

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

10am, Friday 3 March 2023

Strategic Transport Projects Review 2 – Progressing Regional Interventions

Item number 4.3

Executive Summary

In December 2022, Transport Scotland finalised their second Strategic Transport Projects Review (STPR2). This presented a wide range of 45 transport recommendations to Scottish Government for investment over the next 20 years.

STPR2 closely aligns with the Regional Prosperity Delivery Framework and key regional priorities (most notably proposals to improve; public transport and interchange, digital connectivity, active travel, demand led transport and workforce mobility).

Recommendation No.12, Edinburgh and South East Scotland Mass Transit, is the most significant proposal relevant to Edinburgh and South East Scotland the Region.

A Delivery Plan to prioritise STPR2 recommendations and inform funding decisions is expected to be published in the first part of 2023.

The ESES Region is collaborating and delivering successful projects through SEStran and the City Region Deal Transport Appraisal Board. For example, we have recently delivered the Regional Transport Strategy and have been successfully overseeing the Bus Partnership Fund.

David Robertson

Chair, Transport Appraisal Board

Contact: Jamie Robertson, Strategic Transport Planning and Projects Development Manager, The City of Edinburgh Council

Jamie.Robertson@edinburgh.gov.uk

Strategic Transport Projects Review 2 – Progressing Regional Interventions

1. Recommendations

- 1.1 To note the close alignment between the Regional Prosperity Delivery Framework and STPR2.
- 1.2 To note that successful existing structures are already making good progress with the development of Strategic Business Cases for the Bus Partnership Fund and Granton to Bio Quarter and Beyond Tramline.
- 1.3 To note that the STPR2 Delivery Plan is currently being developed by Transport Scotland and this will set the immediate funding priorities.
- 1.4 To note that undertaking interim activities now, in partnership with the relevant local authorities and SEStran, in a more formal and visible manner (and amplifying the communications promoting the outputs of this interim work) could be significant and positively influence the STPR2 Delivery Plan (confirming Recommendation No.12 as a key priority for investment: alongside Clyde Metro).
- 1.5 Recognising that there is limited time to influence the STPR2 Delivery Plan, to note that the Joint Committee, at its meeting on 3 March 2023, will be asked to approve that the City of Edinburgh Council to coordinate an initial meeting with relevant officers across the region to further discuss Recommendation No.12 and plan next steps and activities to be undertaken.
- 1.6 To note that at the same meeting, the Joint Committee will be asked to collectively agree that the ESESCR Joint Committee write to Transport Scotland and Scottish Government highlighting the strength of the regional collaboration and the readiness to deliver on the STPR2 recommendation No.12.

2. Background

STPR2

- 2.1 In 2019, Transport Scotland, commenced the second Strategic Transport Projects Review, It will help deliver the vision, priorities and outcomes that are set out in the [second National Transport Strategy \(NTS2\)](#).

- 2.2 STPR2 will inform transport investment in Scotland for the next 20 years. It provides an overview of transport investment, mainly infrastructure and other behavioural change recommendations, that are required to deliver the National Transport Strategy priorities and objectives of the Review.
- 2.3 The Edinburgh and South East Scotland Mass Transit proposal is the most significant for this Region and commits Transport Scotland to work with Regional partners to develop and enhance the cross-boundary public transport system for the Region, potentially comprising tram, bus (including Bus Rapid Transit) and bus priority measures. This provides a good opportunity to get regional consensus for a multi-modal, fully integrated transport programme.

SEStran and Transport Appraisal Board

- 2.4 Transport Scotland has kept partners and stakeholders updated and garnered input to the development and finalisation of STPR2 through ESESCRD Transport Appraisal Board, the Regional Transport Working Group (chaired by SEStran), and separate focused sessions such as workshops. The overall development of the final recommendations has been collaborative, and partners continue to seek opportunities to input to the finalisation of the Delivery Plan.

Regional Prosperity Framework

- 2.5 The maturity of the regional partnership with UK and Scottish Governments has seen the ESES City Region Deal partners develop an ambitious Regional Prosperity Framework (RPF) (formerly Regional Growth Framework), approved in [September 2021](#) before being ratified individually by each of the six Local Authorities and the University of Edinburgh Court.
- 2.6 The RPF provides a blueprint for regional economic recovery post-pandemic; resilience through the ongoing cost-of-living crisis; and provides future direction for major projects and investment that support inclusive growth and the transition to a net zero economy over the next 20 years.
- 2.7 The RPF recognises that the most productive regions are the best connected and the most sustainable. Much of Scotland's future population and household growth is set to take place in the region, with available capacity to grow in parts of the region. The scale and nature of the consequential impact on the region's infrastructure is substantial and is crucial to the success of the regional and national economy.
- 2.8 Since the publication of the RPF, regional partners have been developing the Delivery Plan. Partners have tried to develop a Delivery Plan that responds to these crises and recognises that the cost-of-living crisis disproportionately impacted the most economically disadvantaged members of the community, with the cost of basic necessities e.g., food and fuel far exceeding any increases to wages.
- 2.9 Transport is a key enabler to unlock the region's potential, but in many areas due to limited accessibility, investment and coordination, it has constrained the realisation of opportunities and benefits for our people, place and economy. The national commitment to decarbonise transport and infrastructure provides a once in a generational opportunity to deliver a 'Just Transition' to tackle transport poverty and the inequalities that currently exists across the region.

3. Main report

- 3.1 The Edinburgh and South East Scotland Mass Transit recommendation highlights; the limited public transport choices for cross-boundary trips, high amounts of congestion on the strategic road network and local corridors that buses use, which impacts on the attractiveness of public transport and a dominance of journeys by car across the region.
- 3.2 The recommendation commits Transport Scotland to work with Regional partners in the future to develop and enhance the cross-boundary public transport system for the Region, potentially comprising tram and bus-based transit modes including Bus Rapid Transit and bus priority measures.
- 3.3 The indicative extent of the recommendation is presented in Figure 1.1. below.

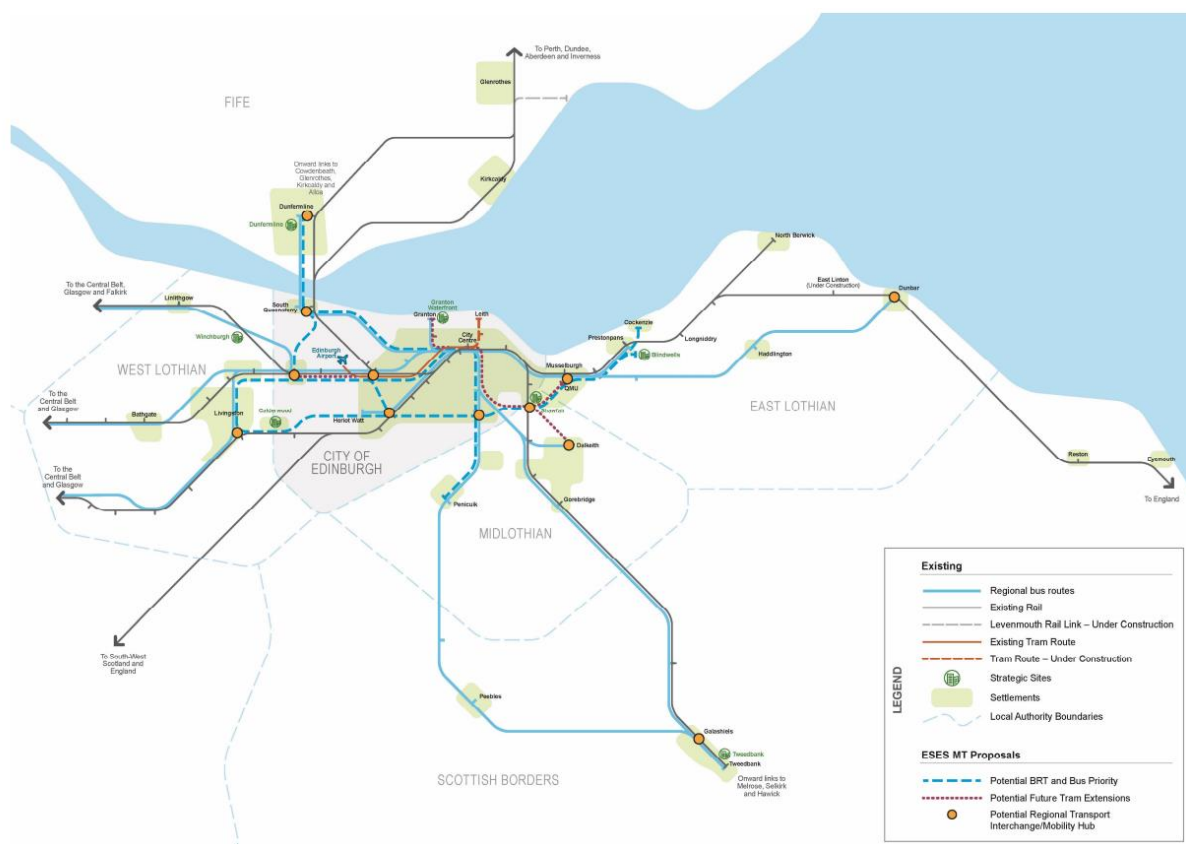


Figure 1.1 - Indicative extent of Mass Transit Recommendation

- 3.4 While STPR2 is currently not a funded document, a Delivery Plan to prioritise funding is currently being developed by Transport Scotland and is expected to be published in the first part of 2023.
- 3.5 Transport Scotland have committed to future working with regional partners to develop and enhance the cross-boundary public transport system, however, two major pillars of Recommendation No.12 are already underway.

These are;

- The development of business cases for Bus Priority interventions across the region. This work is governed through the City Region Deal and funded through the successful (£3million) bid into the Bus Partnership Fund (BPF).
- The delivery of a Strategic Business Case for a Tramline between Granton, the Bio Quarter and beyond. The City of Edinburgh Council is leading on this work and has initially engaged with neighbouring authorities (including Midlothian and East Lothian) and SEStran.

- 3.6 Under existing successful structures, good progress is being made on Strategic Business Cases for BPF and the future Tram from Granton to the Bio Quarter and beyond.
- 3.7 However, and in response to Transport Scotland's STPR2 recommendations, there is an opportunity to expand existing activities and governance (on an interim basis) to strengthen the cross-boundary elements of Tram. For example, as part of the existing Strategic Business Case works, detailed Tramline alignment assessments are underway but are currently focused, in the main, on the Edinburgh sections only, however, this could be easily expanded to explore detailed alignments within the neighbouring authorities (e.g. to Dalkeith and Musselburgh, onto Newbridge and beyond in the west).
- 3.8 Other technical works such as; examining the required depot locations, multi-model options appraisal and a preliminary cost-benefit analysis could also be undertaken.
- 3.9 Furthermore, specific activities to better coordinate engagement with stakeholders (including elected members) and amplify key regional messages could be undertaken.

4. Financial impact

- 4.1 While STPR2 is currently not a funded document, a Delivery Plan to prioritise funding is currently being developed by Transport Scotland and is expected to be published in the first part of 2023.
- 4.2 £3 million has been secured through the Bus Partnership Fund to develop business cases for Bus Priority interventions across the region This work is governed through the City Region Deal. The Strategic Business Case is near completion planned for consideration at the next Joint Committee meeting in June 2023. This will give an indication of costs towards delivering STPR2 recommendation 12.
- 4.3 A Strategic Business Case for a Tramline between Granton, the BioQuarter and beyond is also underway, led by the City of Edinburgh Council, who have initially engaged with neighbouring authorities (including Midlothian and East Lothian) and SEStran.

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 STPR2 sets out how the recommended investments will contribute to Net Zero, Inclusive Growth and our vision for a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.
- 5.3 At the core of STPR2 is the Sustainable Investment Hierarchy. The aim is to first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to the Infrastructure Investment Plan.
- 5.4 The outcomes from STPR2 will:
- help make Scotland more accessible for residents, visitors and businesses
 - create better connectivity with sustainable, smart and cleaner transport options
 - highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

6. Background reading/external references

- 6.1 [STPR2 – Final Summary Report \(December 2022\)](#)