

# Transport and Environment Committee

10.00am, Thursday, 23 May 2024

## Supported Bus Services – West Edinburgh

Executive/Routine  
Wards

Executive  
All

### 1. Recommendations

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- 1.1 Transport and Environment Committee is asked to approve the following contracts for supported bus services in West Edinburgh (note route reference numbers in Appendix 2):
  - 1.1.1 SBSR\_1A – The Gyle to Hermiston P&R via Ratho, hourly frequency - Lothian Buses;
  - 1.1.2 SBSR\_4A – Queensferry to The Gyle, hourly frequency - Lothian Buses;
  - 1.1.3 SBSR\_5A – Cramond to Balerno, hourly frequency - Lothian Buses;
  - 1.1.4 SBSR\_6A – Wester Hailes to Chesser, hourly frequency - Lothian Buses; and
  - 1.1.5 SBSR\_7A – The Gyle to Clermiston, 75 minute frequency - Handicabs Lothian.

**Paul Lawrence**

Executive Director of Place

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## Supported Bus Services – West Edinburgh

### 2. Executive Summary

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- 2.1 This report provides details of tender returns for supported bus services in West Edinburgh.
- 2.2 All options have been costed and recommended contract awards are within the available supported bus service budget.

### 3. Background

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- 3.1 There are three existing supported bus services currently operating in West Edinburgh. These are Services 20, 63 and 68, operated by McGill's Bus Services, which will come to an end on 14 July 2024.
- 3.2 Prior to tendering for the revised contracts, consultation was carried out with local communities and operators to assist with development of route specifications, and to assist in balancing the requirements of communities and a level of provision that can be achieved within the available budget.
- 3.3 The tender process has sought to improve service provision in West Edinburgh by amending some existing routes, including provision of a new connection to Cramond, utilising a developer contribution.

### 4. Main report

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- 4.1 Tenders were invited for seven routes with additional options for different frequencies and operational hours. All operators included in the Council's Dynamic Purchasing System (DPS) for Supported Bus Services were eligible to submit bids.
- 4.2 The routes and options tendered were:

| Route Number | Operational Area   | Operational Hours Detail                               | Frequency Detail |
|--------------|--|--|------------------|
| SBSR_1A      | The Gyle - Hermiston P&R via Ratho (Mon-Sun)   | Mon-Fri: 0600-2300<br>Sat: 0700-2300<br>Sun: 0800-2300 | Hourly           |
| SBSR_1B      | The Gyle - Hermiston P&R via Ratho (Mon-Sun)   | Mon-Fri: 0600-2300<br>Sat: 0700-2300<br>Sun: 0800-2300 | Half-hourly      |
| SBSR_2A      | Ratho - City Centre (Mon-Sun)  | Mon-Fri: 0600-2300<br>Sat: 0700-2300<br>Sun: 0800-2300 | Hourly           |
| SBSR_2B      | Ratho - City Centre (Mon-Sun)  | Mon-Fri: 0600-2300<br>Sat: 0700-2300<br>Sun: 0800-2300 | Half-hourly      |
| SBSR_3       | Ratho - City Centre/Gyle (Hybrid)<br><br>Mon-Fri:<br>AM peak (0600 till 0900) 30 minute interval direct service between Ratho and City Centre via Ratho Station<br>Interpeak (0900 till 1500) 60 minute interval shuttle service between Ratho and The Gyle via Ratho Station<br>PM peak (1530 till 1900) 30 minute interval direct service between Ratho and City Centre via Ratho Station<br>Evening (1900 till 2400) 60 minute interval direct service between Ratho and City Centre via Ratho Station<br><br>Sat<br>0700-2400 - 60 minute interval direct service between Ratho and City Centre via Ratho Station<br><br>Sun:<br>0800-2400 - 60 minute interval direct service between Ratho and City Centre via Ratho Station |  |                  |
| SBSR_4A      | Queensferry - The Gyle (Mon-Sun)   | Mon-Fri: 0700-1900<br>Sat: 0800-1900<br>Sun: 0900-1900 | Hourly           |
| SBSR_4B      | Queensferry - The Gyle (Mon-Sun)   | Mon-Fri: 0700-1900<br>Sat: 0800-1900<br>Sun: 0900-1900 | Half-hourly      |
| SBSR_5A      | Cramond - Balerno (Mon-Sat)  | Mon-Fri: 0630-2030<br>Sat: 0730-2030                   | Hourly           |
| SBSR_5B      | Cramond - Balerno (Mon-Sat)  | Mon-Fri: 0630-2030<br>Sat: 0730-2030                   | Half-hourly      |
| SBSR_6A      | Wester Hailes - Chesser (Mon-Sat)  | Mon-Fri: 1000-1430<br>Sat: 1000-1430                   | Hourly           |
| SBSR_6B      | Wester Hailes - Chesser (Mon-Sat)  | Mon-Fri: 0900-1700<br>Sat: 0900-1700                   | Hourly           |
| SBSR_7A      | The Gyle - Clermiston (Mon-Sat)  | Mon-Fri: 0900-1700<br>Sat: 0900-1700                   | 75 minutes       |
| SBSR_7B      | The Gyle - Clermiston (Mon-Sat)  | Mon-Fri: 1000-1600<br>Sat: 1000-1600                   | 75 minutes       |

4.3 Alternative bids were also permitted, allowing operators to recommend a route and/or timetable option that was not specified but which may provide an improved level of service and/or efficiency saving.

- 4.4 In order to maintain services in areas where there are existing services, five supported bus service routes are required.
- 4.5 One bid was returned for each route and option:
  - 4.5.1 Lothian Buses tendered for six out of the seven routes ; and
  - 4.5.2 Handicabs Lothian (HcL) submitted a tender for the remaining route.
- 4.6 Tenders were assessed for quality by an assessment panel, and all meet the requirement to be awarded contracts.

### **Financial Summary**

- 4.7 The annual budget for Supported Bus Services in 2024/25 is £1,849,000. This excludes £240,000, which is set aside to allow for procurement of new services in the Dumbiedykes and Lady Nairne/Meadowfield areas.
- 4.8 The estimated budget required for a cross boundary service to West Lothian (Service 40), service 13 and financial contribution to vulnerable commercial services 38 and 400 is £840,000.
- 4.9 The remaining budget of £1,009,000 is expected to meet the cost of services in the west of the city. This is further enhanced by utilising a developer contribution available from Cala Homes, Cammo Development. This contribution is £490,000, can be spread over multiple years, and is specifically to enhance public transport in the vicinity of the development; which is covered by the proposed Cramond to Balerno service.
- 4.10 The proposed contract lengths are two years, with two one year optional extensions. With a potential four year contract period, it is proposed that the developer contribution is spread over four years (£122,500 per year).
- 4.11 This means that the total annual budget for all services in west Edinburgh in 2024/25 is £1,130,175.

### **Tender Submissions**

- 4.12 Tender costs are included in Appendix 2.
- 4.13 There is an efficiency saving submitted by Lothian Buses, which offers a significant saving if they are awarded both the Queensferry to The Gyle and The Gyle to Hermiston Park and Ride (via Ratho) services. This saving is achieved by being able to utilise buses and drivers across both services.
- 4.14 Without this efficiency saving, the option of lowest cost for the Ratho area would be the direct service to the city centre, which is beyond the available budget. Applying the efficiency to Gyle/Hermiston is within the available budget range.
- 4.15 Total cost of all recommended contract routes is £1,091,675 per annum. With index linked annual cost increases permitted, the total commitment over the potential four years of the contract will be in the region of £4,600,000.

- 4.16 Alongside the Cramond to Balerno service outlined above, an alternative bid was received from Lothian Buses, which would present a potential annual saving of £13,500. To realise this saving, revised access arrangements are required to the Heriot Watt University campus by permitting bus use in both directions through their west gate and allow bus penetration through the campus and enable a connection with Curriehill Station. This is likely to create greater patronage, hence the lower cost. Discussions are ongoing with Heriot Watt University on this so, in the meantime, the recommended service is proposed to operate only via Riccarton Mains Road.

## **5. Next Steps**

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- 5.1 If Committee approve the recommendations, officers will:
- 5.1.1 Immediately move to award contracts to seek to ensure new services can be registered with the Traffic Commissioner and be ready to operate as soon as McGills contract ends on 14 July 2024;
  - 5.1.2 Work with successful operators to update all available passenger information on each route; and
  - 5.1.3 Keep ward Councillors and community groups updated on the changes to services in their area.
- 5.2 Tendering for the remaining services will now be progressed utilising the DPS. These are the Service 13 and new service provision for the Lady Nairne and Dumbiedykes areas.
- 5.3 A lessons' learned report on the procurement of Supported Bus Services is expected to be presented to Committee by the end of this calendar year.

## **6. Financial impact**

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- 6.1 The financial impact of the proposed Supported Bus Services are outlined above and in Appendix 2.
- 6.2 The contracts recommended for approval can be contained within the available budget.
- 6.3 As noted in paragraphs 4.6 and 4.7, provision has been made within the budget for Supported Bus Services. The final costs for these services will not be known until conclusion of a tender process.
- 6.4 As noted in paragraph 4.16, discussions will continue with Heriot Watt University on the west gate. If this can be agreed, Lothian Buses have indicated that a saving can be achieved.
- 6.5 Appendix 3 (B Agenda) provides details of the alternative services for which tenders were received, with associated costs.

## **7. Equality and Poverty Impact**

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- 7.1 An [Integrated Impact Assessment](#) has been produced as part of the community engagement and tender process.
- 7.2 Award of these contracts ensures continued access to public transport for all communities with existing supported bus services.

## **8. Climate and Nature Emergency Implications**

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### **Environmental Impacts**

- 8.1 The new contracts provide bus services that will offer either direct connections or interchange opportunities that allow users to reach destinations without using private vehicles.
- 8.2 Enabling bus use is critical to assisting the Council to meet targets for carbon and car kilometre reduction.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 None.

## **10. Background reading/external references**

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- 10.1 None

## **11. Appendices**

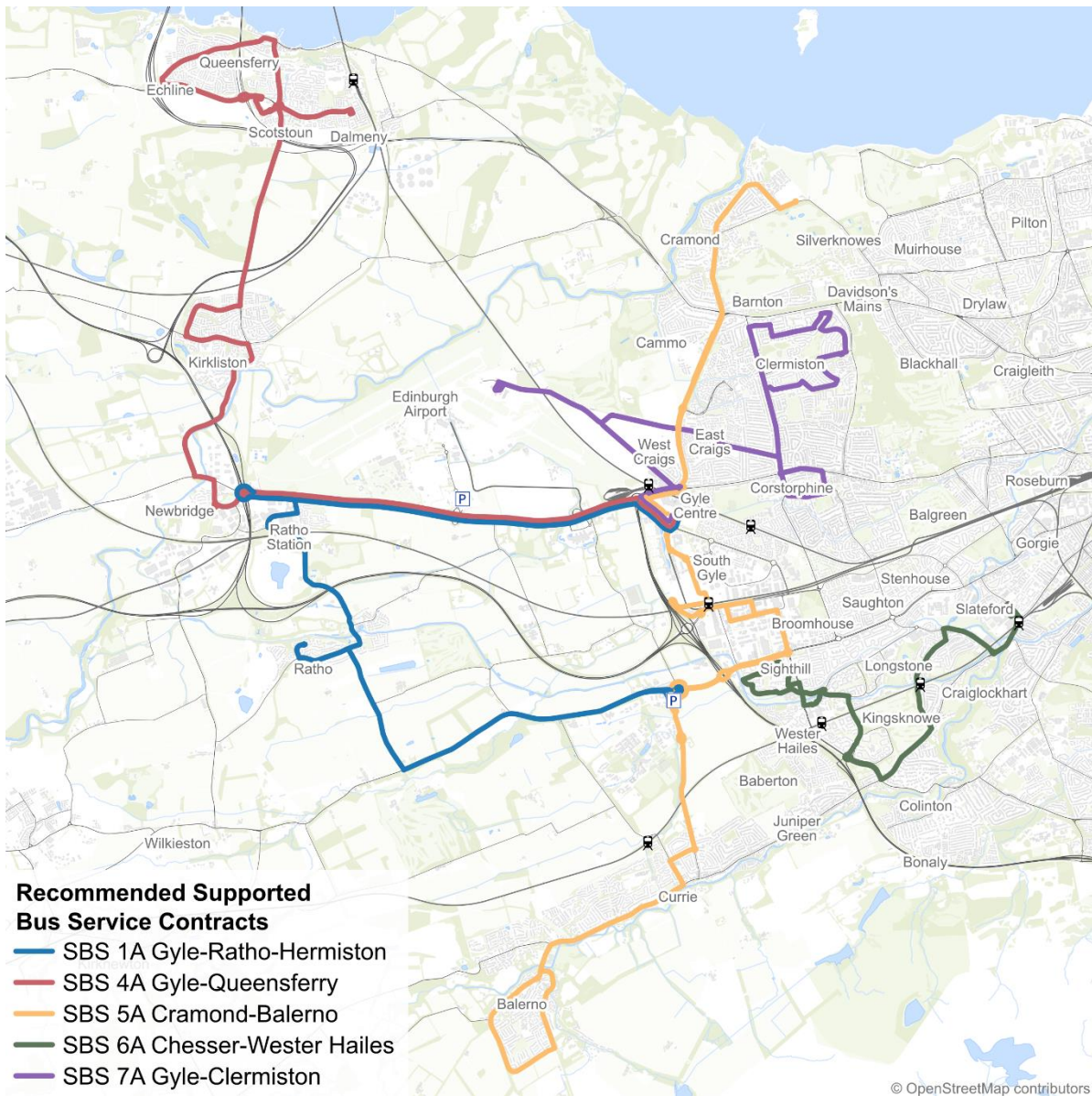
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Appendix 1 – Map of the proposed routes

Appendix 2 – Proposed service contract costs

Appendix 3 – Alternative service arrangements and costs (B Agenda)

# Appendix 1 – Routes of recommended contracts



## Appendix 2 – Proposed Services

Recommended Contracts award total: £1,091,675

(potential £13,500 annual saving if SBSR\_5A can be routed via Curriehill Road)

### Lothian Buses

| Route Number          | Operational Area                             | Operational Hours Detail                               | Frequency Detail | Price Per Annum (Standard Tender) | Comments [e.g. Proposed Combination of Routes]  |
|-----------------------|--|--|------------------|-----------------------------------|---|
| SBSR_1A (alternative) | The Gyle - Hermiston P&R via Ratho (Mon-Sun) | Mon-Fri: 0600-2300<br>Sat: 0700-2300<br>Sun: 0800-2300 | Hourly           | £312,000                          | Route inter-worked with SBSR_4A Alternative (below) and can only be awarded in tandem with each other |
| SBSR_4A (alternative) | Queensferry - The Gyle (Mon-Sun)             | Mon-Fri: 0700-1900<br>Sat: 0800-1900<br>Sun: 0900-1900 | Hourly           | £285,000                          | Route inter-worked with SBSR_1A Alternative (above) and can only be awarded in tandem with each other |
| SBSR_5A               | Cramond - Balerno (Mon-Sat)                  | Mon-Fri: 0630-2030<br>Sat: 0730-2030                   | Hourly           | £343,500                          |   |
| SBSR_6A               | Wester Hailes - Chesser (Mon-Sat)            | Mon-Fri: 1000-1430<br>Sat: 1000-1430                   | Hourly           | £30,000                           |   |

### HcL

| Route Number | Operational Area                | Operational Hours Detail             | Frequency Detail | Price Per Annum (Standard Tender) | Comments [e.g. Proposed Combination of Routes] |
|--------------|---------------------------------|--------------------------------------|------------------|-----------------------------------|--|
| SBSR_7A      | The Gyle - Clermiston (Mon-Sat) | Mon-Fri: 0900-1700<br>Sat: 0900-1700 | 75 minutes       | £121,175.00                       |  |