing of lockdown.
 - 3.8.5 To co-ordinate and disseminate regional messaging to support the safe use of the transport network, restore passenger confidence, and manage travel demand in line with national guidance.
 - 3.8.6 To ensure measures facilitate connected, multi-modal journeys.
- 3.9 The above criteria, combined with active engagement and consultation with local bus operators enabled a bid to the BPRD fund to be lodged with the Scottish Government by the SESTT Group on 31 July 2020. The SESTT Group, while continuing to report to the main TAB, will monitor and co-ordinate overall delivery of the BPRD fund on a regional basis.

Legal Framework for Traffic and other Orders

- 3.10 Where changes are required that would alter how our roads are used, the Council as Roads Authority operates under the terms of a range of legislation. That legislation determines the legal processes that have to be followed in order to bring about the proposed changes.
- 3.11 Whilst in normal circumstances the Council is able to comply fully with the appropriate legislative requirements, the current lockdown situation has made this either more difficult, or in some cases impossible, to comply with certain aspects of those requirements.
- 3.12 The Coronavirus (Scotland) Act 2020 recognises this and has created provisions that are designed to allow some aspects of these legal processes to continue under lockdown, albeit with certain stipulations.

Temporary Traffic Regulation Orders (TTROs)

- 3.13 Where temporary measures might necessitate prioritising mixed-use road space Councils may use temporary traffic regulation orders (TTRO) in the event there is a danger to the public. In this case, the immediate danger is the risk of the transmission of infection and the need to mitigate that risk as a matter of urgency.
- 3.14 Section 14 (1) of the Road Traffic Regulation Act (RTRA) 1984 allows the Roads Authority to produce TTROs in certain circumstances. These can be in place for up to 18 months for a road or carriageway or six months for a footpath or cycleway. The relevant procedure regulations place a requirement on the Council to notify but unlike a TRO it cannot be objected to.
- 3.15 Implementation of temporary bus intervention measures will adopt similar legislative measures undertaken by the Council in delivering the Spaces for People programme.

4. Main report

- 4.1 Correspondence received on behalf of Scottish Ministers requested the establishment of a group to specifically develop and oversee the Regional Transport Transition Plan for the transition out of emergency lock down implemented to deal with the COVID-19 pandemic. Consequently, a group titled the South East Scotland Transport Transition Group ('the SESTT Group') was formed and came into being on 3 June 2020. Membership of the SESTT Group was based on the Edinburgh and South East Scotland City Region Deal partnership, but was extended further to include Clackmannanshire and Falkirk Councils ensuring full representation across the South East of Scotland Transport Partnership (SEStran) area.
- 4.2 Membership of the Group consists of the following authorities:
- 4.2.1 City of Edinburgh Council;
 - 4.2.2 Clackmannanshire Council;
 - 4.2.3 East Lothian Council;
 - 4.2.4 Falkirk Council;
 - 4.2.5 Fife Council;
 - 4.2.6 Midlothian Council;
 - 4.2.7 Scottish Borders Council;
 - 4.2.8 SEStran;
 - 4.2.9 Transport Scotland; and
 - 4.2.10 West Lothian Council.
- 4.3 The SESTT Group brings together local, regional and national partners to jointly plan for the management of the transport network and any additional measures needed during this period. The Plan seeks to set out the interventions required at a regional level to support the Transport Transition Plan published by Transport Scotland on 26 May 2020.
- 4.4 Given the scale and urgency of the challenges, the emphasis of the SESTT Group has been to develop practical interventions that have the potential to provide immediate benefits that can support the operation of public transport, and particularly bus operations, within the region whilst capacity remains a key constraint.
- 4.5 To achieve this, three corridor sub-groups have been set up with very active and positive participation from bus operators joining representatives from the relevant Group members to focus on developing, prioritising and implementing packages of interventions that can address the challenges and objectives set. The three corridor groups reflect what are seen as the most critical regional level movements within the:

- 4.4.1 North (Fife to/from Edinburgh);
 - 4.4.2 West (West Lothian, Falkirk, Clackmannanshire to/from Edinburgh); and
 - 4.4.3 South/East (East Lothian, Midlothian and Borders to/from Edinburgh).
- 4.6 Much of the regions' bus network focusses on several key radial routes from Edinburgh where public transport use is high with journey times often adversely affected by congestion. The targeted interventions contained within this report seek to deliver "quick wins" which will seek to address constraints within the network and restore competitiveness and attractiveness of public transport use across the region.
- 4.7 As the majority of planned interventions fall within the city boundary and given the Council has received the largest single allocation of grant under the BPRD fund the Council will act as lead authority on behalf of the SESTT group. This will include co-ordination of sub-group meetings, consultancy support service and direct liaison with the Scottish Government.
- 4.8 The initial meetings of the three corridor groups considered the key issues facing bus operators across the region especially in relation to limited bus capacity and the gradual relaxation of lockdown measures. Bus operators have been key to developing final intervention proposals given their practical day to day knowledge and experience of the network, especially as lockdown measures are eased and general traffic volumes increase.
- 4.9 In addition to gathering valuable practical experience from bus operators the identified interventions on several key routes have been informed by transport modelling work undertaken by Jacobs Consultants and Transport Scotland. Modelling data has been based on Edinburgh's own modelling tool and complimented by Transport Scotland wider regional datasets which have enabled key public transport constraints and movements for the different stages of the Transport Transition Plan to be forecast.
- 4.10 Following detailed discussion by the main SESTT Group and its associated sub-groups a bid was submitted to the BPRD fund on 31 July 2020. The Scottish Government confirmed on 18 August 2020 that £1,203,120 has been allocated to support initial interventions. It should be noted that the Scottish Government has confirmed, that subject to the provision of further details on some elements of the bid, up to an additional c£600,000 will be released under the programme to support bus interventions across the Region.
- 4.11 The intervention measures identified in this report have been targeted to support the economic recovery of the city and wider region and are focused on areas with relatively low car ownership which rely on good public transport links. Many of the users within these corridors will be essential workers where the option to work from home is not feasible and therefore reliance on a safe and efficient public transport network is critical.

- 4.12 Protecting the ability of bus services to operate reliably will be important to maintaining bus frequency and sustaining services that can deliver social distancing for passengers. The planned temporary interventions focus on a range of measures including new and extended bus lanes, new and extended bus stops, signal improvements to prioritise bus journeys and enforcement measures including parking restrictions. Other costs contained within the offer of grant from the Scottish Government include design services, project management, monitoring and evaluation and communications and road safety audits. Detailed proposals of the bid submission and offer of grant are contained within Appendix 1.
- 4.13 There has been considerable progress made by the Council under its Spaces for People programme in delivering measures to support safe walking, wheeling and cycling across the city. Ensuring careful consideration of the interfaces between proposed bus priority measures and related active travel focused initiatives has been an important consideration within this work. Both projects closely align and delivery of bus intervention measures now form part of the Spaces for People governance structure to ensure common goals, objectives, knowledge, expertise and design considerations are undertaken collectively.
- 4.14 In a small number of locations, the two programmes geographically overlap and share interest along the same corridors and/or streets. In such circumstances and as appropriate, teams from both programmes work together, merging the design development into a singular process. Often a corridor type approach has been adopted resulting in a complimentary and holistic mix of public transport and active travel measures along an entire route. Furthermore, and as mentioned in paragraph 4.13 above, both programmes now share the same governance, this ensures a coordinated approach where all designs, from both programmes, are reviewed for harmonisation at the Board before implementation.
- 4.15 Detailed in the table below are the main planned intervention projects:

Ref	Project	Indicative budget
SES2	Citybound A90 bus lane from Cramond Brig to Barnton	£21,000
SES3	Extension of westbound bus lane on Hillhouse Road towards Blackhall	£10,500
SES4	Optimisation of Blackhall bus priority scheme	£52,500
SES5	Relocation of some/all Queensferry St bus stops to Charlotte Square	£52,500
SES6	Temporary bus lane on A89 eastbound approach to Newbridge	£21,000

SES7	Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	£15,750
SES9	Short Temporary Bus Lane on citybound approach to Maybury	£36,750
SES10	Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays	5,250
SES11	Full/part signalisation of Riccarton Mains Road roundabout at Hermiston to aid bus access and egress from Park & Ride	£47,250
SES12	Temporary kerb build out in bus stops e.g. North Bridge Street and South Bridge, Bathgate and in Uphall and Broxburn	£47,250
SES13	Use layby areas as passenger waiting areas and temporary kerbs in Mid Calder on Bank Street	£21,000
SES14	Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site	£3,675
SES15	A70 westbound bus lane on approach to Gillespie Crossroads	£10,500
SES16	Introduction of temporary traffic signals at Melville Dykes Rd/B704 Hillhead junction (Lasswade) give more priority to A7 and A6106 approaches	£147,000
SES17	Gilmerton crossroads – parking restrictions on approaches to junction	£26,250
SES18	Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road	£5,250
SES19	Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads	£5,250
SES20	Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads	£5,250
SES22	Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)	£5,250
SES23	Bus lanes on Abercorn Terrace, Portobello	£5,250
SES24	Bus lane on Linkfield Road between racecourse and Musselburgh High Street	£15,750

SES25	Parking/waiting restrictions on Prestonpans and/or Tranent High Streets to ease congestion and reduce delays to buses	£7,875
SES26	Split bus stop outside Musselburgh Police Station into two stops	£15,570
SES28	Design development costs	£210,000
SES29	Communications	£63,000
SES30	Monitoring and evaluation	£105,000
SES31	Project Management Costs	£157,500
SES32	Road Safety Audit	£26,250
SES33	CDM Principal Design Services	£26,250
SES34	Site Supervision	£31,500

4.16 The following projects, subject to the provision of more detailed information, may support up to £600,000 additional temporary bus intervention measures including:

4.16.1 Optimisation of A90 citybound queue relocation scheme;

4.16.2 Signal timing review at Newbridge roundabout;

4.16.3 Newcraighall Road to Craigmillar Road – potential bus lane/signal interventions; and

4.16.4 Additional inter-regional priority measures – to support measures across local authority boundaries.

4.17 It should be noted that since the BPRD bid was lodged some amendments have already been identified and include:

4.17.1 Relocation of all/some Queensferry Street bus stops to Charlotte Square. Working with Stagecoach the Council will identify a suitable West End departure point rather than relocate stops to Charlotte Square, or an alternative route option determined that will assist with difficulties encountered with high patronage and bus capacity limitations associated with physical distancing guidance.

4.17.2 Bus lanes on Abercorn Terrace, Portobello. At the time of the bid final proposals for Spaces for People interventions to Portobello Town Centre were still being considered. Now these interventions are in place bus lanes will not be introduced to Abercorn Terrace. Alternative measures to improve bus journeys on this key route are being assessed.

- 4.18 Delivery of specific projects will commence once detailed designs have been finalised, safety audits concluded and final engagement with local bus operators. Similar to the Council's Spaces for People programme it is crucial that projects are implemented as soon as possible, to not only provide immediate benefits that can support the operation of public transport, and particularly bus operators, but also to support the economic recovery of the City Region.
- 4.19 A monitoring and evaluation plan is currently being prepared which will determine the success of the planned interventions especially with regard to potential journey time savings. The resulting data collected under the monitoring and evaluation plan will not only help inform the success of the planned initiatives but will also help inform future decisions on whether the proposed interventions are made permanent in the longer term. Furthermore, in preparing the package of bus priority measures the potential for traffic displacement has been considered as part of the design process and this matter will remain under review and monitored as part of the performance and evaluation plan described above.
- 4.20 The Scottish Government has confirmed that the national Bus Partnership Fund is likely to invite bid towards the end of 2020 where funding will be made available to support permanent bus improvement measures. The data collected under the monitoring and evaluation plan and the partnership working and governance structures established by the Council in managing the temporary BPRD programme will be used in preparing any bid to the fund.

5. Next Steps

- 5.1 If the recommendations in this report are approved:
- 5.1.1 Officers will consult with local ward members and other public services to identify and prioritise routes and measures for implementation;
 - 5.1.2 Officers will notify local ward Councillors when schemes are being developed in their local area, in advance of any formal notification. After formal notification is made, the Chief Executive will consult with the Council Leader and Depute in advance of scheme implementation. Committee will be updated as schemes are implemented;
 - 5.1.3 The Council as roads authority, will adopt the approach outlined in Appendix 2 to all current and forthcoming legal processes; and
 - 5.1.4 Officers will recoup costs associated with the creation of temporary bus interventions from the Scottish Government BPRD fund.

6. Financial impact

- 6.1 Funding from the Scottish Government BPRD fund totalling £1,203,120 has been secured to cover the costs of the proposed bus intervention measures identified in this report.
- 6.2 Internal costs relating to the delivery and implementation of each project are also covered under the BPRD grant allocation.
- 6.3 An additional £600,000 may be secured under the BPRD programme to deliver additional bus intervention measures. These measures will only progress if grant funding is secured.

7. Stakeholder/Community Impact

- 7.1 The changes being implemented and proposed in future will help sustain the city's bus network. Preparation and delivery of the BPRD programme has also created a positive collaborative approach working with bus operators and local and regional authorities to address not just short term challenges but with potential longer term benefits. It is also expected that this will lead to increases in the number of people choosing to walk or cycle and should lead to sustained improvements in air quality.
- 7.2 As part of the process for bringing forward the schemes, it is intended to notify local ward Councillors when proposals are being developed within their ward.
- 7.3 Once schemes have been developed, the notification for TTROs will include all local elected members as well as local residents, businesses and places of worship who will be most affected.
- 7.4 An integrated impact assessment will be prepared and published on the Council website.

8. Background reading/external references

- 8.1 City Mobility Plan.

9. Appendices

- 9.1 Appendix 1 – Submission to Scottish Government Bus Priority Rapid Development Fund
- 9.2 Appendix 2 – Legal Duties and Required Mitigation Measures in Response to COVID-19

Bus Priority Rapid Development Fund Application Form



1. Applicant Details

Lead local authority	City of Edinburgh Council (on behalf of the following other councils and authorities that constitute, along with Transport Scotland, the South East Scotland Transport Transition Group established specifically to develop and oversee the Regional Transport Transition Plan) <ul style="list-style-type: none"> • Clackmannanshire Council • East Lothian Council • Falkirk Council • Fife Council • Midlothian Council • Scottish Borders Council • SEStran • West Lothian Council
Contact name and job title	Ewan Kennedy, Senior Manager - Transport Networks City of Edinburgh Council
Contact email	Ewan.Kennedy@edinburgh.gov.uk
Contact telephone number	(0131) 469 3575 Mobile (07545) 910558

2. Geography and Demographics

Max 300 words, excluding maps

Describe the geography 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.

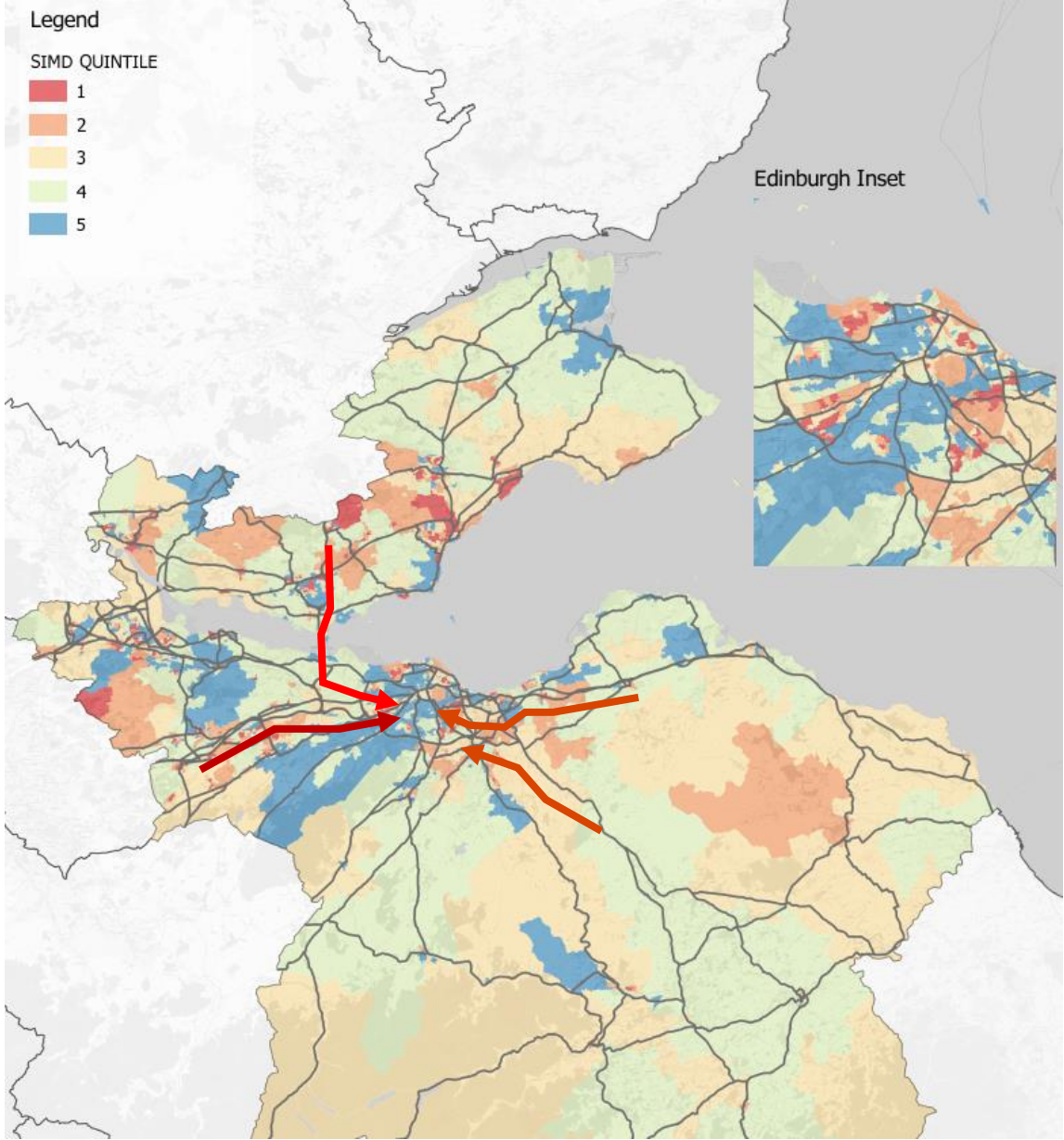
The South East Scotland Transport Transition Group which is submitting this funding bid (with CEC as lead authority) has been established specifically to develop and oversee the transition out of emergency lock down implemented to deal with the COVID-19 crisis. The Group and its three corridor sub-groups brings together local, regional and national partners and bus operators to jointly plan for the management of transport network and any additional measures needed during this period. The measures set out in this application are those identified as being required to support key regional bus-based movements supporting the Transport Transition Plan published by Transport Scotland on 26 May 2020 and subsequent actions emerging from this.

The SEStran rail catchment is limited compared with the west of Scotland and much of the region's bus network focusses on radial routes from Edinburgh. Public transport use is high,

Bus use in the SEStran area	Journeys with bus as main mode (%)	People using a bus at least weekly (%)
Clackmannanshire	2.5	31.9
East Lothian	5.9	45.9
Edinburgh, City of	18.4	82.4
Falkirk	6.9	39.5
Fife	6.1	39.5
Midlothian	9.7	56.6
Scottish Borders	5.3	31.8
West Lothian	4.3	40.8
Scotland	8.2	42.9

particularly, within Edinburgh but journey times are adversely impacted by congestion. The targeted interventions proposed seek to deliver quick win projects which will seek to restore the competitiveness and attractiveness of public transport across the region.

SEStran Area, SIMD Quintiles, and Targeted Corridors



Measures have been targeted to support the economy and are focused on areas with relatively low car ownership which rely on good public transport links. While a number of measures are focused on arterial routes towards Edinburgh, others are located in local town centres, as illustrated in the maps given in Appendix A.

3. Outline of Problems and Opportunities

Max 1000 words, excluding appended diagrams and charts

Outline the problems, evidencing areas where road congestion is particularly problematic for bus. Include any data available to evidence pinch points, where temporary bus priority measures would help, particularly as COVID-19 restrictions are eased.

Given the scale and urgency of the challenges facing public transport at this time, the emphasis has been on developing practical quick win interventions that have the potential to very quickly provide practical benefits that can support the operation of public transport and particularly bus operations within the region whilst capacity remains a key constraint.

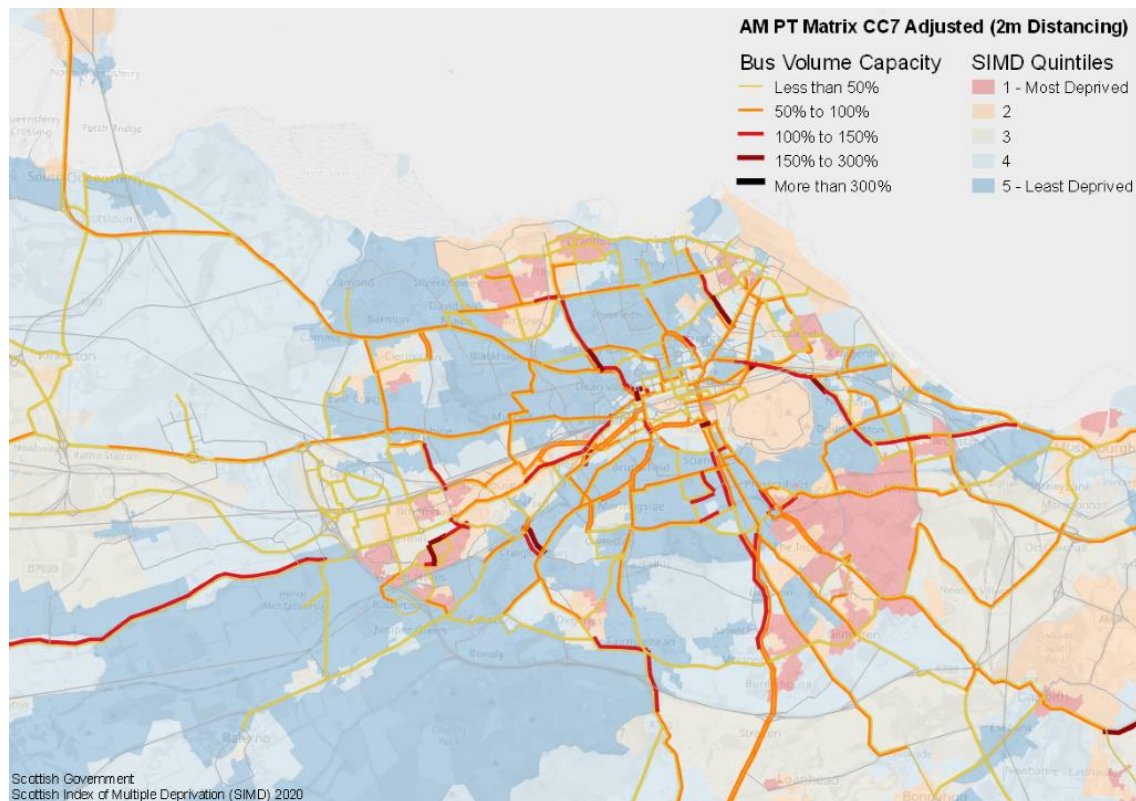
The three corridor sub-groups have very active and positive participation from bus operators joining representatives from the relevant authorities. They reflect what are seen as the most critical regional level movements (although other key movements eg orbital movements around Edinburgh are also addressed):

- North (Fife to Edinburgh)
- West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)
- South/East (East Lothian, Midlothian and Borders to Edinburgh)

The initial meetings of the three corridor groups considered the key issues facing bus operators in the face of limited bus capacity and the gradual relaxation of lockdown measures. Operators have very effectively fed in the practical day to day issues they are experiencing as they ramp up services. The work has also been informed by the transport modelling work undertaken by Transport Scotland to inform the key public transport capacity constraints and key movements for the different stages of the Transport Transition Plan.

The figure below shows outputs from the above work. It summarises the forecast bus capacity constraints by corridor towards the end of Phase 3 of lockdown.

Forecast Bus Volume / Capacity Ratios



A summary of key issues by corridor is given in the table below:

Corridor	Issue
North (Fife to Edinburgh)	<p>Current low usage of Halbeath and Ferrytoll Park & Ride sites</p> <p>Congestion on the approach to Barnton junction increases bus journey times</p> <p>Evening peak services from the city centre are delayed on the approach to Blackhall junction</p> <p>Queensferry Street bus stops result in bus congestion and delays</p> <p>Queensferry Street waiting space for passengers is insufficient to enable social distancing</p>
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	<p>Newbridge Roundabout and approaches - queuing in both Eastbound and Westbound directions from A8 and A89</p> <p>A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through underpass</p> <p>Access egress delays for buses at Park & Ride sites eg Hermiston</p> <p>Key city bus stops/interchange points in Edinburgh where there are conflicts with parked cars and limited pavement space eg Drum Brae Roundabout and Roseburn</p> <p>Key West Lothian bus stop areas where there are conflicts with on-street parking and limited pavements space eg Bathgate, Broxburn, Uphall and Mid-Calder</p>
South/East (East Lothian, Midlothian and Borders to Edinburgh)	<p>Sheriffhall, Gilmerton and Kaimes junctions are all congested resulting in public transport delays</p> <p>Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes on routes from Bonnyrigg</p> <p>Queues on the A1 approach to the Jewel roundabout result in public transport delays</p> <p>Key East Lothian bus stop areas where there are conflicts with on-street parking and limited pavement space eg Musselburgh and Prestonpans</p>

Proposed measures identified seek to target the issues above, helping to reduce bus journey times and improve reliability, while maximising the effectiveness of the available bus fleet.

There has been a strong focus on quick win interventions, proposed timescales are defined as:

- Short term – implemented by the end of August
- Medium term – implemented by the end of September
- Long term – implemented from October onwards

By their nature, quick win projects have relatively low capital costs although overnight temporary traffic management will be required to deliver those at the busiest locations.

From discussions with operators and stakeholders, it has been clear from the outset that an integrated package of measures across the corridors is essential to maximising the benefits against the project objectives and that this will also assist when communicating proposals to the wider public. Delivering an integrated strategy provides a genuine opportunity to tackle multiple operational issues and deliver the step change in public transport performance required to encourage back passengers as lockdown restrictions are eased.

Through engagement with bus operators, preliminary traffic modelling and a degree of professional judgement, it has been possible to quantify possible journey time savings, as

summarised below. Values are subject to further modelling and analysis and will be updated as scheme proposals are developed in detail.

Corridor	AM Benefit	PM Benefit
M90 / A90	9 mins	6 mins
A89 / A8	8 mins	13 mins *
A71	2 mins	1 min
A70	-	3 mins
A701	3 mins	2 mins
Lasswade Road	12 mins	-
A772	2 mins	2 mins
A7	2 mins	2 mins #
A1	4 mins	1 min

* Evening peak savings on the A8 / A89 are largely generated by the proposal for a westbound bus lane between the airport and Newbridge. If implemented, this would only be a temporary intervention which would be removed once traffic levels return towards pre-covid levels.

Travel time savings on the A7 corridor are subject to signal time optimisation at the Sheriffhall roundabout. Larger travel time savings or no travel time saving may be possible depending on the results of ongoing detailed junction analysis.

A programme of monitoring and evaluation is proposed in order to determine the success of the interventions, with a view to making the majority permanent where possible. As an example, a potential 10 minute morning peak bus journey time saving is forecast due to the signalling of the Melville Dykes Road / Hillside junction in Lasswade. On-site monitoring of public transport and general traffic journey times will help inform whether this scheme can be made permanent in the longer term.

Similarly, temporary proposals being delivered on the A89 towards Newbridge will help shape the permanent scheme being implemented through the West Edinburgh Transport Improvement Programme.

4. Resources Required

What resources are being requested from Transport Scotland?	The total funding requested from Transport Scotland through the BPRDF is £2,732,500 based on the higher of the range of estimates provided in the table below.
What is the estimated total cost of the proposed infrastructure developments?	<p>The total estimated costs are presented in the table below (as high and low ranges).</p> <p>Given the very tight timescales and with design work still to commence on many of these measures, these costs are very much draft estimates although based where possible on experience on other schemes. In a number of cases the high and low estimates reflect a lack of certainty on the scale of an individual measure, eg length of bus lanes, which will only be clarified through modelling and design work that will now be progressed. In some cases, such as temporary signals, the revenue costs will be dependent on the timescales the measure is in operation.</p> <p>In addition to the measures focussing on the three movement corridors into and out of Edinburgh, a provisional sum has also been allocated to potential measures that could support other key</p>

public transport regional movements between authority areas. These are currently being discussed and clarified further through the sub-groups.

Given the co-ordinated regional approach, there are a number of costs such as project management costs, safety audits, CDM services and site supervision that have been assumed to be taken forward across the overall programme with the economies of scale that this will allow. If the measures are taken forward individually by each authority these costs may need to be increased.

A summary of costs by corridor along with associated overall costs are given in the table below. A further breakdown of these costs is provided as Table 8.2 in the South East Scotland Transport Transition Plan Summary Note on Proposed Quick Wins which is attached as an appendix. This also summarises the assessment of the individual measures against 5 objectives that have been agreed by the South East Scotland Transport Transition Group in the Regional Transport Transition Plan together with assessments against summary deliverability criteria.

Corridor	Low	High
North	£270,000	£370,000
West	£363,500	£452,500
South / East	£309,500	£435,000
Bus priority measures helping support any temporary additional park and ride provision (not park and ride provision itself)	£60,000	£100,000
Additional inter-regional priority measures (provisional sum)	£350,000	£500,000
Design development costs	£250,000	£300,000
Communications	£120,000	£150,000
Monitoring and evaluation	£100,000	£125,000
Project Management Costs	£150,000	£200,000
Road Safety Audit	£25,000	£30,000
CDM Principal Design Services	£25,000	£30,000
Site Supervision	£30,000	£40,000
Total	£2,053,000	£2,732,500

Note that North corridor costs exclude the cost of the A92 speed reduction intervention (which helps improve egress from Halbeath P&R). This is being implemented by Transport Scotland.

In addition to the assessment of the identified interventions against the objectives and deliverability criteria set out in the Regional Transition Plan, a more detailed assessment of the potential public transport benefits by each of the corridors is included as Table 5.1 of the Summary Note on Proposed Quick Corridors which is attached as an appendix.

CEC as lead authority and the other authorities named in this bid (as members of the South East Scotland Transport Transition Group) are committed to the monitoring and evaluation of

	the funded measures in their respective areas of operation. There is also a strong commitment from the bus operators who have been so involved in the development of the interventions to feed into this monitoring and evaluation process through data capture on the actual operation of services and other mechanisms as appropriate.
What – if any – other sources of investment will be available for the proposed developments?	<p>A considerable amount of staff time from all the relevant authorities but also the bus operators has already been invested in the process of developing the packages of interventions costed for this bid. The authorities and key bus operators have also indicated other areas where they would continue to provide support if this bid is successful:</p> <ul style="list-style-type: none"> • Management of the financial processes including financial returns, invoicing etc through the financial arrangements set up to support the City Deal • Ongoing senior management input from the authorities into overseeing the implementation of the interventions • Continuing input from management at the key bus operators into the design and monitoring of the funded interventions <p>In addition, alternative funding arrangements would be sought through and by the relevant authorities for the actual provision of any additional park and ride provision itself (funding only requested from BPRDF for temporary bus priority measures associated with sites).</p>

5. Commitment of Partners

The application should be authorised by the relevant senior manager of the local authority leading the proposal, as Accountable Authority.

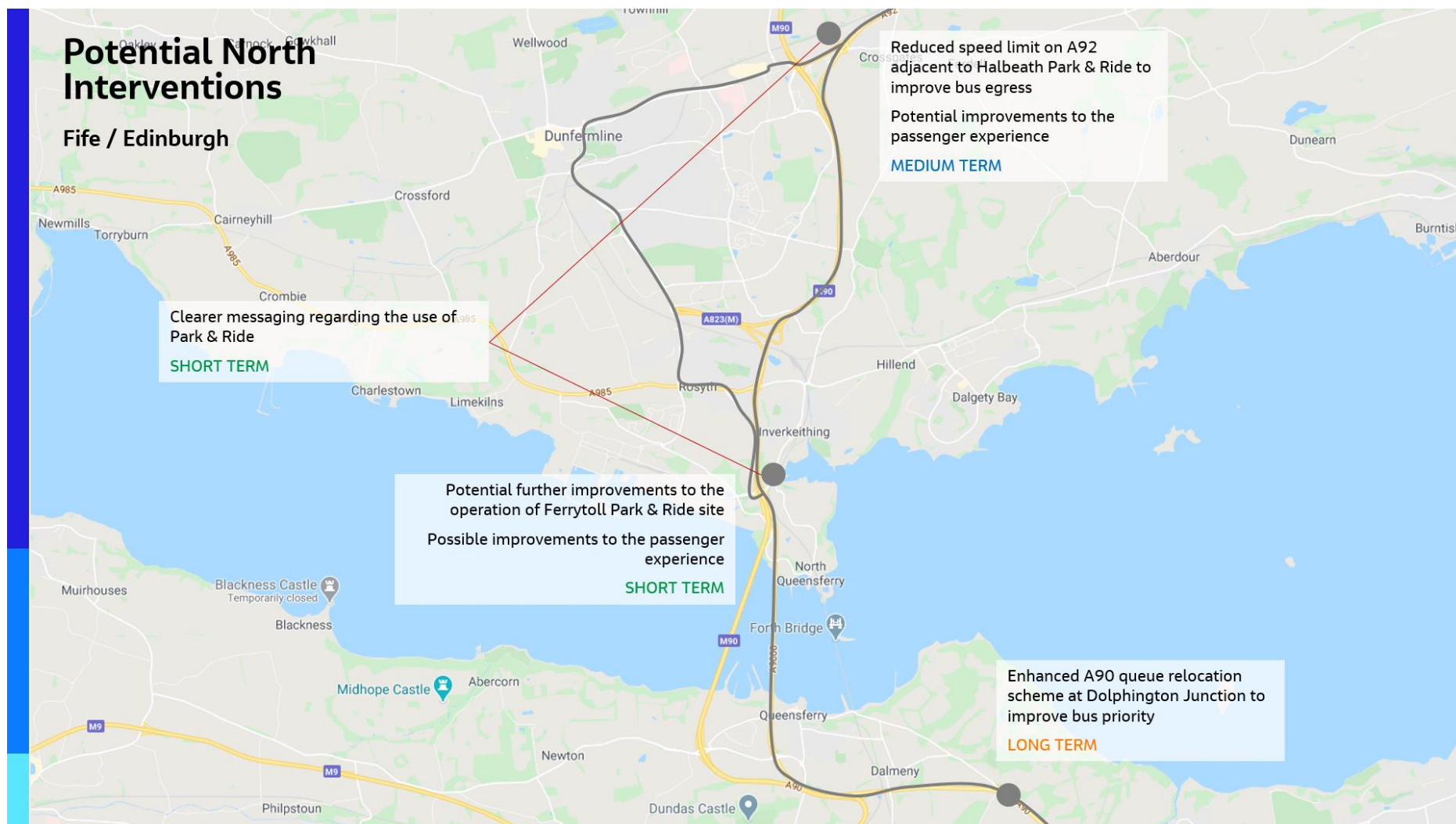
We also welcome indications of the involvement of bus operators and other key partners. Given the current physical distancing requirements, we will accept evidence of authorisation and commitment by way of relevant people being copied into the emailed application.

Organisation	Name	Job title
City of Edinburgh Council	Ewan Kennedy, City of Edinburgh Council	Senior Manager - Transport Networks

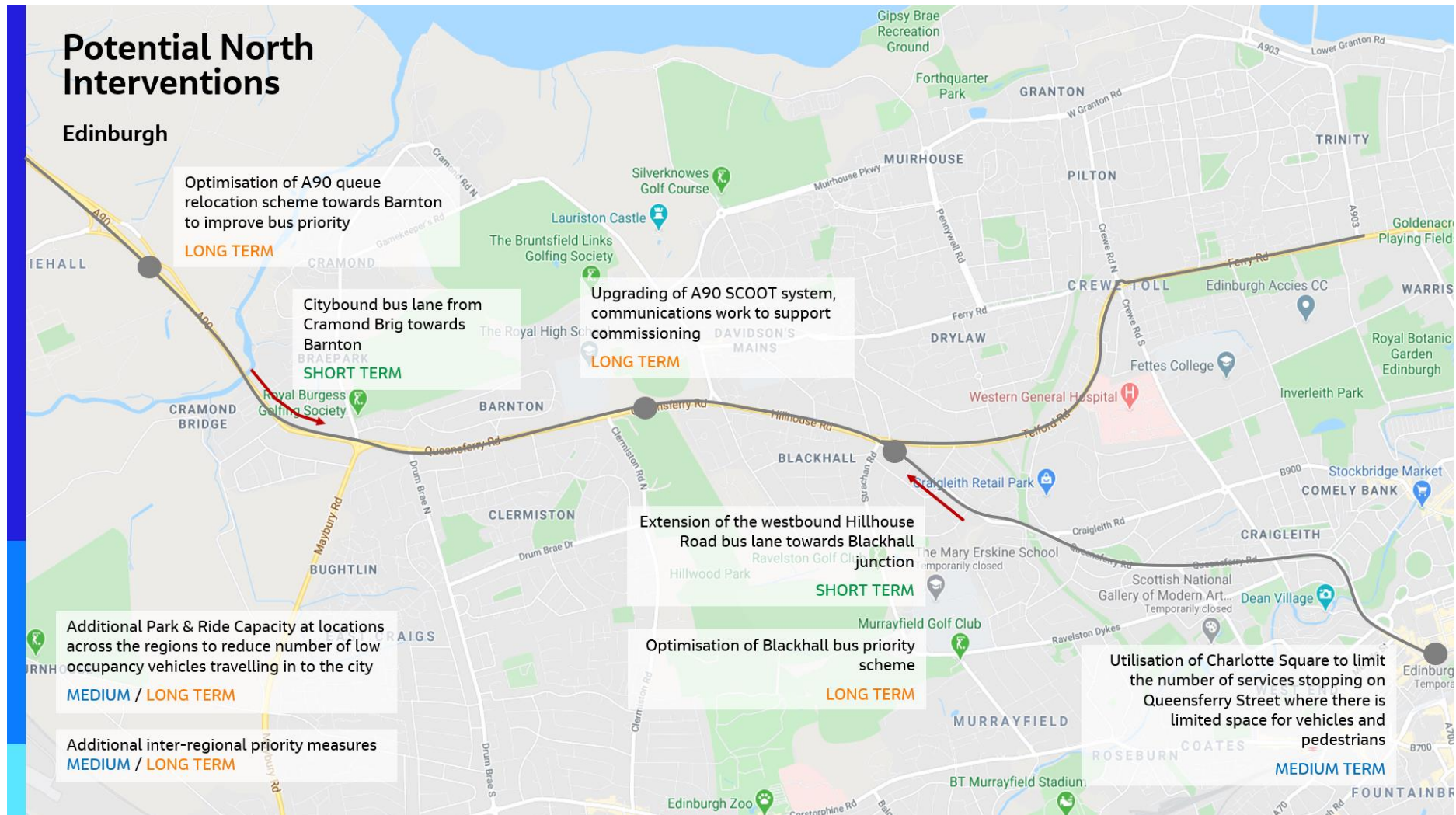
6. Submission of Applications

Applications and questions should be submitted to buspartnershipfund@transport.gov.scot. There is no closing date, as applications will be evaluated as they come in, in order to expedite grant awards.

Appendix A



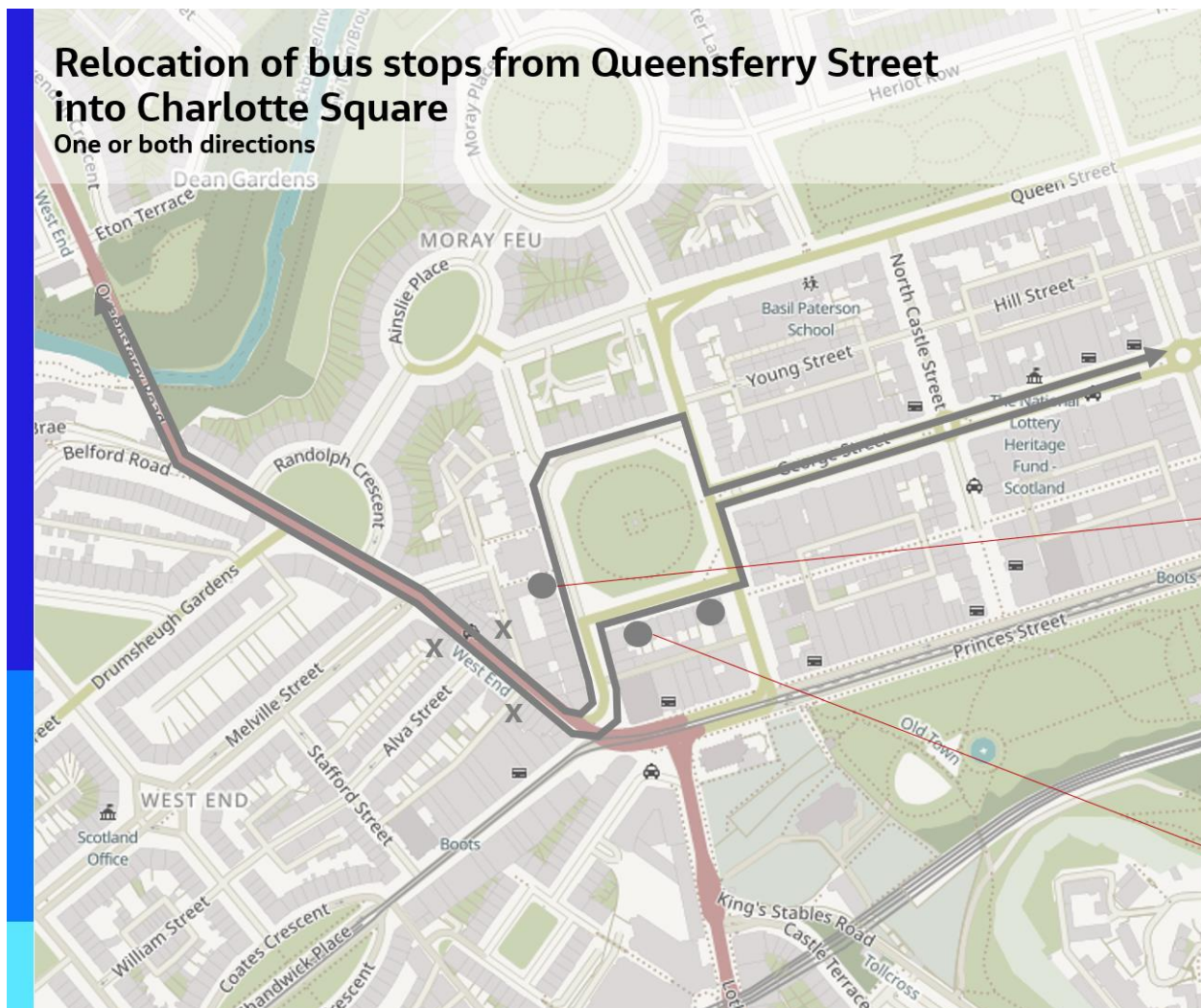
Appendix A



Appendix A

Relocation of bus stops from Queensferry Street into Charlotte Square

One or both directions



Queensferry Street constrained

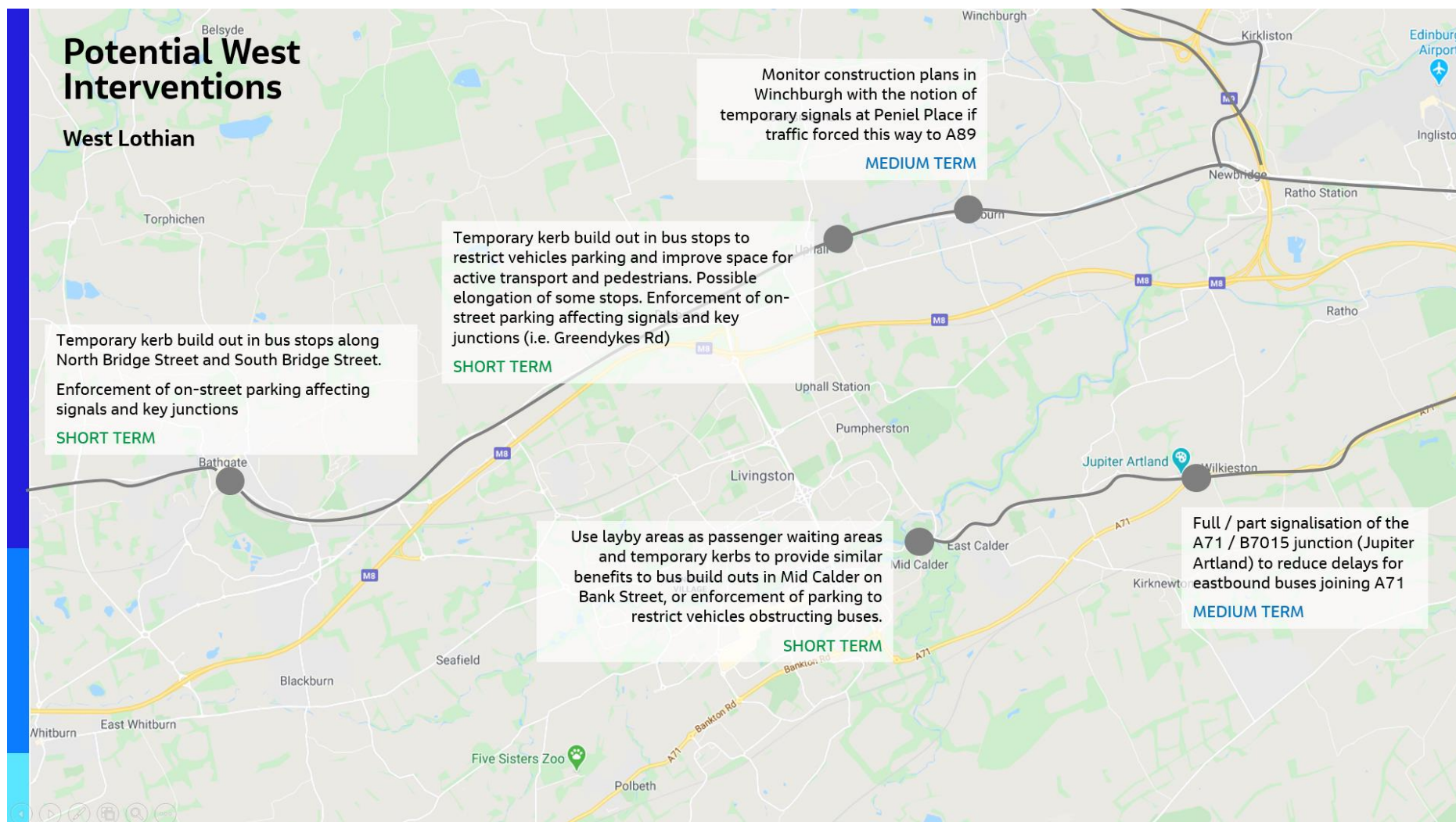


Eastbound stops relocated

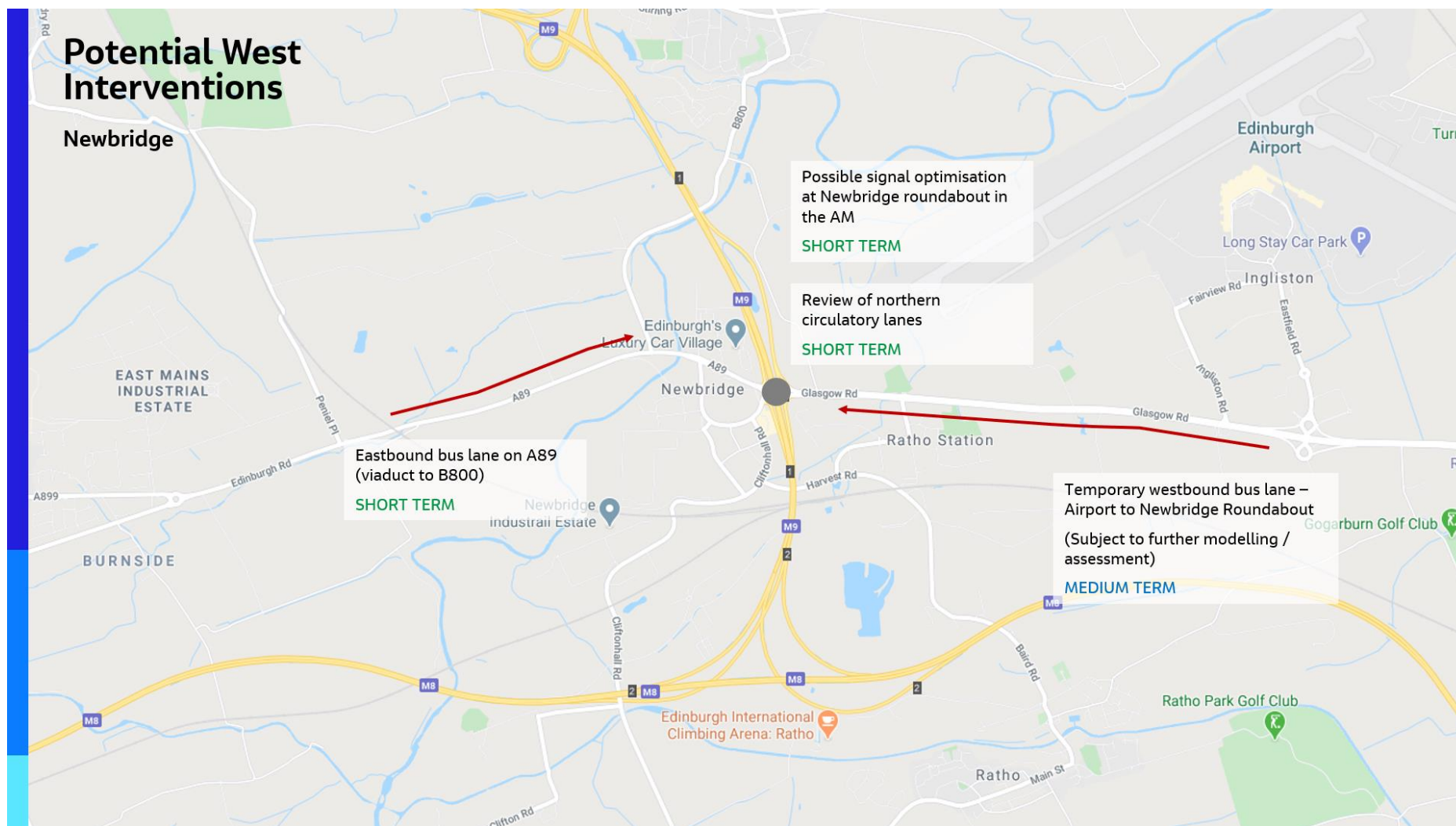


Westbound stops relocated

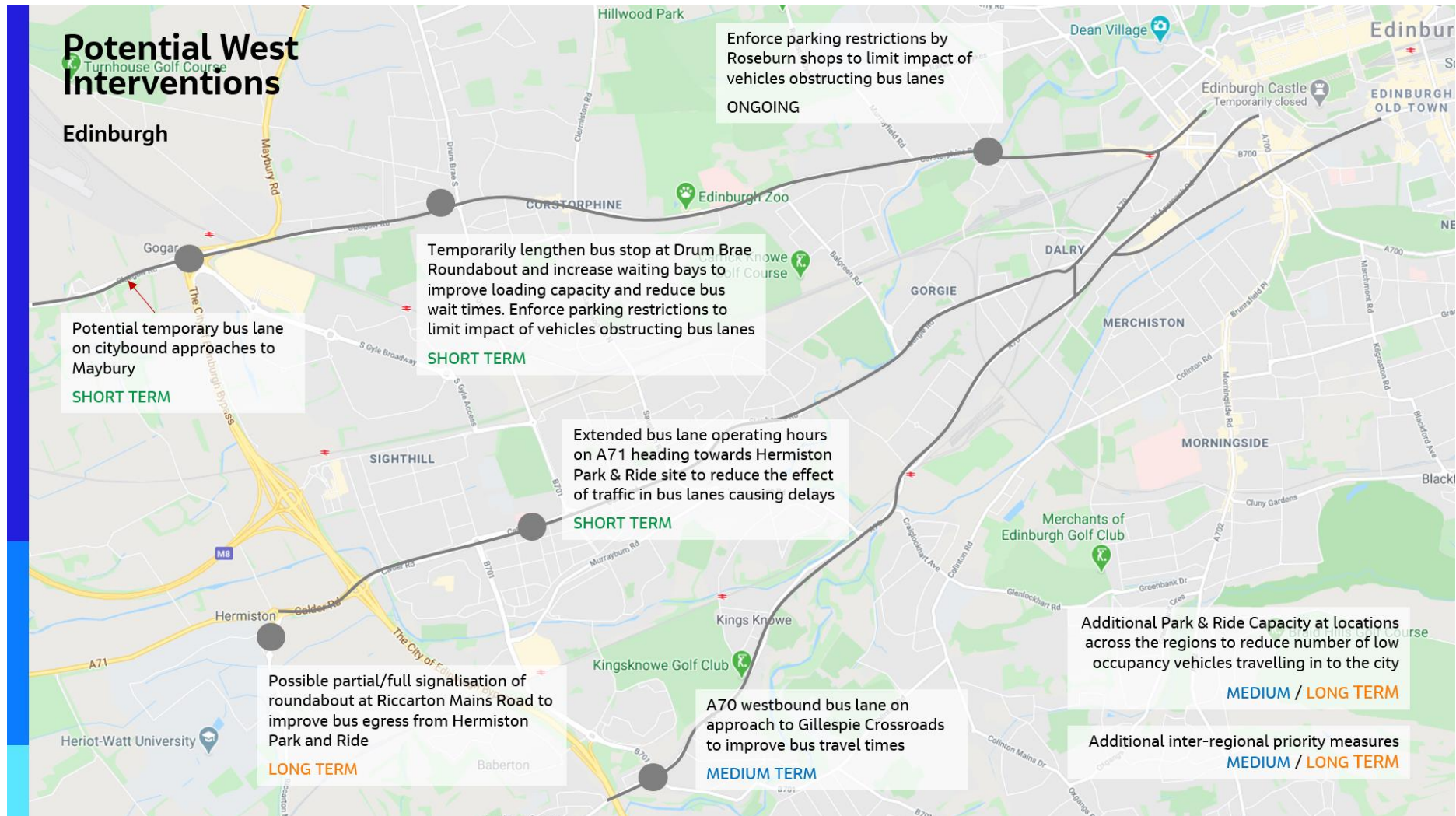
Appendix A



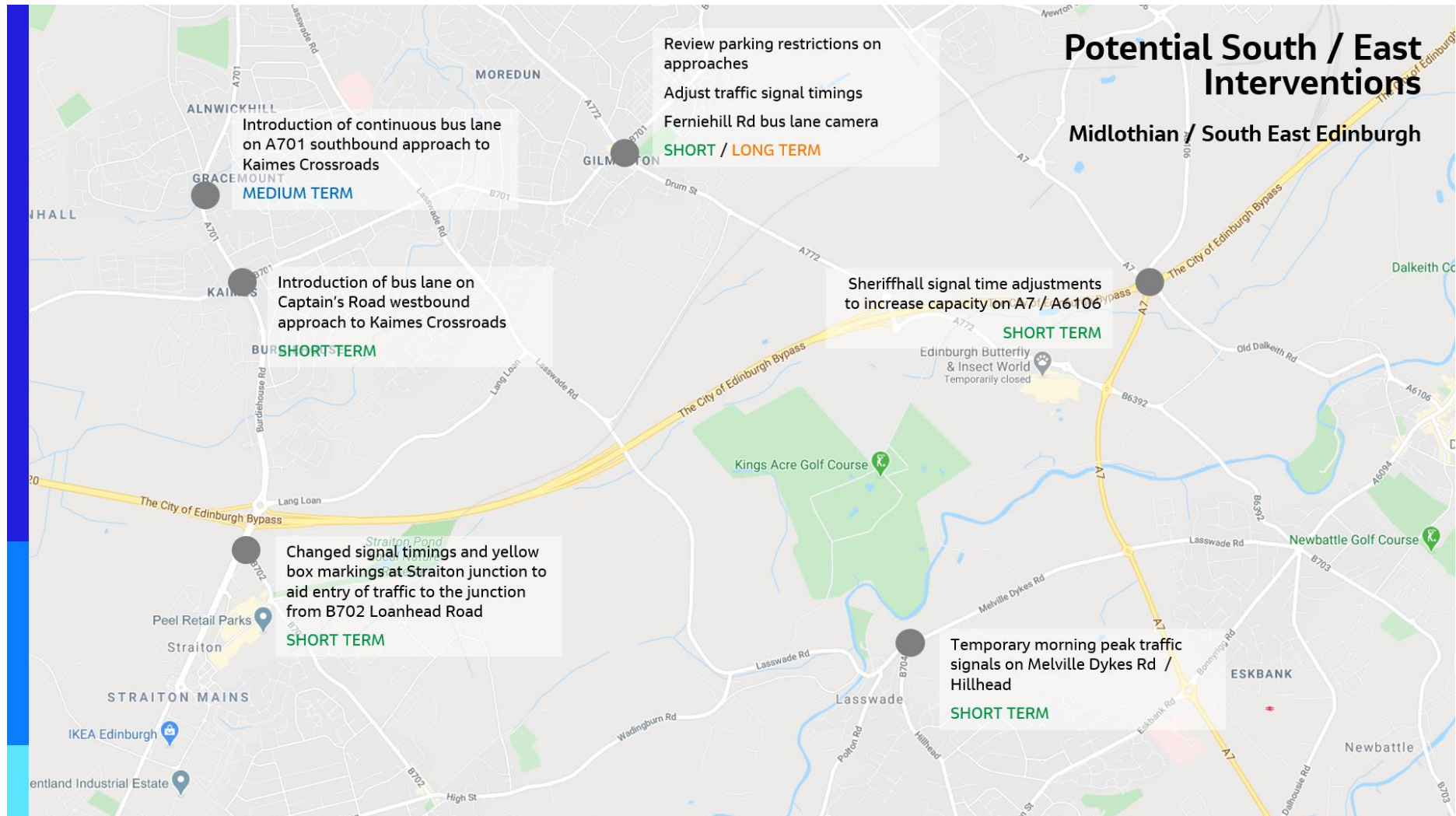
Appendix A



Appendix A



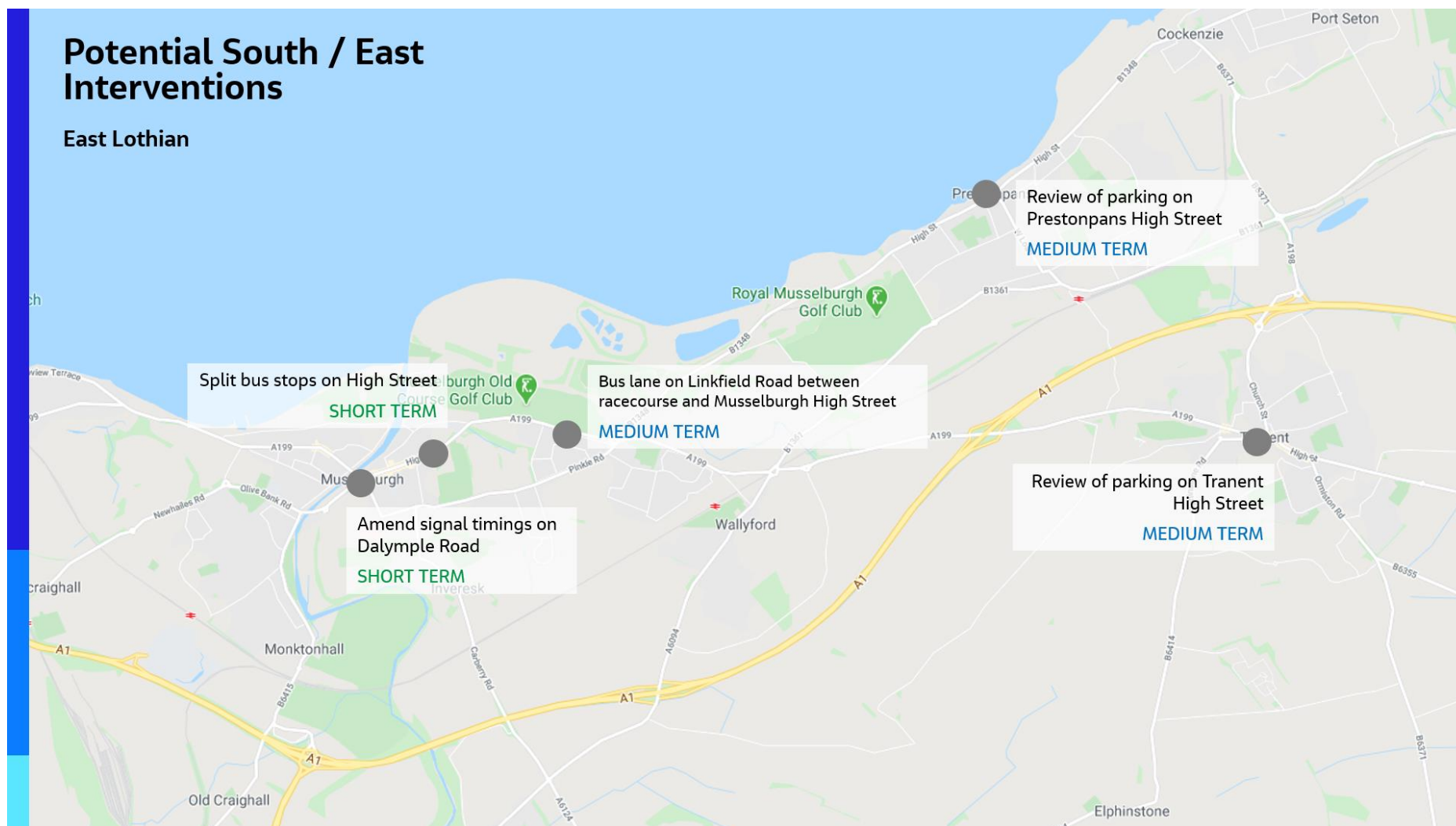
Appendix A



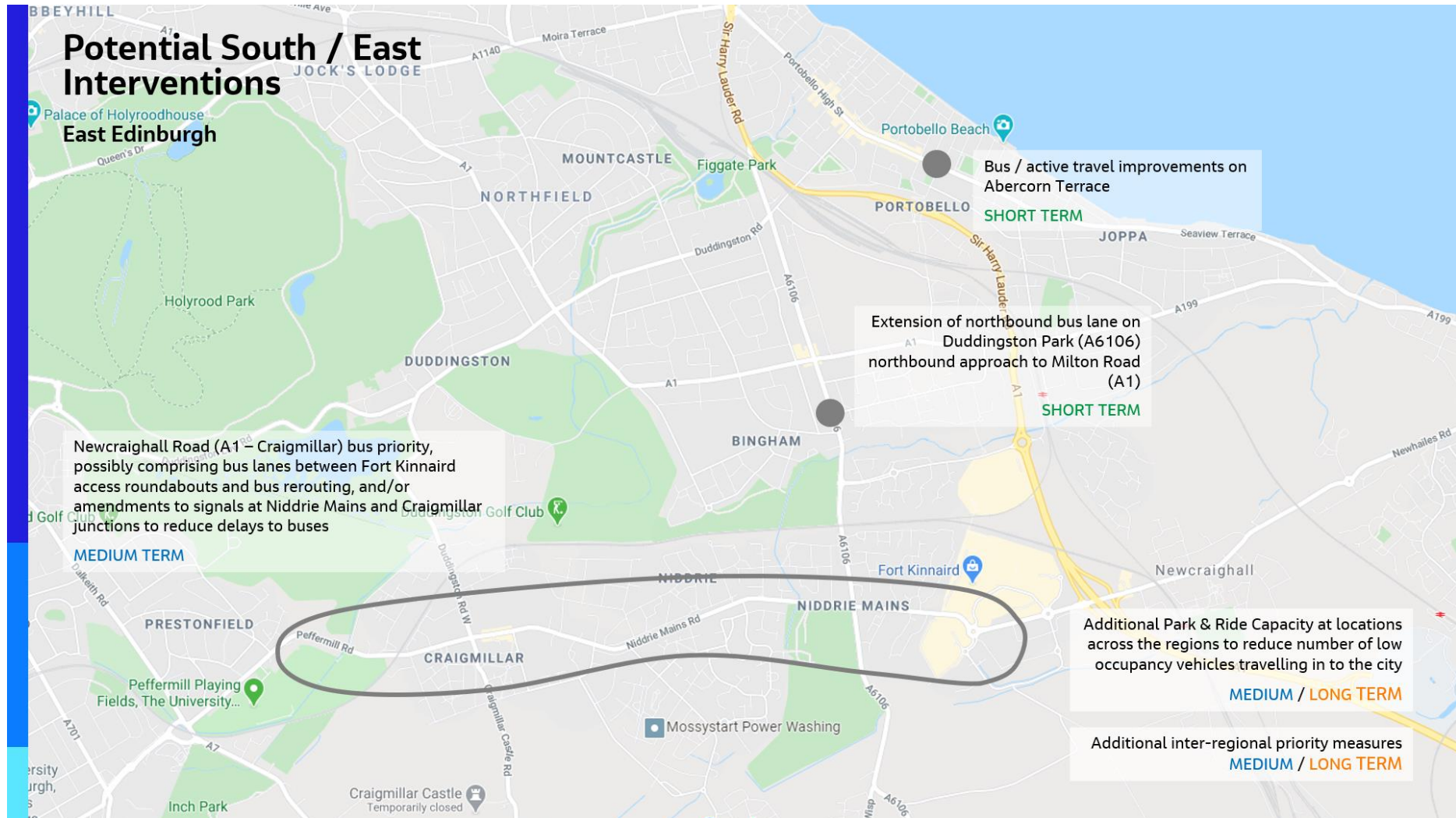
Appendix A

Potential South / East Interventions

East Lothian



Appendix A

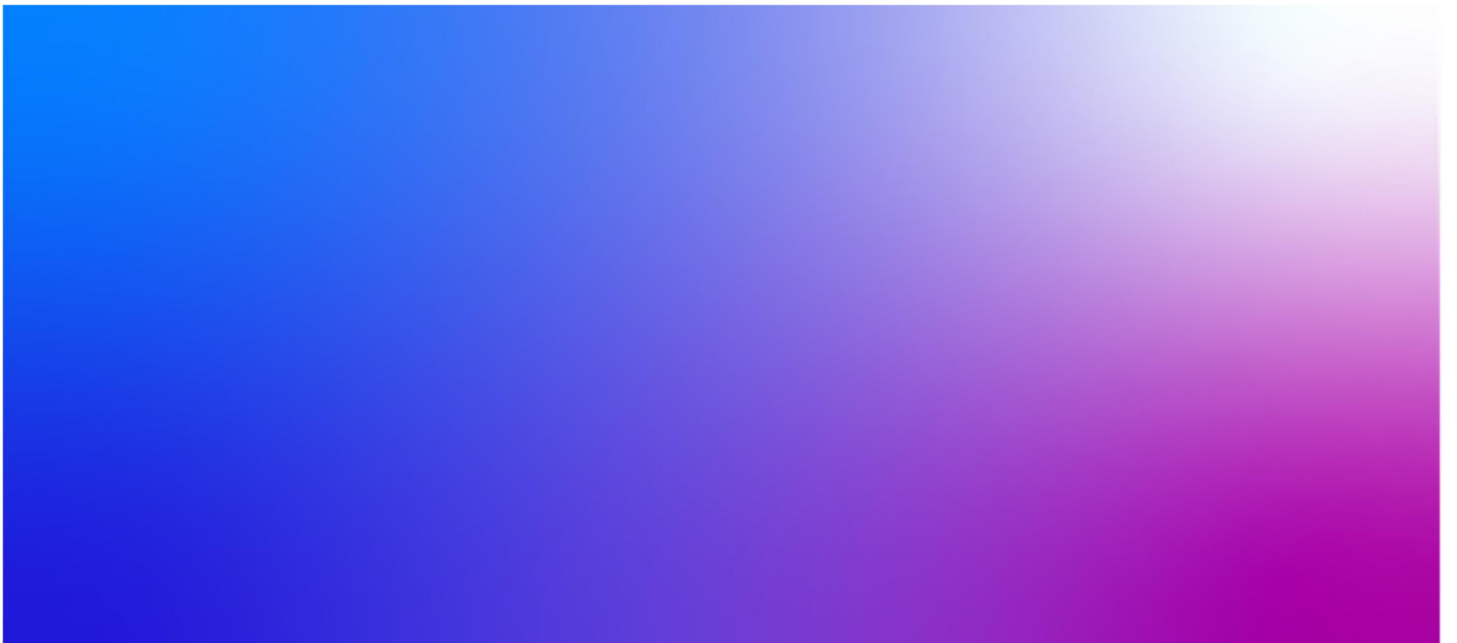




South East Scotland Transport Transition Plan

Summary Note on Proposed Quick Wins

30 July 2020



South East Scotland Transport Transition Plan

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1	21.07.20	Final	KG	GD	TS	ST
2	24.07.20	Final including TS comments	KG	GD	TS	ST
3	30.07.20	Final with updated costs	KG	GD	TS	ST

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3.	Development of Packages of Interventions	2
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Appendix A. Summary Plans

1. Introduction

The South East Scotland Transport Transition Group ('the Group') came into being on 3rd June 2020. The Group has been established specifically to develop and oversee the Regional Transport Transition Plan for the transition out of emergency lock down implemented to deal with the COVID-19 pandemic. The Group brings together local, regional and national partners to jointly plan for the management of the transport network and any additional measures needed during this period. The Plan seeks to set out the interventions required at a regional level to support the Transport Transition Plan published by Transport Scotland on 26 May 2020.

Membership of the Group consists of the following authorities:

- City of Edinburgh Council
- Clackmannanshire Council
- East Lothian Council
- Falkirk Council
- Fife Council
- Midlothian Council
- Scottish Borders Council
- SEStran
- Transport Scotland
- West Lothian Council

Given the scale and urgency of the challenges, the emphasis has been on developing practical interventions that have the potential to provide immediate benefits that can support the operation of public transport, and particularly bus operations, within the region whilst capacity remains a key constraint. To achieve this, three corridor sub-groups have been set up with very active and positive participation from bus operators joining representatives from the relevant Group member to focus on developing, prioritising and implementing packages of interventions that can address the challenges and objectives set. The three corridor groups reflect what are seen as the most critical regional level movements:

- North (Fife to/from Edinburgh)
- West (West Lothian, Falkirk, Clackmannanshire to/from Edinburgh)
- South/East (East Lothian, Midlothian and Borders to/from Edinburgh)

This summary paper sets out the considerable progress that has been made in identifying and prioritising a range of very practical quick-win interventions to meet the specific needs of each corridor. The packages of recommended interventions are summarised along with indicative timescales and cost ranges for implementing these. The paper also highlights the importance of other supporting measures including communications to users being taken forward in parallel to these infrastructure-based interventions.

2. Identification of Key Issues on the Corridors

The initial meetings of the three corridor groups considered the key issues facing bus operators in the face of limited bus capacity and the gradual relaxation of lockdown measures. Operators have very effectively fed in the practical day to day issues they are experiencing as they ramp up services. The work has also been informed by the transport modelling work undertaken by Transport Scotland to inform the key public transport capacity constraints and key movements for the different stages of the Transport Transition Plan.

The key issues in each corridor are summarised in Table 2.1 below.

Table 2-1: Key Issues by Corridor

Corridor	Issue
North (Fife to Edinburgh)	<p>Current low usage of Halbeath and Ferrytoll Park & Ride sites</p> <p>Congestion on the approach to Barnton junction increases bus journey times</p> <p>Evening peak services from the city centre are delayed on the approach to Blackhall junction</p> <p>Queensferry Street bus stops result in bus congestion and delays</p> <p>Queensferry Street waiting space for passengers is insufficient to enable social distancing</p>
West (West Lothian, Falkirk, Clackmannanshire to Edinburgh)	<p>Newbridge Roundabout and approaches - queuing in both Eastbound and Westbound directions from A8 and A89</p> <p>A8 Gogar – Maybury - Buses get caught in general congestion approaching the Maybury Road junction from west through underpass</p> <p>Access egress delays for buses at Park & Ride sites eg Hermiston</p> <p>Key city bus stops/interchange points in Edinburgh where there are conflicts with parked cars and limited pavement space eg Drum Brae Roundabout and Roseburn</p> <p>Key West Lothian bus stop areas where there are conflicts with on-street parking and limited pavements space eg Bathgate, Broxburn, Uphall and Mid-Calder</p>
South/East (East Lothian, Midlothian and Borders to Edinburgh)	<p>Sheriffhall, Gilmerton and Kaimes junctions are all congested resulting in public transport delays</p> <p>Traffic volumes on Melville Dykes Road result in morning peak public transport delays of up to 10 minutes on routes from Bonnyrigg</p> <p>Queues on the A1 approach to the Jewel roundabout result in public transport delays</p> <p>Key East Lothian bus stop areas where there are conflicts with on-street parking and limited pavement space eg Musselburgh and Prestonpans</p>

3. Development of Packages of Interventions

The three sub-groups sought the views of the operators, local authorities, SEStran, Transport Scotland and the consultants (Jacobs) on potential quick win interventions that could at least in part address these issues to the benefit of bus users, bus operators and wider communities.

From these discussions it was clear that an integrated package approach across the corridors was essential to maximise the benefits against the objectives set and that this would also assist when communicating these to the wider public. Individual interventions on their own would have limited impact on improving bus operation and making journey times more reliable, which is critical to helping overcome limited capacity and providing the necessary operational flexibility for operators through this rapidly evolving period. Improving journey times for public transport and particularly bus services is also seen as vital as we gradually move from a position of deterring public transport usage for all but essential journeys to one in which this is seen as an attractive option alongside active travel in deterring significant growth of car based journeys with the impacts on safety and emissions that could result from this. The recommended packages that are summarised in the tables and plans on the next few pages have adopted this approach.

There has been considerable progress in delivering practical initiatives in the South East of Scotland to benefit those walking, wheeling and cycling through the Spaces for People and related initiatives. Ensuring careful

consideration of the interfaces between bus priority and related interventions and the interfaces with these active-travel focussed initiatives has been an important consideration within this work.

Indicative plans showing the location of each intervention are given in Appendix A. Proposed timescales are defined as:

- Short term – implemented by the end of August
- Medium term – implemented by the end of September
- Long term – implemented from October onwards

4. Assessment and Prioritisation of Interventions

The emphasis of this work is on the urgent implementation of quick wins that can greatly assist public transport and particularly bus services to play the critical role that is essential as Scotland emerges from lockdown. A complex appraisal process was not deemed to be appropriate for this exercise and, instead, a light touch assessment framework has been devised with six key objectives as well as several deliverability criteria to assist in identifying and prioritising interventions. The six objectives agreed by the SESTTG are set out below:

- To support walking, cycling and wheeling for all or part of commuter and non-commuter journeys as far as practical.
- To maximise safe and efficient use of public transport including to support continued viability of the public transport system.
- To ensure public transport is available for those most dependent on bus, tram and rail services during the easing of lockdown.
- To mitigate against the potential for an increase in private car use during the easing of lockdown.
- To co-ordinate and disseminate regional messaging to support the safe use of the transport network, restore passenger confidence, and manage travel demand in line with national guidance.
- To ensure measures facilitate connected, multi-modal journeys.

The tables that follow summarise the interventions in each of the three corridors that have emerged positively from this assessment process. This provides an indication of the assumed benefits of the individual interventions against the objectives set using a 5-point scale (+2 to -2) that has been informed through discussions at the corridor sub-groups with invaluable input from bus operators as well as the authorities. The regional messaging objective is less appropriate for this assessment but is directly supported by other communication related initiatives that are being taken forward by the Transport Transition Group and Transport Scotland.

In addition to the assessment of interventions against the objectives, key issues around deliverability have also been considered. A number of measures that performed well against the objectives but could not be taken forward quickly have not been progressed but may be very relevant for longer term infrastructure plans at the local, regional and national level.

5. Overall Benefits of the Corridor Packages

In Section 3 on the development of the of interventions, the need for an integrated package approach was stressed within and indeed across the corridors to maximise the benefits against the objectives. This approach is equally important when we consider the assessment of the overall benefits of the interventions – it is the impact of the measures collectively in tackling key issues relating to bus journey times and journey time reliability and also the quality and accessibility of provision for users that is critical rather than the impact of an individual measure in isolation.

Assessing the benefits of these quick-win measures, by their very nature, is difficult given the pace at which they have had to be developed and the limited modelling of measures that has been able to take place to date or indeed is appropriate for many of the measures, particularly those focussed on safety or qualitative improvements. Improvements to journey time reliability rather than just journey times has also been highlighted as critical during the emergence from lockdown given the rapidity of changes to traffic levels both within the day and from day to day. Again these benefits are difficult to estimate - close monitoring of the interventions with the bus operators when they become operational will be essential to give a true picture of the benefits.

Despite the difficulties assessing and quantifying the benefits highlighted above it has been possible through engagement with bus operators and some model outputs and professional judgement to get an initial feel of the scale of the benefits that could realistically be achieved by the corridor packages. These estimates of key benefits are set out in Table 5-1 against the relevant corridors. As further clarity emerges on the scope of any wider regional interventions and any temporary expansion of park and ride site, the potential benefits of these measures will be similarly assessed.

Table 5-1: Public Transport Benefits by Corridor

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
North	M90 / A90	Halbeath P&R access	1		Improved bus journey time reliability
		P&R enhancements at Halbeath and Ferrytoll			Improved waiting environment / operational benefits
		Cramond Brig to Barnton bus lane	6		Bus journey time savings subject to detailed modelling
		Queensferry Road SCOOT upgrade	1	2	
		Blackhall westbound bus lane extension		2	
		A90 queue relocation (Barnton / Blackhall)			Long term intervention offering significant travel time saving
		Relocation of Queensferry St stops to Charlotte Square	1	2	Improved city centre waiting environment
		M90 / A90 travel time saving	9 mins	6 mins	
West	A89 / A8	Temporary buildouts and parking enforcement, Bathgate	2	1	Improved bus journey time reliability / passenger environment
		Temporary buildouts and parking enforcement, Uphall	1	1	Improved bus journey time reliability / passenger environment
		Peniel Place / A89 temporary traffic signals	2		Bus journey time savings subject to detailed modelling
		A89 viaduct to B800 bus lane	2		
		Newbridge Roundabout - signal optimisation and circulatory lining adjustments			Increases eastbound capacity / reliability
		A8 Westbound bus lane – Airport to Newbridge		10	Bus journey time savings subject to detailed modelling *Short term benefit only (see footnote)
		Citybound bus lane on approach to Maybury			Improvement enhances journey time reliability
		Extend Drum Brae stop to reduce waiting delays	1	1	Provides increased passenger waiting space
	A89 / A8 travel time saving	8 mins	13 mins		
	A71	Temporary buildouts and parking enforcement, Mid Calder	1	1	Improved bus journey time reliability and passenger waiting environment
		Signalisation of the A71 / B7105 junction	1		Improved journey time reliability
		Signalisation of Hermiston P&R access to improve bus egress			Improved journey time reliability
		Extended bus lane operating hours			Improved journey time reliability
A71 travel time saving	2 mins	1 min			
A70	Westbound bus lane towards Gillespie Crossroads		3	Bus journey time savings subject to detailed modelling	
	A70 travel time saving	-	3 mins		

Corridor	Route	Scheme	AM Benefit	PM Benefit	Other Key Non-Quantifiable Benefits / Comments
South / East	A701	Straiton (yellow box + signal optimisation)	3		
		Kaimes Crossroads			Improved journey time reliability
		A701 southbound bus lane on approach to Kaimes		2	
		A701 travel time saving	3 mins	2 mins	
Lasswade Road		Melville Dykes Road / Hillhead junction	10		Significant journey time saving at this location
		Wadingburn signal optimisation	2		Significant journey time saving combined with the above
		Lasswade Road travel time saving	12 mins	-	
A772		Gilmerton Crossroads signal timings and parking	2	2	
		A772 travel time saving	2 mins	2 mins	
A7		Sheriffhall signal time adjustments A7 / A6106	2	2	Bus journey time savings subject to detailed assessment
		A7 travel time saving	2 mins	2 mins	
A1		Linkfield Road bus lanes	3		
		Dalrymple Road traffic signals review			Improved journey time reliability
		Splitting of bus stops on Musselburgh High St	1	1	
		Review of parking on Tranent and Prestonpans High Streets			Improved bus journey time reliability and town centre environments
		A1 travel time saving	4 mins	1 min	
B6415		Abercorn Terrace bus / active travel improvements			Bus journey time savings require further analysis
A6106		A6106 northbound approach to Milton Road			Bus journey time savings require further analysis
A6095		Niddrie Mains Road			Corridor bus journey time savings require a separate study 5 min morning peak eastbound delay reported by Lothian Buses

*An A8 westbound bus lane will hinder both bus and general traffic journey times at the point that the back of the single traffic queue extends east of the Airport junction. Once the financial sector returns to work (eg Edinburgh Park and RBS) it is likely that the bus lane will need to be removed.

6. Monitoring and Evaluation

The importance of monitoring the success or otherwise of any of these interventions and the overall packages has already been stressed. Many of the interventions are, by their very nature, flexible in nature allowing adjustments to be made in the light of the experience of operators, authorities, passengers and indeed other street/road users. Good examples are further adjustments to traffic signal timings at key junctions or adjustments to the length of bus lanes. Where possible it will be important to build some of this flexibility into the design, TTRO and related arrangements.

The governance structure already set up with the three corridor groups as well as the overall regional group provides an excellent framework to monitor the performance of the measures individually and collectively including as it does the direct involvement of bus operators as well as all the relevant authorities with their local knowledge. The importance of having resources available to assist with monitoring on the ground including where appropriate camera monitoring has been reflected in the overall costings provided.

7. Delivery

It is proposed that the highly effective collaborative working approach that has been used to date in developing the packages of interventions in each of the three corridors would be retained into and through the delivery phase. It is also proposed that the City of Edinburgh Council would act as lead authority, working very closely with the relevant authorities, SEStran and the bus operators in each of the corridors with virtual meetings of the corridor groups as and when appropriate. This will ensure that operators can be actively involved in the final specification of the measures and also contribute to the monitoring of their success with any adjustments as appropriate. Overall management of any funding provided by Transport Scotland, for example through the recently launched Bus Priority Rapid Deployment Fund would need to be through a lead authority (potentially CEC) agreed by the South East Scotland Transport Transition Group, but with responsibility for individual measures allocated as appropriate to the respective authority within which these are located. Consultancy support is currently being provided to CEC by Jacobs which has assisted with the development and costing of these packages and the related reporting and the provision and procurement of any necessary support for other authorities is now under consideration by the regional group and the Finance Sub-Group.

Given the very demanding timescales for delivery of these interventions due to the urgency of the challenges, there are of course potential risks that will need to continue to be updated, resolved or mitigated. The table below sets out a few of the key risks and potential mitigation measures already in place or needing to be considered. It is recommended that this is expanded and regularly updated through the process of delivering the interventions and associated monitoring and evaluations.

Table 7-1: Delivery Risks

Key Delivery Risks	Potential Mitigation Measures
Inadequate resources within individual authorities leading to an uncoordinated approach in individual corridors	Effective Regional and Corridor sub groups including all key relevant authorities and bus operators (in place) Consultancy support to assist with co-ordination and delivery (potential need for additional support in some authorities)
Political and Public Support for interventions	Regular briefings of politicians at local, regional and national levels (already in place) Clarity on benefits of the interventions through communication strategy (being actively progressed by TS and regional communications group) Ongoing monitoring and evaluation of benefits with appropriate resources and communications
Potential conflict with Spaces for People and other initiatives	Discussion of any potential conflicts/opportunities within sub groups and associated workstreams (in place) Consideration of this interface within assessment process (in place) Integrated governance approaches to delivery within individual authorities (as in CEC)
Inadequate funding to implement interventions as comprehensive and integrated packages	Effective Regional governance structure with Finance Sub-Group actively considering funding and resourcing Co-ordinated approach to funding applications eg Bus Priority Rapid Deployment Fund

8. Costing of Measures

Following agreement in all of the corridor sub-groups on those measures to be progressed further, indicative cost estimates have been prepared with a low and high cost provided. Given the very tight timescales and with design work still to commence on many of these measures, these costs are very much draft estimates although based where possible on experience on other schemes. In a number of cases the high and low estimates reflects a lack of certainty on the scale of an individual measure, eg length of bus lanes, which will only be clarified through modelling and design work that will now be progressed. In some cases, such as temporary signals, the revenue costs will be dependent on the timescales the measure is in operation.

In addition to the measures focussing on the three movement corridors into and out of Edinburgh, a provisional sum has also been allocated to potential measures that could support other key public transport regional movements between authority areas. These will be discussed and clarified further through the sub-groups.

Given the co-ordinated regional approach, there are a number of costs such as project management costs, safety audits, CDM services and site supervision that have been assumed to be taken forward across the overall programme. If the measures are taken forward by each authority these costs may need to be increased.

A summary of costs by corridor along with associated overall costs are given in Table 8-1 below.

Table 8-1: Summary of Costs by Corridor

Corridor	Low	High
North	£270,000	£370,000
West	£363,500	£452,500
South / East	£309,500	£435,000
Park & Ride	£60,000	£100,000
Additional inter-regional priority measures (provisional sum)	£350,000	£500,000
Design development costs	£250,000	£300,000
Communications	£120,000	£150,000
Monitoring and evaluation	£100,000	£125,000
Project Management Costs	£150,000	£200,000
Road Safety Audit	£25,000	£30,000
CDM Principal Design Services	£25,000	£30,000
Site Supervision	£30,000	£40,000
Total	£2,053,000	£2,732,500

A summary of each individual scheme assessment is given in Table 8-2. Note that costs exclude future decommissioning and / or conversion to permanent interventions.

Table 8-2: Assessment Summary

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
N	Speed limit reduction on A92 to improve bus egress from Halbeath Park & Ride onto access roundabout	0	2	1	1	1	Transport Scotland	Transport Scotland	✓✓	✓✓	✓✓	-	0
N	Clearer messaging regarding the use of Park & Ride	2	2	2	2	2	£35,000	£50,000	✓✓	✓✓	✓✓	-	1
N	Optimisation of A90 citybound queue relocation scheme	0	1	0	1	1	£75,000	£100,000	TBC	TBC	TBC	TBC	0
N	Citybound A90 bus lane from Cramond Brig to Barnton	0	2	2	1	1	£20,000	£30,000	✓✓	✓	✓	-	0
N	Upgrading of SCOOT, new loops installed but communications work required before commissioning	0	1	1	1	1	£30,000	£40,000	✓✓	✓✓	✓✓	-	0
N	Extension of westbound bus lane on Hillhouse Road towards Blackhall	0	2	2	1	1	£10,000	£15,000	✓✓	✓	✓	-	0
N	Optimisation of Blackhall bus priority scheme	0	2	2	1	1	£50,000	£60,000	TBC	TBC	TBC	TBC	0
N	Relocation of some/all Queensferry St bus stops to Charlotte Square	0	2	0	1	1	£50,000	£75,000	✓✓	✓	✓	-	1
W	Temporary bus lane on A89 eastbound approach to Newbridge	0	2	2	1	0	£20,000	£30,000	✓✓	✓	✓	-	0
W	Temporary bus lane on A8 westbound approach to Newbridge from airport on-slip	0	2	2	1	0	£15,000	£20,000	✓✓	✓	✓	-	0
W	Signal timing review at Newbridge roundabout	0	1	1	1	1	£120,000	£120,000	✓	TBC	✓	-	0

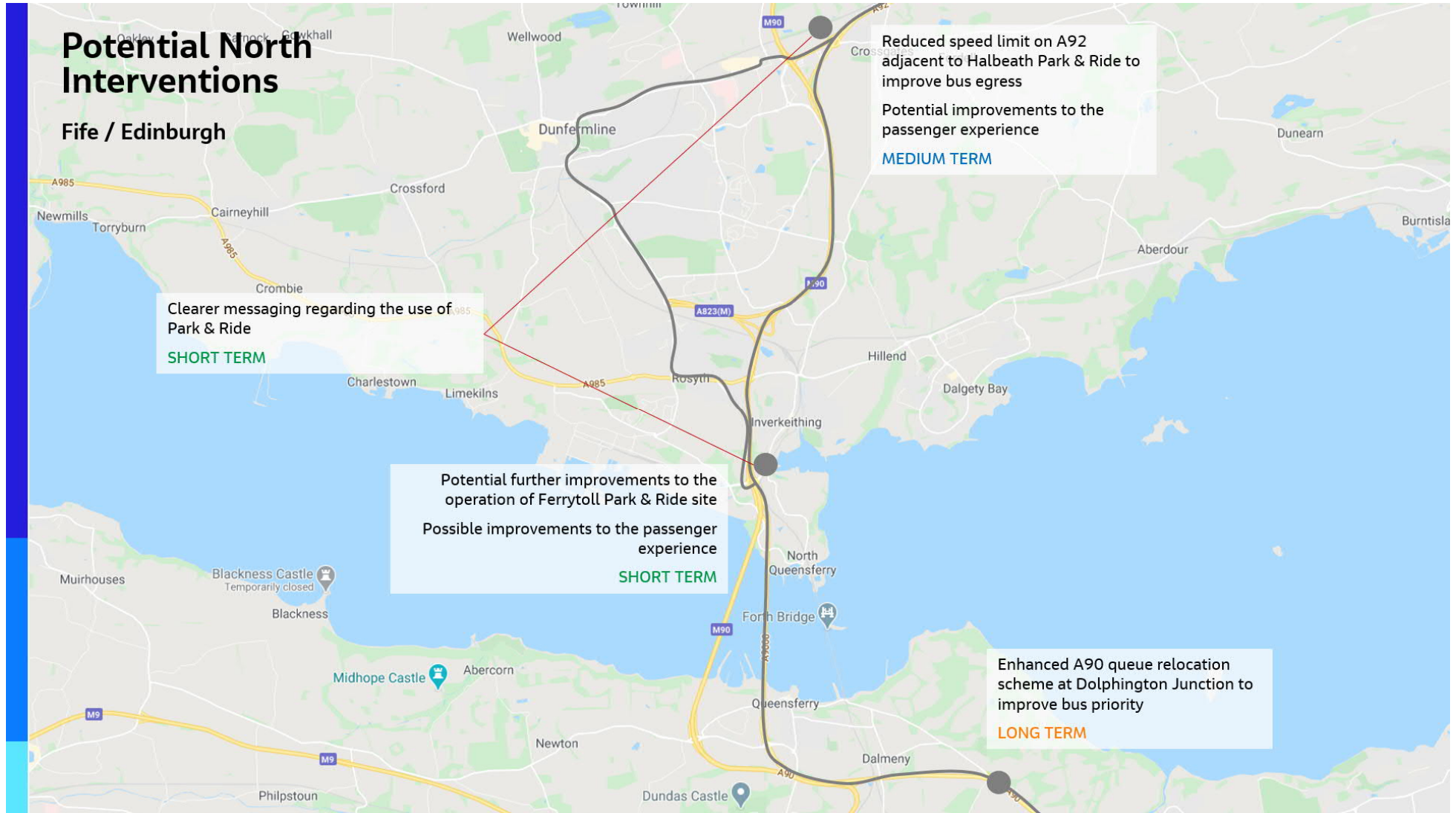
Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	Short Temporary Bus Lane on citybound approach to Maybury (through underpass)	0	2	2	1	0	£35,000	£50,000	TBC	✓	✓	TBC	0
W	Temporarily lengthen bus stop at Drum Brae Roundabout and increase waiting bays to improve loading capacity and reduce bus wait times. Enforce parking restrictions to limit impact of vehicles obstructing bus lanes	1	2	1	1	0	£5,000	£7,500	TBC	✓	✓	TBC	1
W	Full/part signalisation of Riccarton Mains Road roundabout at Hermiston to aid bus access and egress from Park & Ride	0	1	0	1	1	£45,000	£60,000	TBC	✓	✓	-	0
W	Full/part signalisation of the A71/B7015 junction (Jupiter Artland) to reduce delays for eastbound buses joining A71	0	1	0	1	0	£45,000	£60,000	TBC	✓	✓	-	0
W	Temporary kerb build out in bus stops e.g. North Bridge Street and South Bridge, Bathgate and in Uphall and Broxburn with enforcement of on-street parking affecting signals and key junctions	1	2	2	1	0	£45,000	£60,000	TBC	✓	✓	TBC	1
W	Use layby areas as passenger waiting areas and temporary kerbs to provide similar benefits to bus build out in Mid Calder on Bank Street, or enforcement of parking to restrict vehicles obstructing buses	1	2	2	1	0	£20,000	£25,000	TBC	✓	✓	TBC	1
W	Extended bus lane operating hours on A71 heading towards Hermiston Park & Ride site to reduce the effect of traffic in bus lanes causing delays	0	2	1	2	1	£3,500	£5,000	TBC	✓	✓	-	0

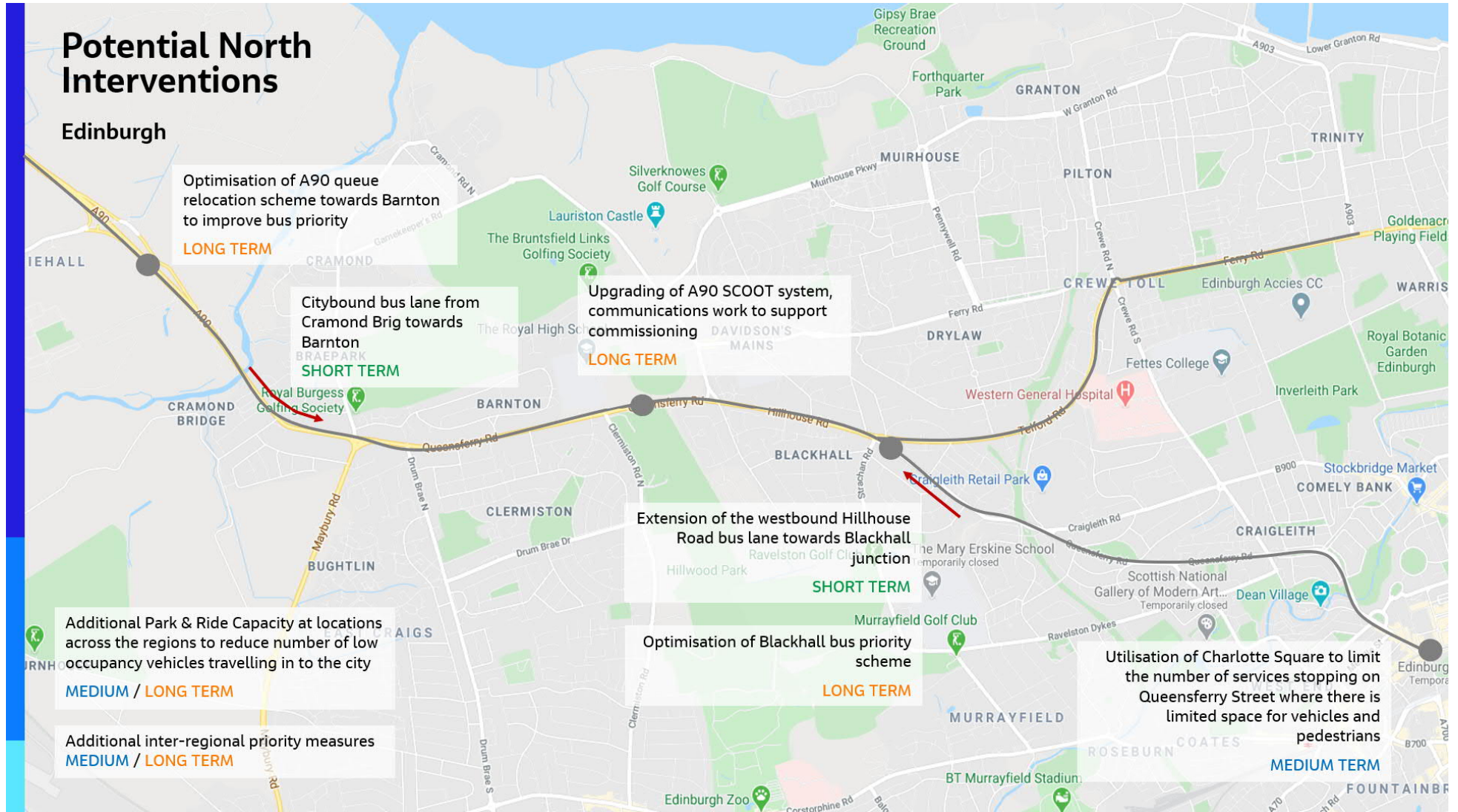
Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
W	A70 westbound bus lane on approach to Gillespie Crossroads to improve bus travel times	0	2	2	1	0	£10,000	£15,000	✓✓	✓	✓	-	0
S/E	Retiming of signals on Sheriffhall roundabout to give more priority to A7 and A6106 approaches	0	1	1	0	0	Transport Scotland	Transport Scotland	✓	✓	✓	TBC	0
S/E	Introduction of temporary traffic signals at Melville Dykes Rd/B704 Hillhead junction (Lasswade)	0	2	2	1	0	£140,000	£195,000	✓✓	✓	✓	-	0
S/E	Gilmerton crossroads – parking restrictions on approaches to junction	0	1	1	0	0	£25,000	£35,000	✓	✓	✓	-	0
S/E	Alteration of traffic signals at Gilmerton crossroads to reduce delays on A772 and increase capacity for south to east (Eskbank to RIE) right turn	0	1	1	1	0	£2,000	£3,000	TBC	✓	TBC	-	0
S/E	Camera to aid enforcement of bus lane on Ferniehill Drive westbound approach to Gilmerton crossroads	0	1	0	1	0	£30,000	£40,000	TBC	TBC	TBC	TBC	1
S/E	Changed signal timings and yellow box markings at Straiton junction to aid entry of traffic to the junction from B702 Loanhead Road	0	2	1	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0
S/E	Introduction of continuous bus lane on A701 southbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Introduction of bus lane on Captain's Road westbound approach to Kaimes Crossroads	0	1	1	1	0	£5,000	£10,000	✓✓	✓	✓	-	0
S/E	Newcraighall Road (A1 – Craigmillar) bus priority, possibly comprising bus lanes between	0	2	1	1	0	£45,000	£55,000	TBC	TBC	TBC	TBC	0

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities	
							Low	High	Procurement	Implementation	Statutory	Other		
	Fort Kinnaird access roundabouts and bus rerouting, and/or amendments to signals at Niddrie Mains and Craigmillar junctions to reduce delays to buses													
S/E	Extension of northbound bus lane on Duddingston Park (A6106) northbound approach to Milton Road (A1)	0	1	0	0	0	£5,000	£7,000	✓✓	✓	✓	-	0	
S/E	Bus lanes on Abercorn Terrace, Portobello	0	1	0	1	0	£5,000	£10,000	TBC	TBC	TBC	TBC	0	
S/E	Traffic signal timing alterations to reduce delays to buses on Dalrymple Loan approach to High St (Musselburgh)	0	1	0	0	0	£5,000	£10,000	✓✓	✓	✓	-	0	
S/E	Bus lane on Linkfield Road between racecourse and Musselburgh High Street	0	1	0	0	0	£15,000	£20,000	TBC	TBC	TBC	TBC	0	
S/E	Parking/waiting restrictions on Prestonpans and/or Tranent High Streets to ease congestion and reduce delays to buses	0	1	0	0	0	£7,500	£10,000	✓✓	✓	✓	-	1	
S/E	Split bus stop outside Musselburgh Police Station into two stops, so increasing bus boarding capacity	0	1	0	0	0	£15,000	£20,000	✓✓	✓	✓	-	1	
All	Additional Park & Ride Capacity at locations across the regions to reduce number of low occupancy vehicles travelling in to the city	1	2	2	2	2	£60,000	£100,000	TBC	TBC	TBC	TBC	1	
All	Additional inter-regional priority measures (provisional sum)						£350,000	£500,000						
All	Design development costs						£250,000	£300,000						

Corridor	Scheme	Support walking, cycling and wheeling	Maximise safe and efficient use of public transport	Ensure public transport is available for those most dependent on services	To address the potential for an increase in private car use	Facilitate connected, multi-modal journeys	Cost		Deliverability				Equalities
							Low	High	Procurement	Implementation	Statutory	Other	
All	Communications						£120,000	£150,000					
All	Monitoring and evaluation						£100,000	£125,000					
All	Project Management Costs						£150,000	£200,000					
All	Road Safety Audit						£25,000	£30,000					
All	CDM Principal Design Services						£25,000	£30,000					
All	Site Supervision						£30,000	£40,000					

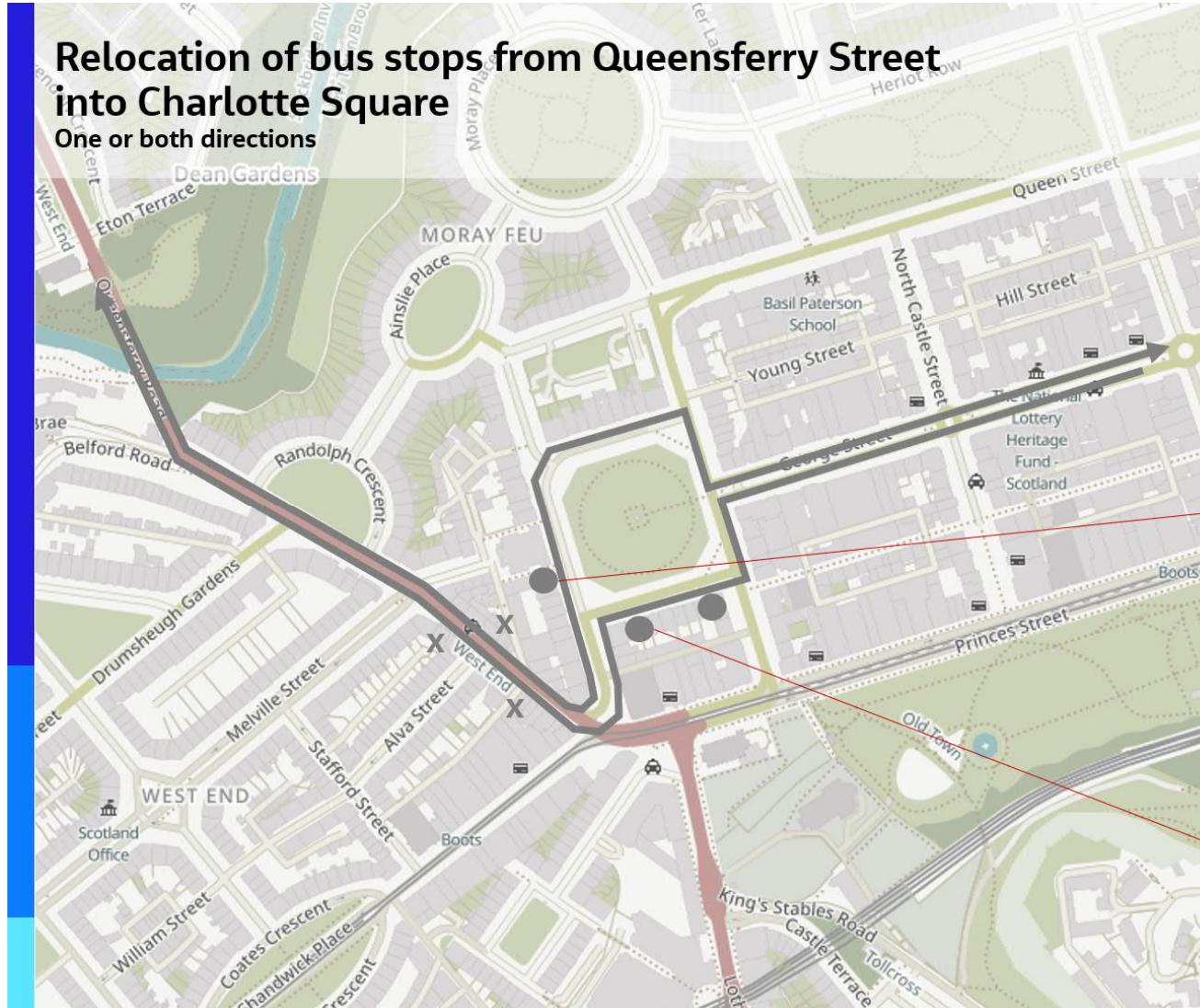
Appendix A. Summary Plans

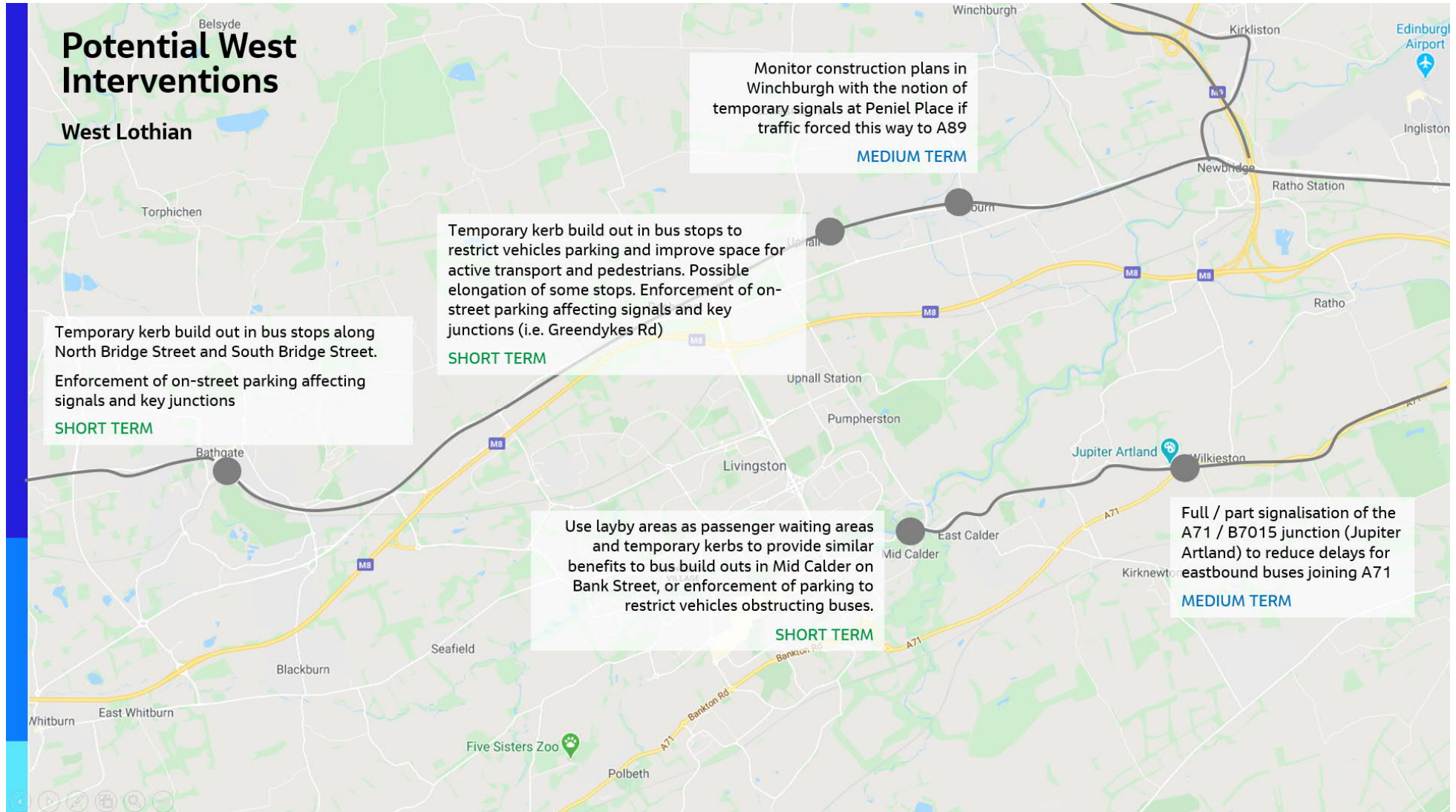


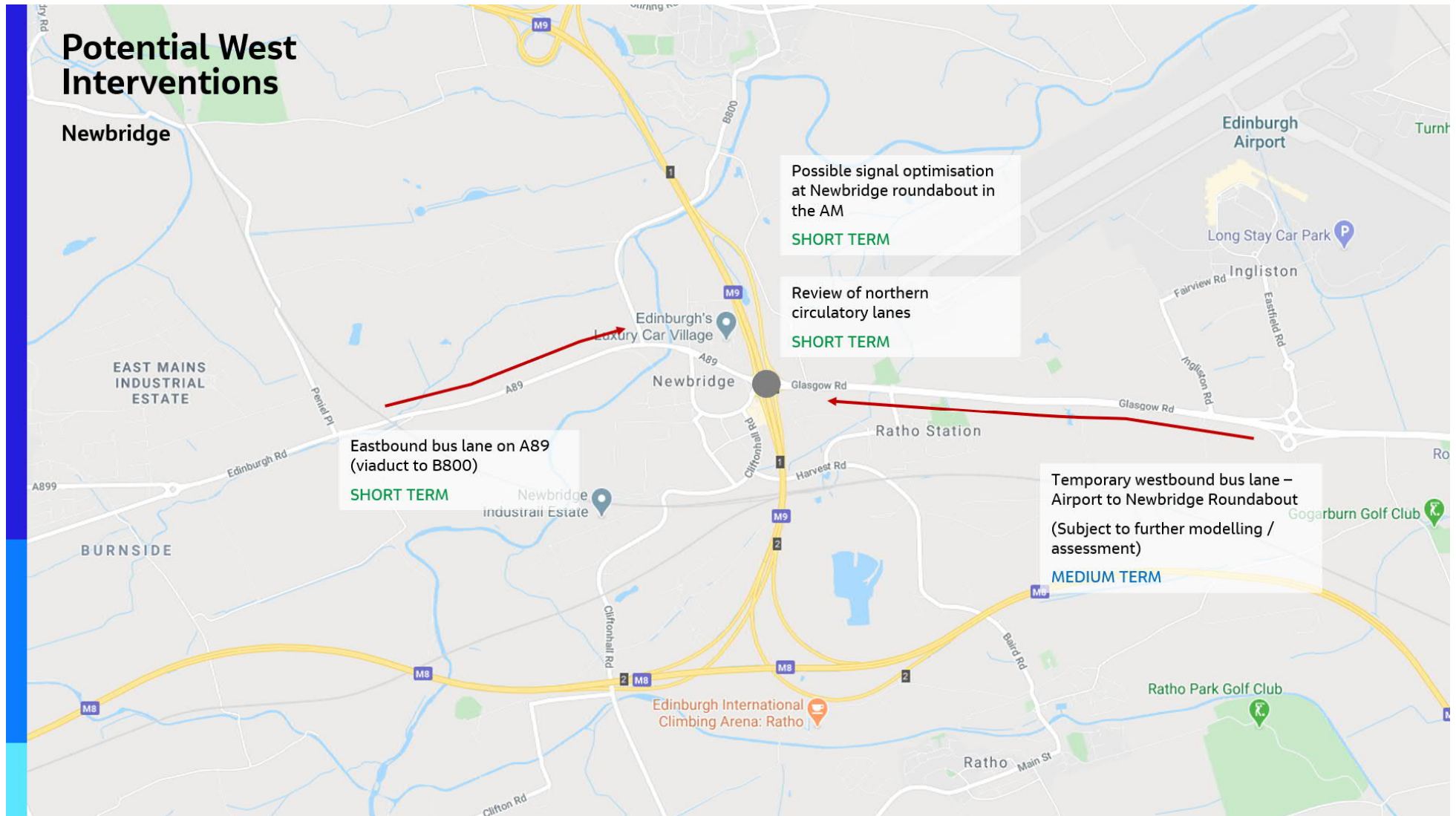


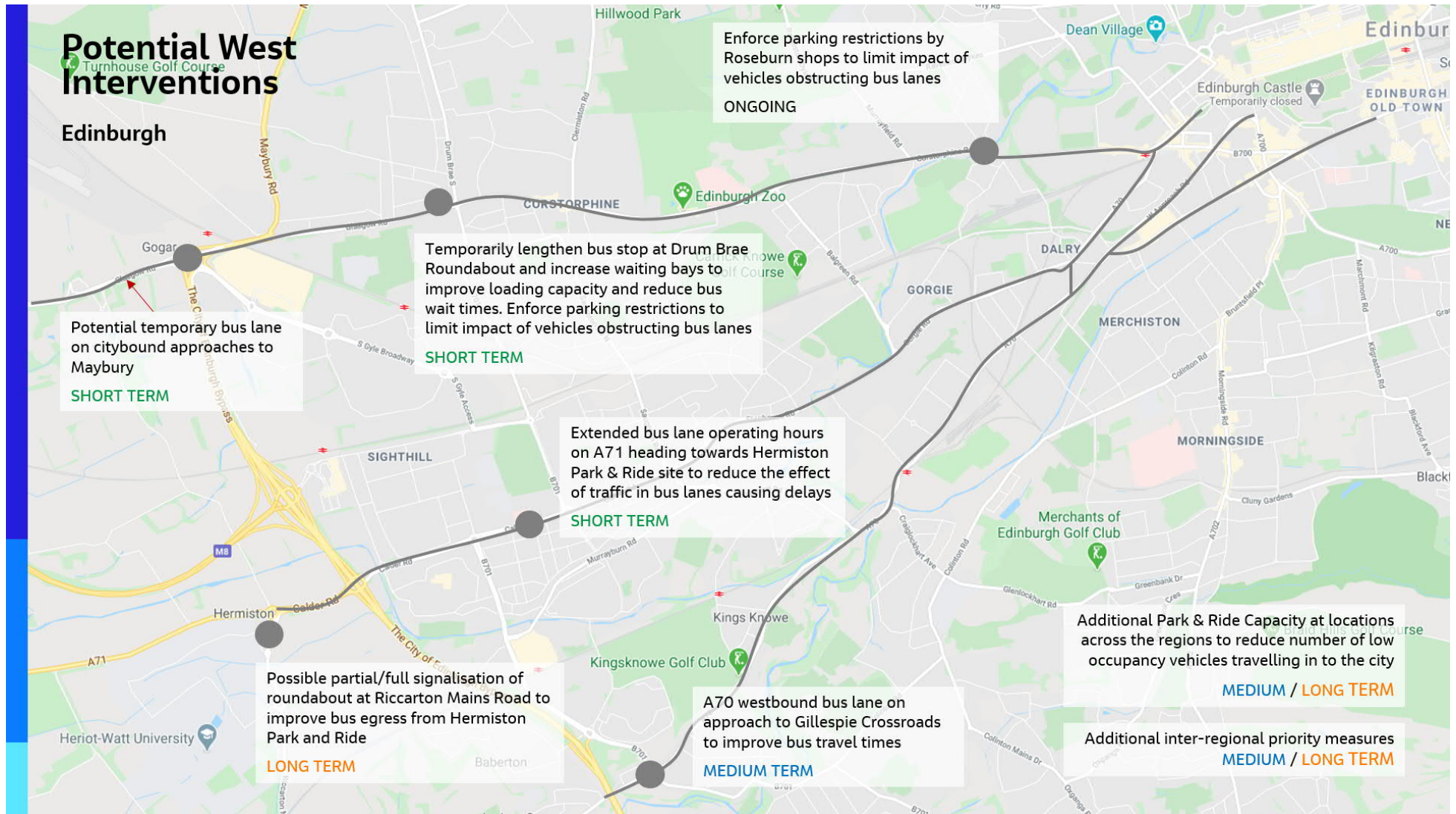
Relocation of bus stops from Queensferry Street into Charlotte Square

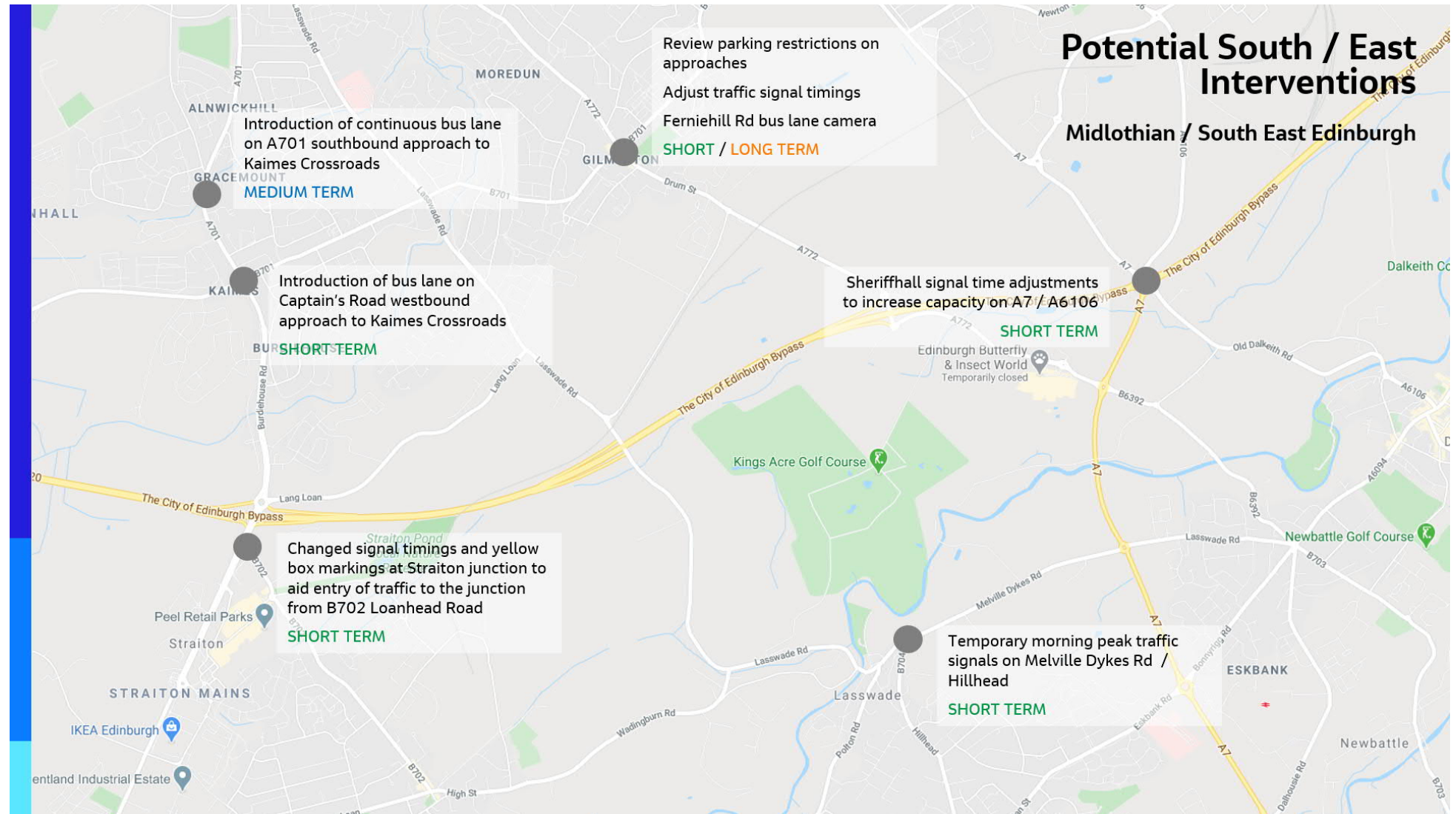
One or both directions

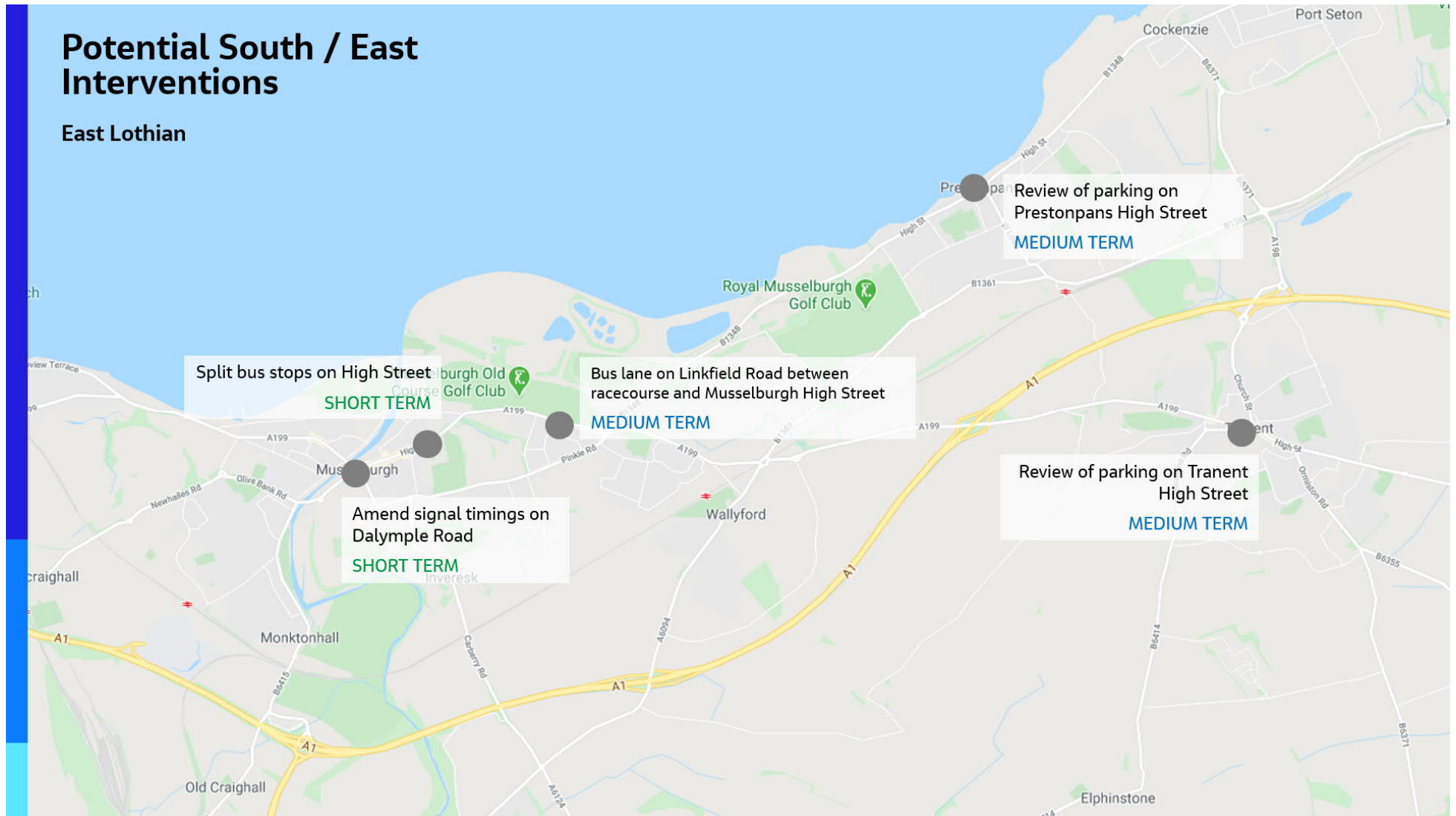


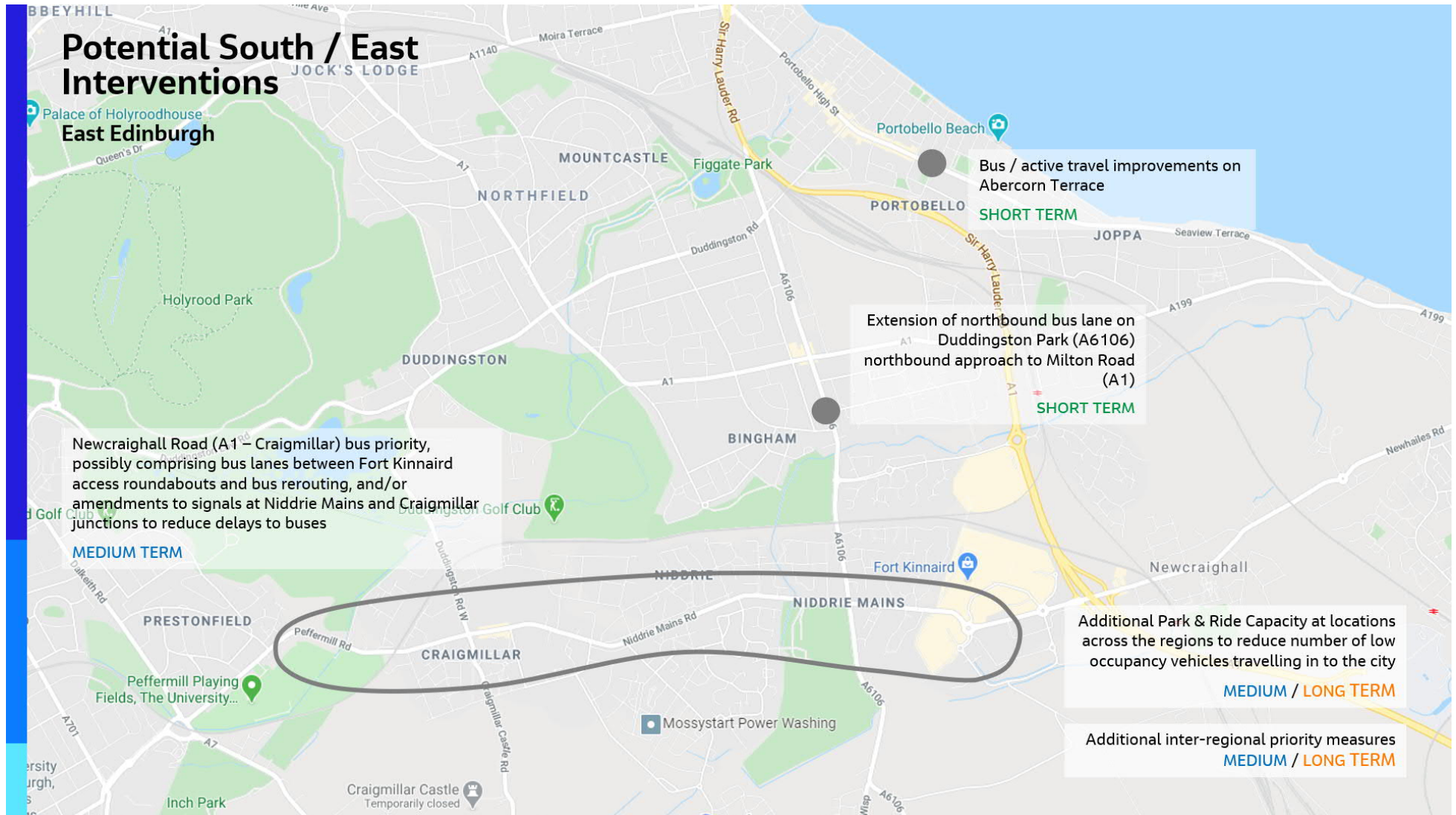












Appendix 3 – Legal duties and required mitigation measures in response to COVID-19

The management and control of the road network is one of the key responsibilities of the Council in its role as roads authority. Where the Council determines a need to make changes to the management or control of a road, there are legislative requirements not only in terms of what the Council can do, but there are also requirements in terms of the processes that must be followed to bring about those changes.

There are three main pieces of legislation that provide powers in terms of what changes are permitted:

- The Road Traffic Regulation Act 1984 (RTRA);
- The Roads (Scotland) Act 1984 (RSA); and
- The Town and Country Planning (Scotland) Act 1997 (TCPA).

These pieces of legislation cover the majority of different legal orders that the Council can promote in its role as Roads Authority, such as:

- Parking and yellow lines
- Moving traffic (bus lanes, banned turns, one-way streets, speed limits etc)
- Temporary Orders (for road works or where there is a danger to the public etc)
- Redeterminations; and
- Stopping Up orders.

The RTRA and RSA are further backed up with specific regulations that explain the legal processes that must be followed and the requirements that must be met in promoting related orders. The TCPA itself contains details of the processes that must be followed for orders promoted under this Act.

However, the processes that must be followed are, with the exception of the TCPA, contained in separate pieces of legislation. These processes are legal requirements, provided so that roads authorities can ensure that the road network operates as they intend it to, that road users are protected (both legally and physically) and that appropriate enforcement action can be taken when required.

For permanent traffic orders, experimental orders and speed limit orders, **The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999** set down the legal process that must be followed.

For Stopping Up and Redetermination Orders, the requirements are contained within **The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (procedure) (Scotland) Regulations 1986**.

Finally, for temporary restrictions, the processes are set down in **The Road Traffic (Temporary Restrictions) Procedure Regulations 1992**.

Within these three separate pieces of legislation are broadly similar requirements that determine what actions local authorities must take when proposing, advertising and making the different types of orders. Those requirements can be broadly summarised as follows:

- Consultation with statutory bodies.
- Consultation with other organisations representing those likely to be affected.
- Advertisements placed in the local press.
- Placing Notices on-street to advise of the proposed changes.
- Placing all documents related to the draft order on public deposit at the Council's offices.
- Considering any objections received and,
 - where it is within the local authority's power to do so, determine whether the advertised order should be made, either in whole or in part; or
 - where it is not within the local authority's power to determine the outcome, referring those objections to the Scottish Government.

Proposed Changes to Traffic Order Processes during COVID 19 restrictions

Under the current lockdown situation, compliance with some of the above requirements will no longer be possible. The provisions within the recently introduced Coronavirus (Scotland) Act 2020 do, however, make certain allowances that will enable local authorities to make alternative arrangements, where possible, so that legal processes can continue.

The following sub-sections detail the implications for the different requirements of the legislative processes, as well as suggesting alternative approaches where it is considered that such alternatives are practical.

1. Consultation with statutory bodies/ Consultation with other organisations representing those likely to be affected

Common practice to send notifications of all orders by email. The only current exception is the Scottish Ambulance Service, who have not provided a central contact email for correspondence. Letters can be sent as normal using the MyLetters automated printing and mailing service.

Recommendation: No action required. This aspect of the legal process can continue unaffected by the current lockdown.

2. Advertisements placed in the local press

Adverts placed in the local press tend to go into both the physical print version of the paper and the online version. While there may be some risk to the public of handling print newspapers, that risk is no greater than handling other purchased items.

The new Act does permit local authorities to dispense with requirements if they are of the view that doing so:

- (a) may give rise to a significant risk of the transmission of coronavirus, or

- (b) is likely to be ineffective or inappropriate due to action taken in order to control the incidence or transmission of coronavirus.

It is considered that publication in a local newspaper, especially where that publication includes an online version of the published notice, remains a valid means of highlighting the proposed measures and can reasonably be used to direct interested parties to other online facilities where further details of the proposal can be viewed.

Recommendation: No action required. This aspect of the legal process can continue unaffected by the current lockdown.

3. Placing Notices on-street to advise of the proposed changes

It is common practice to erect notices on-street for the majority of Orders processed by City of Edinburgh Council. Legally, such Notices are a statutory requirement for the following Order types:

- Stopping Up Orders
- Redetermination Orders
- Temporary Traffic Regulation Orders (including 5 day Notices)

Notices may, at the discretion of the roads authority, also be erected for permanent or experimental traffic regulation orders, parking orders and speed limit orders. However, they are not a legal requirement in such instances.

In the current lockdown situation, it is not considered appropriate to require Council staff, or others, to erect such Notices on-street. Such work would be contrary to current guidance and would put those carrying out that work at unnecessary risk of contracting or spreading Covid-19.

The provisions of the new Act effectively remove the duty to erect notices, but require that the authority give consideration to other measures that could be put in place of that duty.

The Council currently places full details of all Orders on our website as well as on the Scottish Government's site (www.tellmesotland.gov.uk). There are, however, further steps that could be taken to publicise proposals:

- Use social media, either through existing channels or through dedicated channels sets up specifically for the purposes of highlighting proposals
- Identify local notice boards, such as those found outside schools, libraries and community centres
- Utilise notice space in local shops or post offices
- Use radio ads to direct interested parties to the Council website

In the instances in the list above where it is proposed to utilise Notice Boards, it is suggested that this could simply be a means of generally advising where to find proposals for your area, i.e. no specific proposals would appear, nor would there be a need to maintain the information. It would be a one-off placement of information that would generally advise interested parties to visit the Council's website to view

any active proposals for their area. A similar approach could be used for shops and Post Offices, where a single, non-specific Notice could be posted with links to the Council's website.

In the case of temporary orders (TTROs), no information is currently placed onto the Council's website. If the duty to erect Notices for TTROs is to be replaced, then consideration must also be given to making details of every TTRO available online.

Recommendation: In order to comply with Government guidelines, to maintain social distancing and to prevent the transmission and spread of Covid-19, that the Council agree to temporarily suspend the use of on-street Notices to publicise current and forthcoming roads-related Orders of all types and that alternative means of publicising such orders will be adopted, with:

1) general information on where to find information relating to current consultations:

- Placed on local Notice boards
- Placed in shops and Post Offices where available
- By Radio Advertisement

2) Specific information on individual proposals on appropriate social media

4. Placing all documents related to the draft order on public deposit at the Council's offices

Documents are currently placed on deposit at Waverley Court. While the legislation is not specific, the requirement is that documents should be "available for inspection at the authority's offices during normal office hours, and (if the authority think fit) at such other places within the authority's area and during such times respectively at those places as the authority may determine". With proposals regularly consulted upon across our authority area, Waverley Court is a central and accessible location at which to view documents.

With Waverley Court and other Council buildings closed to the public and government advice effectively restricting journeys to those for daily essentials and exercise, it is not considered that the public deposit of documents is possible at this time. For the avoidance of doubt, even if Council building were open, the public deposit of documents and their inspection by the public is a measure that is neither necessary or appropriate at this time.

If this duty is, under the terms of the new Act, to be suspended, then the Council has to consider what measures will replace that duty. With all of the documents that are currently placed on deposit, in compliance with the requirements of the procedure regulations, already being available to view on both the Council's website and on [Tell Me Scotland](#), it is not considered that any further measures are required.

Special reference will need to be made in all correspondence indicating that the public deposit element of advertising, making and/or confirming Orders has been temporarily suspended. That correspondence should also indicate the reasons for suspension, which would be to prevent the spread of Covid-19 and to avoid the

situation where members of the public were expected to make unnecessary journeys to view documents.

Recommendation: In order to comply with Government guidelines, to maintain social distancing and to prevent the transmission and spread of Covid-19, the public deposit element of advertising, making and confirming of Orders will be suspended and that the publication of the information required by the legislation on both the Council's website and on tellmescotland will effectively replace that duty.

Considering objections received

Objections received to any advertised or proposed Order fall into two distinct categories:

- Those where it is within the local authority's power to consider the objection and to determine whether the advertised order should be made, either in whole or in part; and
- Those where it is not within the local authority's power to consider the objection and determine the outcome

In the case of the latter scenario, any objections must be referred to the Scottish Government for their consideration. This typically results in the Scottish Government taking steps to arrange a public hearing.

The Council's legal obligations in terms of considering objections remains largely unaffected by the current lockdown. With officers now having the authority to determine the course of action where there are less than 6 objections per order or per individual street/location, decisions on such Orders can continue to be made at a senior management level.

For Orders with more than 6 objections, those Orders would need to be referred to a suitable Committee. This remains a practical solution under lockdown and the current setup of Policy and Sustainability Committees allows the Council to take the necessary decisions in such situations.

While the situation is more complicated for objections that need to be referred to the Scottish Government, those referrals remain possible in the current situation, although it is unlikely that any public hearings will be held until progress is made in containing Covid-19.

Recommendation: There are no immediate implications for the Council and no additional measures are required.