

Edinburgh and South East Scotland City Region Deal Joint Committee

10am, Friday 02 June 2023

Transport Programme - Annual Update

Item number 5.3

Executive Summary

This report updates Joint Committee on the progress on the major transport investments in the Edinburgh and South East Scotland City Region Deal and those overseen by the Transport Appraisal Board (TAB) over the past year.

It includes updates on the following projects: West Edinburgh Transport Improvement Programme, Bus Partnership Fund; new A1 junction at Queen Margaret University; the A701 Relief Road and A702 Spur Road at Easter Bush; and the Workforce Mobility Programme.

The report does not include an update on the A720 Sheriffhall grade separation project. That scheme is entirely managed and delivered by Transport Scotland and there is a separate agenda item specific to it at this meeting.

The report includes information on how the regional partners have helped to inform recent strategic documents, including Strategic Transport Projects Review 2 and the Regional Prosperity Framework. It also describes how regional partners are working to take forward opportunities to contribute to the delivery of cross-boundary projects.

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Transport Programme – Annual Update

1. Recommendations

- 1.1 To note the progress that has been made towards the delivery of regional transport projects and relevant strategies that relate to the City Region Deal, overseen by the Transport Appraisal Board (TAB) over the past year.
- 1.2 To note that this report does not include an update on the A720 Sheriffhall grade separation project. That scheme is entirely managed and delivered by Transport Scotland and there is a separate agenda item specific to it at this meeting.
- 1.3 To note that an update on the outcomes of the Gateway Review for the Bus Partnership Fund will be provided to Committee at the earliest opportunity.

2. Background

- 2.1 Transport is one of the five programmes 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 document](#) specifically identifies the need to upgrade existing transport infrastructure to assist in removing physical barriers to growth. To be fully effective, the transport element is identified as being significant in supporting the programmes of investment in: innovation; employability and skills; culture; and housing.
- 2.2 The ESES 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 and skills; culture and housing. The TAB was established in 2019 and includes representation from the City Region's six local authorities, SEStran, Transport Scotland, the regional HE/FE Consortium and the Programme Management Office. It meets every six weeks.
- 2.3 There are two named transport projects within the City Region Deal: The A720 grade separation at Sheriffhall and the West Edinburgh Transport Improvement Programme (WETIP).
- 2.4 The A720 Sheriffhall junction improvement on the City Bypass trunk road is a scheme for which the Scottish Government has set aside up to £120m of its contributory ESES City Region Deal funding. In [September 2021](#), Joint Committee ratified its support for the scheme as published in advance of progressing to any necessary Public Local Inquiry stage. It was also reaffirmed that any costs

exceeding the £120m investment made through the Deal are the responsibility of Transport Scotland. There is a separate agenda item at this meeting which updates Committee on the progress of this scheme.

- 2.5 The Scottish Government has committed £20m of its ESES City Region Deal funding to support public transport infrastructure improvements in West Edinburgh as identified in the West Edinburgh Transport Appraisal 2016 report. The City of Edinburgh Council has also committed £16m to the project.
- 2.6 In addition to those named projects, the TAB oversees and assesses transport elements within other ESES City Region Deal projects including: new infrastructure to support innovation projects (notably the Easter Bush A701 Relief Road/A702 Spur Road and the new A1 junction at Queen Margaret University); measures to encourage greater workforce mobility (led by the Workforce Mobility Project within the IRES programme); and new infrastructure to unlock strategic housing sites.
- 2.7 The TAB provides the City Region Deal input to programmes at a national and regional level. In recent years, this has included the National Transport Strategy, Strategic Transport Projects Review 2 (STPR2) and the Regional Transport Strategy.
- 2.8 The TAB has a remit to consider the benefits of collective regional based bids and has successfully overseen and delivered projects it has bid for, including the Bus Priority Rapid Deployment Fund (2020) and the Bus Partnership Fund (2021). The Strategic Business Case for the Bus Partnership Fund has now been produced, and an update is provided in this report.
- 2.9 The TAB has also been actively involved in the development of the [Regional Prosperity Framework](#) (RPF), published in September 2021, which builds upon the City Region Deal as the next phase of the development of the regional economy. The RPF is designed to be a single document that helps to shape where public and private investment, including Levelling Up monies, could make the best contribution to drive the region forward in a sustainable and inclusive manner. Joint Committee approved the RPF [Delivery Plan](#) in March 2023.

3. Main Report

- 3.1 Individual transport project updates that are part of the City Region Deal, or governed through the City Region Deal structure are summarised in this section. This report also includes information on how regional partners have contributed towards recent strategic documents including STPR2 and the Regional Prosperity Framework, and opportunities to contribute to the delivery of cross-boundary projects that have been identified.

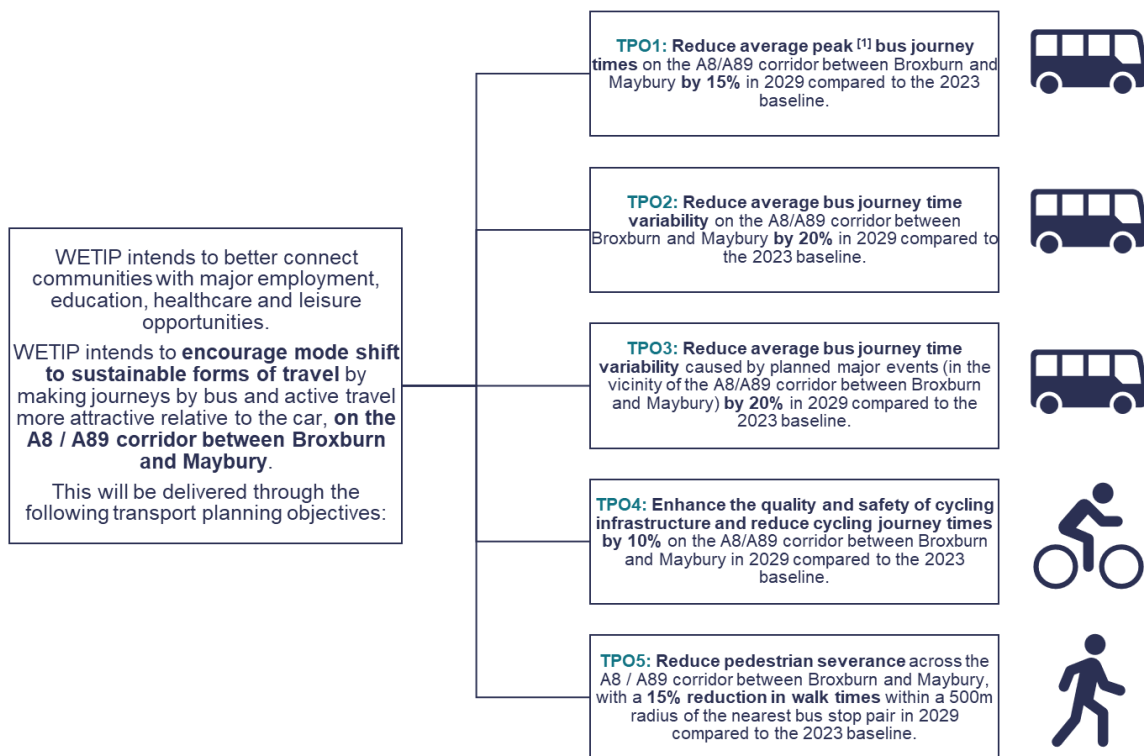
West Edinburgh Transport Improvement Programme (WETIP)

- 3.2 West Edinburgh is recognised by the Scottish Government as a key national economic asset and perhaps the most important gateway to Scotland. National Planning Policy set the long-term vision for development and investment across Scotland and cited West Edinburgh as a significant business investment location

with potential to be internationally competitive in recognition of its key gateway function.

- 3.3 The vision for West Edinburgh and the unlocking of the proposed business and residential development cannot be delivered without investment in an integrated package of transport intervention measures. These include a core package of sustainable transportation measures along the A8/A89 corridor that provide long term resilience and support strong connectivity between neighbouring authorities.
- 3.4 The interventions are centred around sustainable transport infrastructure improvements along the A8/A89 corridor between Broxburn and Maybury and are necessary to mitigate the impacts of new developments and help contribution towards shared policy targets (including those related to the reduction in kilometres travelled by car and the Climate Emergency). WETIP proposals are also in line with the City Region Deal vision which looks to accelerate the rate of investment and economic performance by capitalising on our existing world class assets through an inclusive and sustainable growth model.
- 3.5 In the City Region Deal agreement, the Scottish Government committed £20m of its contributory City Region Deal funding to support public transport infrastructure improvements identified in the [West Edinburgh Transport Appraisal Refresh 2016 report](#). The City of Edinburgh Council has committed £16m to the project.
- 3.6 The Transport Planning Objectives for WETIP are detailed in Figure 3.1:

Figure 3.1. Transport Planning Objectives for WETIP



- 3.7 The WETIP team are currently progressing the development of Preliminary Designs, and material for the Public Consultation which is scheduled to commence this summer. The design activities and the feedback from the public consultation that will be collected in due course and will inform the completion of the Outline Business Case (OBC).
- 3.8 Table 3.1 provides details on project milestone activities undertaken during the last year and a look forward to the future programme.

Table 3.1. Milestones, Timescales and Status

| Milestone | Timescale | Status |
|---|------------------|---------------|
| Completion of Stage 1a which included the following activities: <ul style="list-style-type: none"> • Programme Initiation. • Review and refresh of the Case for Change. • Review of more ambitious schemes (following announcement of the Bus Partnership Fund). • Preliminary Appraisal of Options. • Feasibility study for a Park & Ride at Kilpunt. | Sep 2022 | Complete |
| Mobilisation of Stage 1b to commence activities detailed below: <ul style="list-style-type: none"> • Draft Preliminary Design. • Stakeholder Engagement and Public Consultation. • Detailed Options Appraisal. | Oct 2022 | Complete |
| Completion of Topographical Surveys & Utility Investigations | Jan 2023 | Complete |
| Transport Planning Objectives to support OBC agreed by Programme Board | April 2023 | Complete |
| Internal CEC and WLC approval on Draft Preliminary Designs | May 2023 | In Progress |
| Issue draft OBC for review by Transport Scotland | Sep2023 | In Progress |
| CEC Transport & Environment Committee and WLC Committee OBC approval | Jan 2024 | Not Started |

| | | |
|---|---------------------|-------------|
| ESES CRD Joint Committee OBC approval | Mar 2024 | Not Started |
| Application for Traffic Orders (including Consultation) | Mar 2024 – Mar 2026 | Not Started |
| Procurement | Mar 2024 – Oct 2024 | Not Started |
| Detailed Design and Construction | Apr 2026 – Sep 2027 | Not Started |

3.9 The next major reporting milestone is the presentation of the OBC to Joint Committee, expected in March 2024. In the interim period updates will be made to Committee through the overall programme progress report.

Bus Partnership Fund

3.10 To address the issue of increasing bus journey times and patronage decline, in 2019, the Scottish Government committed to providing a long-term investment totalling over £500m in the form of a [Bus Partnership Fund](#) (BPF). [On 5 March 2021](#), Committee authorised the TAB 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. [On 3 September 2021](#), Committee received an update that £3.03m had been secured to deliver:

- Strategic Business Case (SBC) for Bus Priority Improvements on eight key corridors;
- Outline Business Case (subject to satisfactory SBC gateway review); and
- Quick Win Bus Priority Measures (making permanent temporary schemes introduced during COVID-19).

3.11 The SBC has been developed through strong regional collaboration and has utilised the existing governance structures of the City Region Deal. The management and coordination of the SBC has been led by the City of Edinburgh Council. To support the development and delivery of a UK Treasury Green Book compliant SBC, the Council appointed the multidisciplinary and specialist consultant Jacobs (UK) Ltd.

3.12 An SBC has been produced and represents a significant amount of work. The SBC document is approximately 400 pages in length; therefore, an Executive Summary has been provided in Appendix 1. Transport Scotland are currently reviewing the SBC and have already provided £1.05m towards the next stages in the project (as part of the original grant award).

3.13 Through extensive engagement with local authorities, bus operators, bus user groups and community councils, the SBC highlighted a number of current problems, opportunities and constraints These included:

- limited public transport choices for cross-boundary trips;
- declining patronage over the past ten years caused by longer bus journey times and increasing journey time unreliability – and exacerbated by COVID-19; and

- high amounts of congestion on the strategic road network and local corridors that buses use, which impacts on the attractiveness of public transport and results in a dominance of journeys by car across the region.

3.14 The SBC included a number of significant and ambitious proposals which aim to help reduce bus journey times, improve reliability and increase the overall attractiveness the bus network across the region. The proposals also have the potential to significantly help towards taking action against climate change and reducing the number of kilometres made by car journeys.

3.15 The SBC focussed on eight key corridors linking the City of Edinburgh and the neighbouring region. These are listed below and as presented in Figure 3.2.

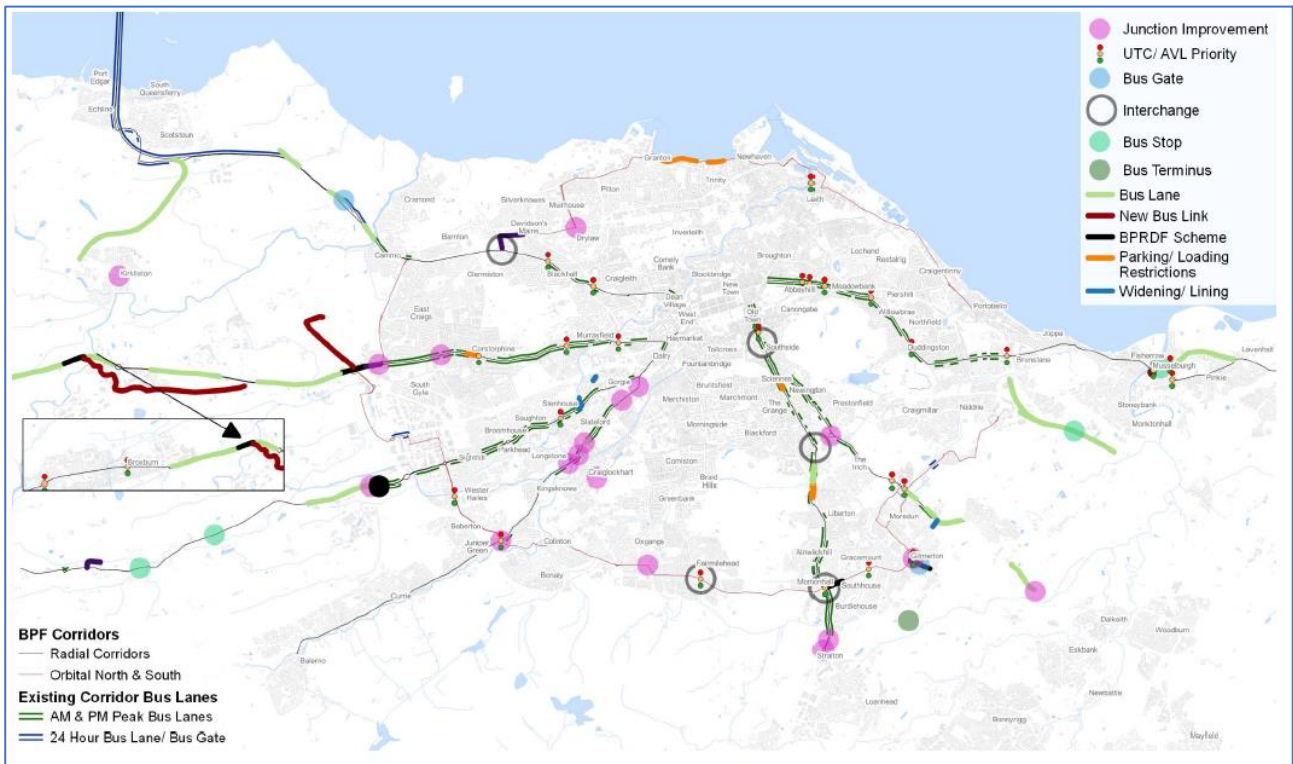
- A90 Forth Road Bridge to Edinburgh City Centre;
- A8 / A89 Broxburn to Edinburgh City Centre – developed through WETIP but captured at a strategic level;
- A71 Livingston to Edinburgh City Centre;
- A70 Balerno to Edinburgh City Centre;
- A701 Straiton to Newington;
- A7 Sheriffhall to Edinburgh City Centre;
- A1 and A199 Tranent Junction to Edinburgh City Centre; and
- Orbital north and south corridor within Edinburgh.

Figure 3.2. SBC Corridors Examined



3.16 Figure 3.3 provides an indication of the types of intervention options that could potentially be delivered along each corridor.

Figure 3.3 Intervention Options by Corridor



- 3.17 Following consideration of the range of problems, opportunities and constraints, two Transport Planning Objectives (TPOs) have been identified to inform the preliminary and detailed appraisals (a necessary requirement of the business case process):
- To reduce peak hour bus journey times on each corridor, as measured by bus companies' tracking data, by an average of 25% by 2029 compared to the baseline; and
 - To reduce peak hour bus journey time variability on each corridor, as measured by bus companies' tracking data, by an average of 50% by 2029 compared to the baseline.
- 3.18 Analysis to date suggests that a 10% reduction in journey time and a 25% reduction in journey time variability is possible based on identified BPF interventions. Non-infrastructure measures will also need to be delivered through match-in-kind initiatives (e.g. limited stop services, timetabling, smart ticketing) to help speed up services.
- 3.19 At this SBC stage, a comprehensive assessment of all monetised costs and benefits is not required but will follow during the next stages in the project. However, analysis to date provides the confidence that the scheme benefits are expected to be greater than costs, and hence the project can be justified on value for money grounds. A copy of the SBC was reported to the City of Edinburgh Council's Transport and Environment Committee on [18 May 2023](#). The report was well received, with further reporting (and/or elected member briefings) planned with the other regional Local Authorities.

- 3.20 In order to complete the next steps in the project, further appraisal work (such as: development of Outline Business Cases, technical assessments and production of candidates designs) will be accompanied by a public consultation exercise.
- 3.21 A key area for consultation will focus on the corridor options. Public consultees will be provided a summary of the multi-criteria analysis and views will be sought prior to selection of a preferred corridor intervention. A Communications, Engagement and Public Consultation strategy will deliver a three-month public consultation and updates to Committee will be made in due course.
- 3.22 As referenced in paragraph 3.12, the SBC has been submitted to Transport Scotland as part of the Gateway Review process for the Bus Partnership Fund. Subject to successful progression through the Gateway Review, it is anticipated that the work to complete the next stages in appraisal/OBC will take approximately 15 months. Works on the next stage will commence at the earliest opportunity and an update will be provided to Committee at its next meeting.

Queen Margaret University – New A1 Junction

- 3.23 The [Edinburgh Innovation Hub](#) at Queen Margaret University (QMU) is a £40m City Region Deal-funded project, with construction due to commence in November 2023. The Edinburgh Innovation Hub is a partnership between QMU and East Lothian Council and represents phase one of a wider Edinburgh Innovation Park.
- 3.24 Before construction of this could start, a major civil engineering project to create a new junction off the A1 to improve accessibility and connectivity to QMU was required. The project included new northbound on and off slip-roads to the A1 which each meet a newly constructed roundabout, providing vastly improved access to the future development area around QMU, along with a link road which passes underneath the A1 to link to the existing southbound on and off slip-roads.
- 3.25 The contract was awarded on 18 October 2021, and this major civil engineering project has now completed with the new A1 junction officially due to open on 12 June 2023.

A701 Relief Road and A702 Spur Road (Easter Bush)

- 3.26 Easter Bush is a £54m project within the Data-Driven Innovation theme of the City Region Deal. It seeks to leverage existing world-class research institutes and commercialisation facilities to make Easter Bush a global location of Agritech excellence.
- 3.27 The A701 Corridor experiences significant traffic congestion which is likely to be exacerbated as a result of the development. Transport Scotland has stated that it would be unable to support further growth at the Easter Bush Campus and wider Midlothian Science Zone until the operational impacts on the trunk road network at the A702/Bush Loan junction have been resolved and acceptable mitigation measures are in place.

- 3.28 A new A701 relief road and A702 link is therefore proposed, which represents a significant investment in the key infrastructure needed to support the major growth planned along the A701 corridor and in capturing the benefits of an inclusive growth programme based on research, development and innovation.
- 3.29 An update report on this project was taken to the Joint Committee meeting on [2 September 2022](#). A funding gap associated with this project was estimated to be £33.2m. Midlothian Council therefore submitted an application to the Levelling Up Fund (LUF) to attract alternative funding into the project to close this gap. The application was unsuccessful. Alternative funding opportunities and means to phase and prioritise the programme are currently under consideration.
- 3.30 Since the previous update to Joint Committee, a revision to alignments due to landfill avoidance and a required increase in roundabout sizes at Bush Loan and the A702 Spur Road junctions was made to the specimen design. This is progressing with the target of submitting a planning application Q1 2024.

Workforce Mobility

- 3.31 Workforce Mobility is one of seven projects within the City Region Deal's Integrated Regional Employability and Skills Programme. The project aims to work across sectors to improve communication, and the effectiveness of local transport to support the ambitions of the IRES programme and the Regional Prosperity Framework. The Lead Officer for the Workforce Mobility Project sits on the TAB.
- 3.32 There are multiple barriers that include affordability, accessibility, complexity, integration and declining service provisions. In August 2022, a Workforce Mobility [Final Baseline Report](#) was published which provides full details on the issues faced.
- 3.33 The first phase of project, to be complete in March 2024, is focused on working with partners to improve bus services through the use of demand data from the existing commuting workforce (not currently using public transport). This data is being collected and analysed to provide the opportunity to optimise the public transport network and cater for a new demand that supports a viable alternative to the private car in many circumstances. This data will support greater commercial viability across the whole network and could enable service provision to be increased that supports access for the project's target groups in a sustainable way. Access to more travel demand information can also provide evidence to support transport infrastructure investment, optimum locations for future housing and development sites for investment across the region.
- 3.34 The project team is aware that modal shift to public transport will not be achieved with just the provision of new services; there needs to be reasons to change long term habits. Therefore, the team is working with participating employers to identify incentives for employees to engage with the new transport options.
- 3.35 This phase will also support the national objectives of Net Zero, the reduction of inequalities, support improvements to health & wellbeing and community wealth building.
- 3.36 In parallel with this initiative the project is developing activities in relation to:

- National/Regional/Local policy review to understand the impact of changing legislations on transport barriers. This includes the participation in the development of new policies as a stakeholder and co-author;
- Creating online tools for employers to develop green travel plans and supply travel pattern data to Local Authorities;
- Using the data collected/analysed to support policy and investment in supporting infrastructure to improve regional connectivity;
- Developing the bike carrying capacity on public transport to support improved integration, especially in rural areas;
- Providing support to Local Authority partners to submit funding bids for initiatives that reduce transport barriers across the region;
- Working with DVSA to reduce the waiting times for driving theory test;
- Looking at options to simplify travel information and ticketing; and
- Developing online tools to quickly and efficiently identify employment and training opportunities with sustainable transport provisions in place.

STPR2

- 3.37 Transport Scotland has kept partners and stakeholders updated and garnered input to the development and finalisation of STPR2 through the TAB, the Regional Transport Working Group (chaired by SEStran), and separate focused sessions such as workshops. The final report was published on [8 December 2022](#) and the overall development of the recommendations has been collaborative. Partners continue to seek opportunities to input to the finalisation of the STPR2 Delivery Plan.
- 3.38 A report: [Strategic Transport Projects Review 2 – Progressing Regional Interventions](#) was taken to Joint Committee on 3 March 2023, where it was agreed that, due to the limited time to influence the STPR2 Delivery Plan, the City of Edinburgh Council would coordinate an initial meeting with relevant officers across the region to further discuss Recommendation No.12 (Mass Transit) and plan next steps and activities to be undertaken, and that the Convener would write to the Minister for Transport seeking a meeting with the Joint Committee to highlight the strength of the regional collaboration, our readiness to deliver on the STPR2 recommendations (in particular Recommendation No.12) and to discuss key rail intervention opportunities.
- 3.39 Discussions have taken place with senior transport officers across the region, and, as agreed by Committee on 3 March 2023, the Convener wrote to the Minister for Transport to request the meeting to discuss STPR2 recommendations and opportunities for the region. The Minister replied on 17 April 2023 and has respectfully declined to meet on this issue at this time. The Minister advised that the associated STPR2 Delivery Plan is being developed and that this will be published later this year. The Minister has indicated that he would be open to a meeting following publication of the Delivery Plan.

Regional Prosperity Delivery Framework

- 3.40 The maturity of the regional partnership with UK and Scottish Governments saw the City Region Deal partners develop an ambitious Regional Prosperity Framework

(RPF) approved in [September 2021](#) before being ratified individually by each of the six Local Authorities and the University of Edinburgh Court.

- 3.41 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.
- 3.42 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.
- 3.43 In March 2023, Joint Committee approved the [RPF Delivery Plan](#). This responds to current challenges 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.
- 3.44 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 Delivery Plan lists developing a Regional Transport Masterplan as a priority action. This will be aligned with STPR2 and build upon the Regional Transport Strategy to provide clarity on expectations, especially relating to new sustainable transport interventions which may include active travel, railway opportunities, road interchanges, service improvements and behavioural change.
- 3.45 Intra-regional transport will improve connectivity and accessibility to employment. Regional partners build on the successes of the Workforce Mobility Project, particularly in relation to enhancing the provision of data collection and analysis to support data-based investment decisions, supported bus services that broaden access such as the demand responsive transport pilot (Pingo Berwickshire), or bike on bus infrastructure to support 'first mile/last mile' and 20-minute communities in rural areas.
- 3.46 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.

Regional Developer Contributions Framework

- 3.47 There is a commitment in the City Region Deal document to develop a regional development contributions framework. As there is uncertainty about how a framework could be established given current legislative provisions, and on how effective it would be given that the majority of the strategic housing sites across the city region already benefit from planning consent, this is not being progressed. The National Planning Framework 4 (NPF4) has subsequently been approved and adopted. This sets out an infrastructure-first approach to development, which feeds through to associated changes and requirements for Local Development Plans (LDPs). ESES regional partners will consider transport issues related to development in the region,

through their respective LDPs and in accordance with NPF4, to best support an infrastructure-first approach consistent with national policies and ambitions. Further consideration will be given to opportunities to support cross-boundary working through Regional Spatial Strategies once new guidance on this has been produced.

4. Financial impact

- 4.1 There is no financial impact arising from this update report.
- 4.2 Scottish Government has committed to funding up to £120m for the A720 grade separation at Sheriffhall and has confirmed that any costs exceeding this are the responsibility of Scottish Government/Transport Scotland. Money for this project does not flow through the Accountable Body, and the City Region Deal partners are therefore not responsible for managing the costs of this project.
- 4.3 Government funding for: WETIP; Edinburgh Innovation Hub (QMU); A701 Relief Road and A702 Spur Road; and the Workforce Mobility Programme is monitored by the Accountable Body on a monthly basis, and any major issues are reported to relevant Boards, Governments and Joint Committee as required. While not a City Region Deal project, money for the Bus Partnership Fund flows through the City Region Deal Accountable Body in a similar manner and is also monitored closely.

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 The Transport projects that are being taken forward through the City Region Deal programme are aligned closely with the national and regional environmental objectives of maximising public transport and active travel; and thereby reducing the amount of travel undertaken by private car.
- 5.2 An efficient regional public and active transport system is also an essential requirement if the regional economy is to experience strong and rapid across a range of sectors, through helping people access employment, education and training.
- 5.3 Removing physical barriers to growth was identified one of five key interventions in the Deal Document's Inclusive Growth Framework. As a consequence, there are three specific positive impact on equalities which are to be achieved:
 - 5.3.1 Upgrades and additions to existing infrastructure, with the resultant reduced journey times and increased modal choice, can readily support residents of more disadvantaged communities to more easily access job opportunities and education/training centres.
 - 5.3.2 Transport infrastructure upgrades to unlock housing development sites enable the increase in the supply and availability of housing, particularly in the affordable sector, to assist directly those households which cannot access the private housing market.
 - 5.3.3 Infrastructure improvements which assist in the delivery of data-driven innovation projects and other business development areas will enable accelerated overall economic growth, as well as providing good accessibility to the increased job opportunities arising from those implemented projects.

6. Background reading/external references

- [West Edinburgh Transport Appraisal Refresh Report](#) (December 2016)
- [A720 Sheriffhall Roundabout](#) – report to Joint Committee (3 September 2021)
- [Bus Partnership Fund](#) – Transport Scotland website
- [ESESCR Deal Transport Appraisal Board bid into the Bus Partnership Fund](#) – report to City Region Deal Joint Committee (5 March 2021)
- [ESESCR Deal Bus Partnership Fund Award: Funding Announcement and Next Steps](#) - report to City Region Deal Joint Committee (3 September 2021)
- [Project Update: A701 Relief Road and A702 Spur Road](#) – report to City Region Deal Joint Committee (2 September 2022)
- [Workforce Mobility: Transport Barrier Survey Baseline Report – August 2022](#)
- [STPR2 – Final Technical Report](#), Transport Scotland (December 2022)
- [Strategic Transport Projects Review 2 – Progressing Regional Interventions](#) - report to City Region Deal Joint Committee (3 March 2023)

7. Appendices

- 7.1 Bus Partnership Fund –Strategic Business Case Executive Summary (a full version of the SBC can be made available upon request).