

Edinburgh and South East Scotland City Region Deal Elected Member Oversight Committee

10 am, Friday 19 February 2021

ESESCR Deal Transport Appraisal Board bid into the Bus Partnership Fund

Item number 3.4

Executive Summary

As part of its response to the climate emergency, the Scottish Government have to providing a long-term investment of over £500m through the [Bus Partnership Fund](#) to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage.

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 closing date for Phase 1 submissions into the Bus Partnership Fund is 19 April 2021. It is proposed that the City Region Deal's Transport Appraisal Board coordinate a regional bid into the fund. A corridor approach to identify interventions across the South East Region will be taken. This regional bid can be submitted together with individual bids by Councils or other bids as appropriate. The proposed approach will be subject to approval by the relevant Councils in March and April 2021.

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ESESCR Deal Transport Appraisal Board bid into the Bus Partnership Fund

1. Recommendations

- 1.1 To note the timetable for bidding into Transport Scotland's £500 million [Bus Partnership Fund](#).
- 1.2 To note that the Transport Appraisal Board has a remit to consider the benefits of collective regional based bids for external funding as set out at Appendix 1 to this report.
- 1.3 To note that the City Region Deal Joint Committee will be asked to authorise the Transport Appraisal Board to prepare a collective South East of Scotland regional bid for submission to Transport Scotland for funding from its Bus Partnership Fund, subject to agreement by the six individual Councils.
- 1.4 To note that Clackmannanshire and Falkirk Councils have been invited to join the Transport Appraisal Board to participate in the regional bid.
- 1.5 To note that the applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status, as defined by the Transport (Scotland) Act 2019.
- 1.6 To note that separate partnership bids into the fund may be submitted in addition to the regional bid, and that the partnerships will remain in close contact to ensure that bids complement and do not duplicate one another.
- 1.7 To receive further reports on the progress of any measures and interventions together with any additional proposals to support the work of the Transport Appraisal Board.

2. Background

- 2.1 As part of its response to the climate emergency, the Scottish Government are providing a long-term investment of over £500m through the Bus Partnership Fund to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage.
- 2.2 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.

- 2.3 Transport is one of the five key themes of the City Region Deal and is integral to securing the overarching aim of achieving sustainable inclusive growth across the region. The City Region Deal agreement specified as part of the governance structure the requirement for a Transport Appraisal Board (TAB) to focus on a regional approach to upgrading existing transport infrastructure to support regional activity in innovation, employability/skills and housing. The Terms of Reference for the City Region Deal include considering the benefits of collective regional based bids for external funding, and are shown in Appendix 1, and the Governance structure for the City Region Deal is shown in Appendix 2.
- 2.4 The region has already successfully bid into Transport Scotland's Bus Priority Rapid Deployment Fund, through the South-East Scotland Transport Transition Group (subgroup of the Transport Appraisal Board), securing £1.8 million of measures to help improve bus priority during the pandemic, This regional approach was approved by [ESESCR Joint Committee on 7 August 2020](#), and ratified by the constituent councils thereafter.
- 2.5 The fund is to deliver bus priority infrastructure 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.

3. Main report

- 3.1 The Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (TAB), comprising officer representatives of the six City Region Deal Councils together with officer representatives from Transport Scotland and the Regional Transport Partnership, SEStran, have agreed that a regional approach should be taken to bid into the fund. Clackmannanshire and Falkirk Councils have been invited to join the TAB to participate in the regional bid. This approach will be recommended for approval by the Joint Committee on 5 March 2021.
- 3.2 An approach largely based on a strategic review of corridors is recommended to ensure that packages of interventions for bus improvements that cross local authority boundaries can be identified in a systematic way. Measures will be developed on a corridor end-to-end basis where the individual interventions will work together as a holistic joined-up corridor route treatment.
- 3.3 The most efficient and effective way of managing the development of proposals in graduality is to subdivide the South East Region into three groups (subgroups of the TAB). The lead authority in coordinating the bid will be the City of Edinburgh Council.
- 3.4 The deadline for initial applications is 16 April 2021. In this submission, the following will be set out:

- approach and governance of project and the basis of developing Bus Service Improvement Partnerships.
- high level proposals (estimated costs for key corridors)
- funds required to secure consultancy resources to deliver the required Outline Business Cases for proposals and develop a further bid for October 2021's deadline.
- funds required to implement any "priority" and "shovel ready" type schemes

- 3.5 For the second deadline in October, the TAB will build on the initial bid and develop additional interventions not contained within the April submission.
- 3.6 Separate bids from regional partners on measures outwith the main corridors will also be submitted to the fund. The detail of such local schemes will be coordinated with the regional bid to avoid potential overlaps. Fife Council has already established a bus partnership for its area and will be submitting two bids to the fund in April: one for West/South Fife and one for Central Fife. The Forth Valley Bus Alliance is also working towards the submission of a bid, which involves Clackmannanshire, Falkirk and Stirling councils, along with the operators and SEStran. West Lothian Council is currently considering local bus partnerships options. These will also be coordinated with any regional bid to avoid potential overlaps.

4. Financial impact

- 4.1 A Finance Subgroup of the Transport Appraisal Board will be formed to consider the resource issues; and this will include not only funding, but the operational capacity of local authorities to implement and support the approved measures.
- 4.2 At this stage, the financial impact is not possible to assess, the totality of the bid that we will be progressed is not yet known. The consultancy costs estimates are in the process of being prepared and will be reported on when available.

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 An efficient regional public transport system will be an essential requirement if the regional economy is to experience strong and rapid recovery in a range of sectors, including employment, education/training, retail, commercial leisure and other services.
- 5.2 The interventions will align closely with the environmental objectives of maximising public transport and active travel; and thereby reducing the amount of travel undertaken by private car.

6. Background reading/external references

- 6.1 [Bus Partnership Fund website](#): Transport Scotland

7. Appendices

Appendix 1: Terms of Reference for City Region Deal Transport Appraisal Board (revised January 2020)

Appendix 2: Edinburgh and South East Scotland City Region Deal Governance Structure

Appendix 1: Revised Terms of Reference for the Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (January 2020)

Membership

The Edinburgh and South East Scotland City Region Deal Transport Appraisal Board (hereinafter referred to as 'the Board') to comprise:

- South East Scotland Regional Transport Partnership (SEStran)
- Transport Scotland
- Representatives from the six constituent local authorities (inc. SESplan)
- Representative from the higher education/further education (HE/FE) sector
- City Region Deal Project Management Office (observer)

The Board is also able to co-opt representatives of other bodies and/or individuals for limited periods to address specifically defined matters.

Context

Investment in transport infrastructure is a major theme of the City Region Deal, as it is an essential component of driving inclusive growth. It extends across almost all of the other City Region Deal themes. Two specific named transport projects are included in the inventory of City Region Deal investments, these being the upgrade of the A720 Sheriffhall junction, and public transport improvements at West Edinburgh. City Region Deal investment projects need to maximise and seek to ensure that opportunities for improving accessibility across the region (as well as to areas outwith the region) are fully taken, and need to align with appropriate strategies so as to meet the overall ambitions of the City Region Deal.

Purpose

To make recommendations to the Joint Committee on the approach towards delivering the transport elements of the City Region Deal Investment Programme. This will include recognition of pertinent strategy and include matters of overall regional policy and strategy in relation to City Region Deal aims, objectives, and specific investment projects.

Responsibilities

- To work as a partnership of Transport Scotland, SEStran, the six Councils (inc. SESplan) and the HE/FE sector in assessing and agreeing upon the optimal transport interventions to meeting the objectives of the City Region Deal; and to do so within the context of extant and emerging policies and strategies at national, regional, and local levels. These will include the National Transport Strategy, the Strategic Transport Projects Review, and the Regional Transport Strategy, as well as local transport strategies and local development plans, together with any similar relevant plans/policies/strategies, including the Regional Spatial Strategy, that emerge during the City Region Deal period.
- To recognise the role of transport policy and interventions in addressing climate change and the need for a low carbon economy.

- To use that assessment as the basis for direct transport input to the City Region Deal's Regional Growth Framework and any subsequent review or update of that document.
- To work with the statutory planning and transport authorities of the region together with the statutory agencies responsible for economic development and growth, and any other relevant bodies.
- To ensure that TAB input and resulting transport interventions, are consistent with the delivery of a regional spatial strategy.
- To ensure close liaison of the Board with the City Region Deal Boards responsible for Data Driven Innovation, Housing, and Employability/Skills.
- To ensure positive and regular engagement with the City Region Deal Regional Enterprise Council so as to be well-informed of the transport related views, issues and objectives of the commercial/business/third sectors.
- To use the extensive stakeholder base of the Board partners and the outcomes of consultation work by partners, to ensure that policy and strategy is suitably informed.
- To consider the benefits of collective regional based bids for external funding.
- To ensure a consistent approach to the business cases underpinning the specific transport projects, and those with a transport element, thereby enabling a region-wide view of the cumulative impact of transport related City Region Deal projects.

To assist in this work the Board will be expected to have regard to the following.

- *The strategic rationale, demand/need, objectives, evidence, costings and delivery programme and mechanisms for projects, their relationship and phasing in the overall programme, including cumulative impact.*
 - *Shared use of data to provide a common evidence base.*
 - *Recognition of best practice, including Treasury Green Book, and Scottish Transport Appraisal Guidance.*
 - *Access to funds and budgets.*
 - *Maintain an overview of the impact of interventions across the region through environmental and other assessments.*
- To review these terms of reference on an annual basis to ensure that they remain relevant and optimal in supporting the delivery of City Region Deal objectives.

Meetings

Six weekly or as may otherwise be agreed by the Board; or as may be called by the Chair. Meetings will normally be held in Edinburgh to minimise travel demand on attendees. The City Deal Project Management Office will provide the secretariat.

Sub Groups

Where agreed by the Board as necessary and beneficial, a sub-group comprising members of the Board and, with the agreement of the Board, any co-opted bodies and/or individuals, may be established for a specified period to consider and report to the Board on a defined relevant transport related matter.

These Terms of Reference agreed by the City Region Deal Transport Appraisal Board on 20th January 2020.

