

Edinburgh and South East Scotland City Region Deal Joint Committee

10am, Friday 7 June 2024

West Edinburgh Transport Improvement Programme – Outline Business Case

Item number 5.3

Executive Summary

The Scottish Government's National Planning Framework established a vision for West Edinburgh identifying it as a significant location for investment. Notable national economic interests include: Edinburgh International Airport; The Royal Highland Centre; and Edinburgh International Business Gateway. Delivery of the ambitious vision requires investment in a strategic package of transportation improvements; these improvements are being delivered through the West Edinburgh Transport Improvement Programme (WETIP).

WETIP will advance an essential package public transport and active travel interventions which will: help provide early sustainable development; support mode shift; and target improvement in air quality. Furthermore, the interventions will also provide long-term resilience and will support strong connectivity between neighbouring authorities, particularly by improving public transport journey times between West Lothian and Edinburgh. This will increase the supply of labour to help meet the demand required to deliver the full economic potential of West Edinburgh.

Following the conclusion of the Outline Business Case (OBC), the project will advance to the Final Business Case (FBC) stage (Stage 3) which includes the following activities: finalisation of detailed technical designs; publication of all statutory notices; publication of the FBC; and principal contractor appointment.

Swift transition from the conclusion of the OBC to publishing of statutory orders to the mobilisation of construction works is crucial to keeping the project on programme and will ensure that WETIP maintains alignment and coordination with other key project interfaces and investments including: the recently approved West Edinburgh Placemaking

Framework and Strategic Masterplan; developing West Edinburgh/West Lothian strategic planning sites; and improvements to Maybury Junction.

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West Edinburgh Transport Improvements Programme – Outline Business Case

1. Recommendations

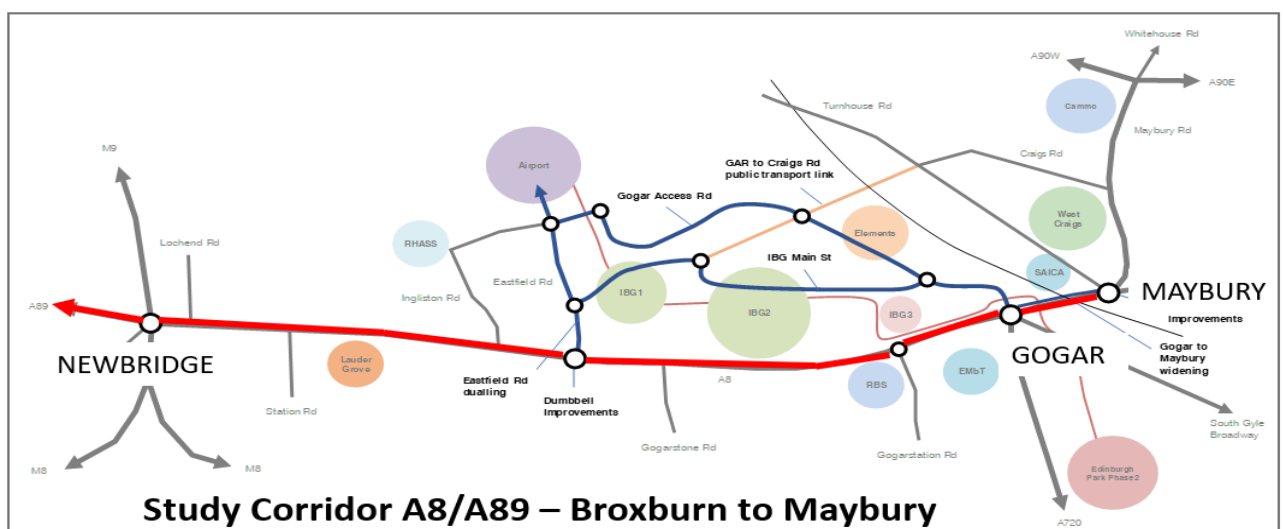
- 1.1 To approve the WETIP Outline Business Case (OBC).
- 1.2 To note that West Lothian Council, the City of Edinburgh Council and Transport Scotland have all scrutinised and informed the finalisation of the OBC.
- 1.3 To note that the OBC concludes a positive case for investment, however, the delivery of the full scope of interventions identified has a total estimated cost of £72.3m, including 44% optimism bias. The approved WETIP budget is £36.6 million.
- 1.4 To note that a “scheme prioritisation” exercise has been undertaken to assess which measures will have the greatest immediate impact and which can be delivered in later tranches through other programmes. Consequently, a core package of interventions that can be delivered within the existing WETIP budget allocation of £36.6m has been identified. A copy of the scheme prioritisation report is provided in Appendix 2.
- 1.5 To note that the procurement of the required specialist multidisciplinary consultancy support to assist the project team in developing the detailed designs, promotion of the necessary statutory consents, the associated consultation exercise and the delivery of the Full Business Case (FBC) during the next stage of the programme is now underway.
- 1.6 Subject to the approval of 1.1, to note that the project will now progress to the next stage which will include the promotion of required Roads Orders and delivery of Final Business Case.

2. Background

- 2.1 The Scottish Government’s [third National Planning Framework](#), published in 2014, established a vision for West Edinburgh identifying it as a nationally significant location for investment. [National Planning Framework 4](#), published in 2023, continues to recognise the opportunity of West Edinburgh as a mixed-use development.

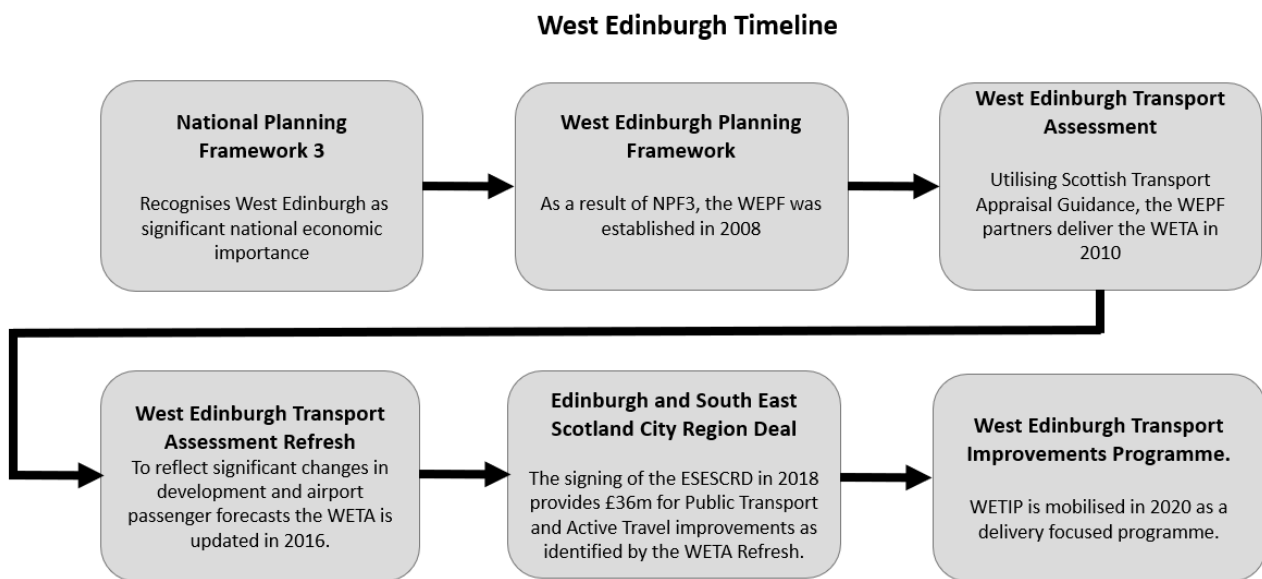
- 2.2 To maximise the area’s growth potential, investment in a strategic package of sustainable transportation improvements is necessary. In 2010, the West Edinburgh Transport Appraisal (WETA) initially identified a series of interventions to support the implementation of the development vision.
- 2.3 In 2016, the [WETA Refresh Study](#) updated previous transport assessments to capture revised development proposals and increased airport related growth. The WETA Refresh Study also helped inform how potential City Region Deal funding could assist in relieving public transport constraints along the A8/A89 between Broxburn and Maybury.
- 2.4 The WETA Refresh Study was objective-led with the aim of encouraging a continued shift to sustainable travel. The Study identified a range of pedestrian, cycling and public transport measures with a total cost of £108.2m (or circa £150m in today’s prices).
- 2.5 The City of Edinburgh Council’s [City Plan 2030](#) proposes to allocate sites at West Edinburgh for some 11,000 homes alongside previous committed development amounting to some 13,000 homes (a quantum of development larger than a town the size of Falkirk). In addition, major growth sites have also been identified within West Lothian including those at Broxburn and Winchburgh.
- 2.6 The A8 also serves as the main access to the United Kingdom’s fastest growing international airport and the Royal Highland Centre which is a venue for major events throughout the year. Enhancing public transport and active travel choices to these trip generators is absolutely vital to ensure growth is sustainable.
- 2.7 Various transport assessments forecast 7,800 new public transport trips on the A89/A8 corridor during the morning peak will require approximately 55 additional buses per hour. Consequently, improved bus priority on the A8/A89 corridor is a necessity. Figure 1 highlights the strategic importance of the A8 in relation to the City Plan 2030 development sites and the Airport.

Figure 1: A8, City Plan 2030 Development Sites and Airport Locations



- 2.8 Existing bus services on the A8 and A89 predominantly serve passengers travelling from West Lothian and local residents located along the corridor to Edinburgh City Centre. In addition, regular Citylink coaches operate between Glasgow and Edinburgh using the A8 corridor, with a further service to and from Stirling. The route also acts as a key link for bus passengers travelling to Edinburgh Airport from Edinburgh and other major Scottish towns and cities. The A8 is also an important corridor for Park and Ride.
- 2.9 Taking cognisance of the existing challenges and future opportunities along the corridor, in August 2018 the signing of the [Edinburgh and South East Scotland City Region Deal](#) provided £36m for Bus Priority and Active Travel improvements between Broxburn and Maybury. Subsequently, the West Edinburgh Transport Improvement Programme (WETIP) was initiated by the City Region Deal programme with a delivery focus to support an infrastructure first approach.
- 2.10 The workflow diagram (Figure 2) summarises the West Edinburgh project evolution and timeline.

Figure 2: West Edinburgh Project Timeline



- 2.11 WETIP is required to follow a robust business case process and adheres to the latest [Scottish Transport Appraisal Guidance](#) (STAG) and [HM Treasury Green Book Guidance](#).
- 2.12 The project has now concluded the OBC stage and will now progress towards preparing a FBC. The management of the OBC has been led by the City of Edinburgh Council and West Lothian Council and developed utilising ESESCRD governance structures, strong regional collaboration and support from Transport Scotland.

3. Main Report

- 3.1 WETIP is a package of public transport and active travel interventions which will help to: provide early sustainable development; support a modal shift towards public and active travel; target improvement in air quality; and enhance connectivity between neighbouring authorities.
- 3.2 The interventions will provide long-term resilience in the area and are required to support the significant urban extension in the west, including planned construction of 23,480 new homes.
- 3.3 The improvements will enhance the supply of the increased labour demands required to deliver the full economic potential of West Edinburgh while tackling inequalities in the region.
- 3.4 The WETIP OBC has been based on the components of the HM Treasury Five Case Model (Strategic, Socio-Economic, Financial, Commercial and Management Cases), and confirms a strong case for proposed public transport and active travel interventions on the A8 and A89 between Broxburn to Maybury.
- 3.5 The full OBC report is over 300 pages long and is available on request, however, a more accessible OBC Executive Summary is provided in Appendix 1.

Strategic Case – Identified Problems

- 3.6 A requirement of the OBC was to undertake an evidence-based review of the transport network within West Edinburgh to identify existing problems and opportunities along the A8/A89 corridor. Problems and opportunities were also identified through extensive engagement with local authorities, bus operators, bus user groups and community councils.
- 3.7 The main challenges and barriers for public transport and active travel along the corridor include:
 - Very congested road network;
 - Extended bus journey times;
 - High levels of journey time variability (day to day);
 - Increased journey time variability during planned events;
 - Low public transport mode share;
 - Poor public transport accessibility;
 - Lack of quality active travel infrastructure provision;
 - Severance; and
 - Road Safety.
- 3.8 Bus journey time analysis has been undertaken using datasets provided by Lothian Buses. Significant journey time variability occurs daily within the corridor. For

example, congestion at Newbridge during peak periods often results delays of seven to eight minutes.

- 3.9 The Royal Highland Centre hosts regular events including concerts and exhibitions attracting significant volumes of people (arriving and departing within short timeframes) resulting in increased congestion. This has a significant impact on regular bus users but also additional bus users travelling to the events by special bus services.
- 3.10 Additionally, matches and concerts at Murrayfield Stadium also have a significant impact on the corridor. A planning application for a new concert venue at Edinburgh Park is also under consideration by the City of Edinburgh Council which will also impact on the A8 and local road network.
- 3.11 Congestion levels are such that they impact bus operators' abilities to run, fast, reliable, and attractive services. Congestion also significantly increases operating costs, with additional buses required to maintain frequencies at peak periods. Evidence also suggests that bus passengers often cite service punctuality and journey time as an important factor in choosing this mode.
- 3.12 As a result of congestion, bus journey times across the region have generally increased in recent years. For example, in Edinburgh, bus journey times have increased by nearly 20% in the last 10 years on certain corridors. Consequently, bus journey times across the WETIP corridor are not sufficiently attractive to encourage passenger growth.
- 3.13 There are existing gaps in active travel infrastructure provision along the corridor, and together with limited crossing opportunities on the A8 carriageway, these create severance issues.
- 3.14 Current bus stops on the A8 are also not aligned with direct and accessible pedestrian crossing points, which results in extended walking times between origins and destinations. Furthermore, sections of cycle infrastructure along the corridor are poor in quality which reduces the propensity to cycle.

Strategic Case - Identified Opportunities

- 3.15 Edinburgh's City Plan 2030 and West Lothian's Local Development Plan have identified a significant urban extension to the city in West Edinburgh which will result in increased public transport and active travel demand.
- 3.16 Investment in significant new road infrastructure to create additional capacity and increase general traffic capacity is counter to national and local policy objectives. Consequently, investment in bus priority and active travel to encourage a shift to more sustainable modes of travel is a core component of the sustainable approach and WETIP will play a key role by delivering:
 - Public transport prioritisation;
 - Quality active travel infrastructure provision;

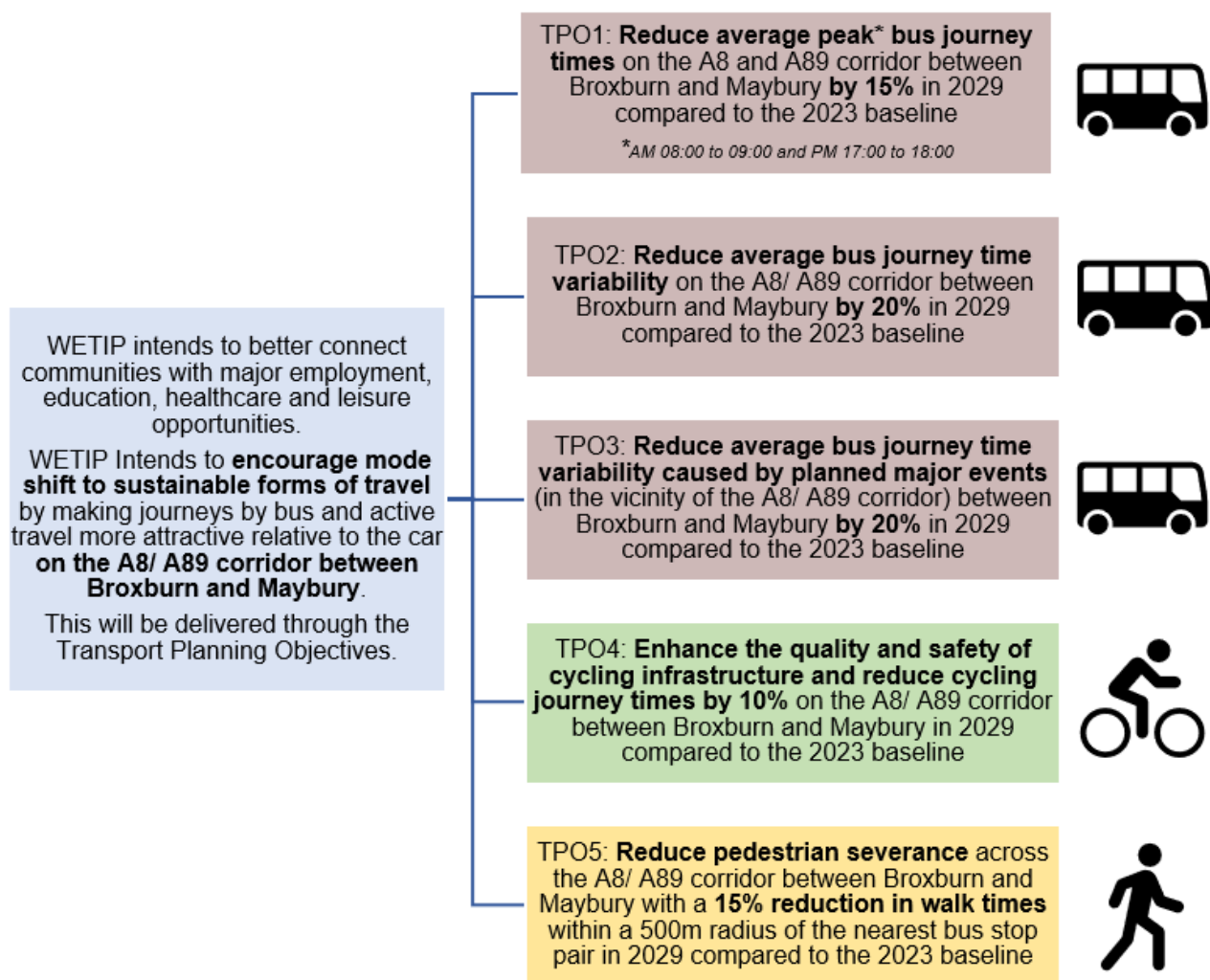
- Enhanced transport integration;
- Mobility hubs;
- Reduced severance; and
- Embedded placemaking and urban realm.

- 3.17 Delivering bus priority along the WETIP corridor provides an opportunity to reduce bus journey times. Buses will be able to bypass congestion saving up to 10 minutes in both the morning peak (inbound) and evening peak (outbound).
- 3.18 Recently examples of bus priority measures being delivered have been successful in reducing bus journey times, increasing reliability, and supporting passenger growth (in some cases passenger volumes now exceed pre-Covid baselines).
- 3.19 Furthermore, evidence from recent bus priority improvements on the A90 corridor between Edinburgh and Fife, has confirmed a virtuous circle of an 8% reduction in journey times and a 17% growth in passenger numbers. Bus priority has helped to reduce operating costs along this corridor and enabled the bus operator (Stagecoach) to increase the service frequency on the A90 from 12 to 15 buses per hour. WETIP proposals are expected to deliver similar successful outcomes.
- 3.20 Edinburgh Airport is the fastest-growing airport in the United Kingdom and public transport mode share to the Airport has improved from 33.7% in 2019 to 36.5% in 2023. Approximately 15 million passengers used the Airport last year, and this is forecast to grow to 20 million per year by 2030. This growth will generate a significant number of new public transport trips, particularly for bus as tram, which has a finite capacity and only serves Edinburgh.
- 3.21 WETIP provides the opportunity to enhance integration between travel modes along the A8/A89 corridor through the introduction of new bus lanes to complement existing infrastructure at Ingliston Park and Ride, and the creation of Mobility Hubs within Broxburn.
- 3.22 Encouraging greater use of sustainable travel modes, particularly by establishing more attractive, faster and reliable bus services as a result of bus priority, will help reduce the environmental impact of growth especially from traffic emissions.
- 3.23 Improvements to active travel infrastructure (including more accessible pedestrian and cycle crossing points) will help promote sustainable travel choices, significantly reduce walk times, and encourage local and longer distance cycle movements.

Strategic Case - Transport Planning Objectives

- 3.24 Following consideration of the range of problems and opportunities, five Transport Planning Objectives (TPOs) have been identified to inform a Detailed Appraisal (a necessary requirement of the business case process). These TPOs were developed collaboratively with partners and stakeholders (including bus operators) and are as shown in Figure 3:

Figure 3: WETIP Transport Planning Objectives



3.25 The scale and ambition of the WETIP objectives and proposals will help reduce bus journey times, improve reliability, and increase the overall attractiveness of the bus network across the A8/A89 corridor. The measures also have the potential to significantly help towards taking action against climate change and reducing the number of kilometres made by car journeys.

3.26 The four major schemes identified in WETIP have been evaluated against the TPOs using a seven-point scale set out in [Scottish Transport Appraisal Guidance](#) (STAG) criteria. Figure 4 highlights that the four main schemes performed well against objectives and are considered feasible, publicly acceptable and affordable.

Figure 4: Four Main Schemes Evaluation against Transport Planning Objectives (TPOs)

WETIP Package	TPO1	TPO2	TPO3	TPO4	TPO5
A89 Broxburn to Newbridge	++	++	+++	+	0
A8 West: Newbridge - Eastfield Rd	++	++	++	+	+++
A8 East: Eastfield Rd - Gogar	++	++	+++	+	+++
A8 Gogar to Maybury	++	+++	+++	N/A	N/A

KEY	Symbol
Major benefit	+++
Moderate benefit	++
Minor benefit	+
No benefit or impact	0
Minor cost or negative impact	x
Moderate cost or negative impact	xx
Major cost or negative impacts	xxx

Socio Economic Case

- 3.27 The OBC includes a detailed appraisal of the socio-economic case. The appraisal of costs and benefits contains quantitative estimates under the economy criteria of each individual schemes proposed. Against the Economy Criterion, moderate positive to major positive impact is anticipated based on bus journey time improvements and benefits to bus users while neutral to minor positive impacts are recorded against the Health, Safety and Wellbeing criterion The WETIP schemes are considered to have a positive impact against the Equality and Accessibility criterion.
- 3.28 The capital costs of the proposed schemes have been prepared incorporating allowances including design fees, preliminaries and contingency based on recent experience on the outturn costs of similar projects. Inflation has been accounted for and an optimism bias of 44% has also been applied to the costs.
- 3.29 Figure 5 provides a summary of the monetised values for the cost benefit analysis, including benefits (PVB) and costs (PVC). As required by STAG, all Costs and Benefits have been appraised over a 60-year period and discounted to 2010 prices. The Benefit to Cost Ratio (BCR) measures how much benefit can be expected for each unit of cost (investment).

Figure 5: Economic Appraisal Summary

Monetised Costs and Benefits	Full OBC Package Cost*	Bus Infrastructure Only
A89 Broxburn to Newbridge Roundabout		
Present Value of Benefits (PVB)	£5.239m	£5.239m
Present Value of Costs (PVC)	£6.908m	£7.230m
Net Present Value (NPV)	-£1.669m	-£1.991m
Benefit to Cost Ratio (BCR)	0.76	0.72
A8 West: Eastfield Rd to Newbridge Roundabout		
Present Value of Benefits (PVB)	£6.085m	£6.085m
Present Value of Costs (PVC)	£4.879m	£4.356m

Net Present Value (NPV)	£1.206m	£1.729m
Benefit to Cost Ratio (BCR)	1.25	1.40
A8 East: Eastfield Rd to Gogar Roundabout		
Present Value of Benefits (PVB)	£9.709m	£9.709m
Present Value of Costs (PVC)	£4.822m	£3.691m
Net Present Value (NPV)	£4.886m	£6.019m
Benefit to Cost Ratio (BCR)	2.01	2.63
A8 Gogar to Maybury		
Present Value of Benefits (PVB)	£8.723m	£8.723m
Present Value of Costs (PVC)	£7.516m	£3.989m
Net Present Value (NPV)	£1.207m	£4.734m
Benefit to Cost Ratio (BCR)	1.16	2.19
All Schemes		
Present Value of Benefits (PVB)	£29.611m	£29.611m
Present Value of Costs (PVC)	£24.126m	£19.265m
Net Present Value (NPV)	£5.485m	£10.345m
Benefit to Cost Ratio (BCR)	1.23	1.54

*Full OBC Package Economic Appraisal Cost included an assumption of 10% reduction in cost for A89, A8 West and A8 East to account for active travel elements

3.30 Based on the mid-cost estimate scenario, the benefit cost ratio (BCR) for delivering all potential measures included within the WETIP OBC is 1.23.

Prioritising a Core Package of Measures

3.31 The OBC identified a positive case for investment, however, delivery of the full scope of measures identified have an estimated cost of £72.3m, including 44% optimism bias. The approved budget for the WETIP programme is £36.6 million.

3.32 As a result, it has been necessary to undertake a prioritisation exercise to assess which measures will have the greatest immediate impact and which can be delivered in later tranches (for example, to coincide with planned development within West Edinburgh).

3.33 The prioritisation methodology has been based on a series of criteria assessing current and future needs along the WETIP corridor. Key themes considered include:

- Immediacy of need – including short and longer-term passenger demand, existing and future congestion;
- Policy fit and wider regional benefits;
- Funding options and deliverability;
- Scoring against Transport Planning Objectives (TPOs); and
- Benefit to Cost Ratio Scoring.

3.34 Figure 6 sets out a series of potential scheme package combinations and includes the financial case cost (2023 prices with Optimism Bias) of the combined scheme package, total score resulting from the prioritisation framework exercise and the benefit to costs ratio of the schemes included within each potential package combined.

Figure 6: Scheme Package Combinations

ID	Potential Scheme Combinations	Financial Case Cost	Prioritisation Score Total	Combined Scheme BCR	Comments
1	A89 Short + Mobility Hubs + A8 Westbound + A8 Eastbound + Gogar to Maybury	£41.5m	79	1.8	Over budget and not viable
2	A89 Full + Mobility Hubs + A8 Westbound + A8 Eastbound + Gogar to Maybury	£46.2m	74	1.5	Over budget and not viable
3	A89 Short + Mobility Hubs, A8 Westbound + A8 Eastbound	£33.0m	71	1.7	
4	A89 Full + A8 Westbound + A8 Eastbound	£37.7m	67	1.4	
5	A89 Full + A8 Westbound	£29.8m	51	1.0	
6	A89 Full + A8 Eastbound	£28.3m	34	1.4	
7	A89 Short + A8 Westbound	£25.1m	56	1.4	
8	A89 Short* + A8 Eastbound	£23.7m	39	1.9	
9	A8 Westbound + A8 Eastbound	£17.2m	49	2.0	

3.35 Based on the prioritisation framework scoring, scheme cost and available funding the recommended core package to progress to the next stage is Combination 3 (highlighted in green above).

3.36 The proposed core package includes the following measures, is estimated to cost £33.0m and has combined BCR of 1.7:

1. **A89 Short:** Eastbound bus lane between Broxburn Railway Viaduct and Newbridge Roundabout plus Broxburn Mobility Hubs
2. **A8 West:** Westbound bus lane from Ingliston Rd to Newbridge Roundabout
3. **A8 East:** Eastbound bus lane from Gogarstone Road to Gogar Roundabout
4. **Two Broxburn mobility hubs.**

3.37 The core package which can be delivered with the WETIP budget envelope of £36.6m has a focus on Public Transport, which is key to realising WETIP objectives. However, it is important to note that this core package also includes mobility hubs, improvements for pedestrians (such as at-grade crossing points) and sections of cycle lanes.

3.38 A copy of the scheme prioritisation report is provided in Appendix 2 and this contains further details on the prioritisation methodology and a summary of the measures to be advanced to the next stage of the project.

Next Stage

3.39 Noting that the OBC has identified a strong case for bus priority and active travel interventions, and a prioritisation exercise has confirmed a core package of measures (that can be delivered within the WETIP budget envelope of £36.6m) the next stage of the project will commence.

3.40 The delivery of a UK Treasury Green Book compliant OBC required the support of a multidisciplinary and specialist consultant. Further specialist consultancy support is similarly required to complete the next stage of the project (Detailed Design of the prioritised package, promotion of statutory consents and the production of an FBC).

3.41 The intention is to procure the required consultancy support via Lot 2 of the Scotland Excel Engineering and Technical Consultancy framework.

3.42 Subject to the successful completion of 3.41, appointment of the preferred consultant and initiation of the next stage will commence. As an early deliverable, the consultant will be required to produce a Project Delivery Plan which will set out specific activities and programme in further detail. The City Region Deal Transport Appraisal Board, Joint Committee and Local Authority Committees will be kept updated on project progress in due course.

3.43 In addition to the City Region Deal partners progressing the core package of measures, the City of Edinburgh Council and West Lothian Council will in parallel, and as part of the statutory planning process, pursue additional funding through developer contributions via planned developments in West Edinburgh and through bids into other funding sources to secure the additional £35.7m required to deliver the remaining measures identified in the OBC.

3.44 An important factor in developing the interventions at the next stage of the project will be engagement with key stakeholders. Building on the positive relations developed with key stakeholders during the previous consultation and engagement process, work will commence at the beginning of the next stage on a more detailed stakeholder management strategy. This will be an essential part of the Programme Management Plan (PMP), which will be a core document making up the management dimension of the FBC. The PMP will also include a wider project Communications Plan.

3.45 Robust City Region Deal governance arrangements, programme management processes and controls are all in place to help ensure the successful delivery of the next stages of the programme.

- 3.46 A robust schedule has been developed which is forecasting that construction will commence in spring 2027, subject to securing the necessary statutory consents, shown in Figure 7:

Figure 7: Future Programme Milestones

Milestone	Date
Outline Business Case Approval	June 2024
Detailed Design Complete	November 2025
Issue Tender for Main Contract	December 2025
Statutory Orders Secured	January 2026 (assumes no public hearing)
Completion of Tender Evaluation*	June 2026
Final Business Case Approval	March 2027
Construction Contract Award	March 2027
Construction Commences	April 2027
Construction Complete	October 2028

4. Financial impact

- 4.3 The total cost of all the measures in the 2016 WETA refresh was £108m. Scottish Government funding was identified in the City Region Deal document at £20m to support public transport infrastructure improvements as initially identified by WETA Refresh. The signing of the Deal also confirmed CEC funding at £16m towards the delivery of active travel and public transport infrastructure improvements.
- 4.4 The finalised WETIP OBC has estimated delivery costs of £72.3m in respect of public transport and active travel interventions to the A8/A89 corridor (Gogar to Broxburn). A “scheme prioritisation” exercise has been undertaken to prioritise interventions which can be accommodated within the allocated £36.6m budget.
- 4.5 Additional investment in West Edinburgh is also being explored through the Scottish Government’s Bus Partnership Fund, where an application to the fund was coordinated through the City Region Deal partners. This resulted in a Grant Award Offer providing funds for the delivery of a Strategic Business Case study (and subject to successful progress through Transport Scotland gateways) subsequent Outline Business Cases for Bus Priority interventions across the South East Scotland region. The development of the BPF SBC and OBCs will include investigation of Bus Priority measures along the A8 corridor that will be wholly complementary and compatible to emerging WETIP interventions. It should be noted that the BPF fund was paused in 2024/25 due to Scottish Government funding constraints. An announcement on whether the fund will continue from 2025/26 onwards is awaited.
- 4.6 Additional sources of funding relating to active travel interventions will be sought including Transport Scotland Active Travel Infrastructure Fund and Sustrans Places for Everyone programme to ensure the full package of WETIP interventions can be realised.

- 4.7 Further investment is being sought through the private sector, including, where appropriate, proportional contributions through the planning system as developments are built out.

5. Alignment with Sustainable, Inclusive Growth Ambitions

- 5.1 The Transport projects that are being taken forward through the City Region Deal programme including WETIP 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.
- 5.4 The delivery of WETIP will help contribute towards the Scottish Governments key policies on taking action against climate change; including the national 20% reduction in private car kilometres travelled and the City of Edinburgh Council's 30% reduction in private car kilometres travelled targets.
- 5.5 WETIP will help create opportunities for work, through new jobs in construction. These measures will help people access jobs all across the city and region and will help to reduce inequalities. The project will eventually be procured as a construction project, and links with the Housing and Construction Infrastructure Skills Gateway will be established.
- 5.6 The improvement of public transport provision in this area has the potential to unlock housing development opportunities, including affordable housing, and ease congestion in the corridor between West Lothian and Edinburgh.

6. Background reading/external references

- [West Edinburgh Transport Appraisal Refresh Report](#) (December 2016)
- [Bus Partnership Fund](#) – Transport Scotland website
- [WETIP OBC](#) CEC Transport and Environment Committee (01 February 2024)
- [WETIP OBC Update](#) WLC Broxburn, Uphall and Winchburgh LAC (15 March 2024)

7. Appendices

- 7.1 Appendix 1 – OBC Executive Summary
- 7.2 Appendix 2 – OBC Prioritisation Report