



National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development. **Please fill in a [Respondent Information Form](#) and return it with this form to scotplan@gov.scot.**

<p>Name of proposed national development</p>	<p><i>Edinburgh Orbital Bus Project: a high quality orbital bus route linking a number of key transport interchanges and areas of employment, reducing congestion on a major strategic freight corridor which accesses important areas for national productivity connected through the SEStran region</i></p>
<p>Brief description of proposed national development</p>	<p><i>The South East Scotland Transport Partnership's Regional Transport Strategy (SEStran RTS) 2008-2023 identified a series of transport measures designed to be introduced across the South East of Scotland which will assist in achieving the Strategy's main objectives for the region. The RTS objectives align with national policies and priorities including promoting and supporting regional economic aspirations. The key issues identified were the need to provide enhanced transport links between the expanding employment areas west and south of Edinburgh to the areas of housing development with expanding population and, in doing so, to make these more accessible to those reliant on public transport without adding to existing congestion. The Edinburgh Orbital Bus Project (EOBP) was proposed from Newbridge to Musselburgh with consideration given to Bus Rapid Transit at peak and off peak times.</i></p> <p><i>High level demand analysis carried out in 2008 indicated that a high frequency direct public transport link, substantially free from the adverse effects of congestion, could potentially</i></p>

	<p><i>attract additional demand (above existing level of public transport patronage) of up to 6 million bus passenger journeys per annum around the corridor. Demand on the route has increased significantly since 2008, and the need for public transport and mobility on this corridor is now much greater. Demand would be distributed around the greater part of the route, although appearing unevenly in the two directions of travel, and over different sections of route. This level of demand would be consistent with high frequency bus operations, and such operations could, potentially, be financially viable at typical operating costs. This analysis therefore confirmed the expectations of the RTS that a bus-based orbital service was likely to meet the scheme objectives and informed the development of options. A new RTS will be developed during 2020 and 2021. A review of data has been completed, with a Main Issues Report now produced, which identifies that demand for east west journeys has and will continue to increase across Edinburgh and adjoining local authorities linked to population and economic growth forecasts. The lack of sustainable orbital transport connections continues to be raised as an issue. Furthermore, the A720 is a vital part of the strategic, north south road freight movement network, supporting Scotland's economy.</i></p>
<p>Location of proposed national development (information in a GIS format is welcome if available)</p>	<p><i>A boundary route to be determined through options appraisal around the orbital direction of the A720 City Bypass from eastern extent at A1 to A90 and A8 in the west.</i></p>
<p>What part or parts of the development requires planning permission or other consent?</p>	<p><i>The original concept of the EOBP was subject to STAG analysis in the preparation of the 2008 RTS, with STAG 1 & 2 appraisals completed thereafter, the latter in 2009. Owing to the speed of development within the last ten years an updated business case and analysis is required to better quantify benefits for economic activity, economic inclusiveness, and productivity across the wider SEStran region. This is a strategic project which would require</i></p>

	<p><i>updated masterplan safeguards, planning permissions and consents across three local authorities namely; City of Edinburgh, East Lothian, and Midlothian. It is possible that linkages would need to be created to connect to Fife and West Lothian networks.</i></p>
<p>When would the development be complete or operational?</p>	
<p>Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc.</p>	<p><i>The project was identified in the 2008 RTS and subsequent refresh in 2015, approved by Scottish Ministers.</i></p> <p><i>The lack of an orbital route is recognised within the City of Edinburgh Transport Strategy 2014-2019, with the council supportive of services on this route and would favour improvements and bus priority in recognition of the study work that SEStran had previously undertaken.</i></p>
<p>Contribution of proposed national development to the national development criteria (maximum 500 words):</p> <p>Climate Change</p> <p><i>The EOBP has from conception sought to reduce the impact of congestion on an already heavily congested route and prioritise sustainable travel means that can transport large numbers of people between employment centres, park and ride sites, and other areas of economic significance. Given the commitment at national level for close integration between NPF4 and NTS 2 such a development meets the investment and transport hierarchy identified in NTS 2.</i></p> <p>People</p> <p><i>The EOBP seeks to make areas of economic activity more accessible to those who are constrained to public transport and create greater job opportunities in the region, while improving quality of life through reduced travel times through sustainable transport prioritisation.</i></p> <p>Inclusive Growth</p> <p><i>The project delivers benefits at a regional level, prioritising sustainable travel and mobility in a rapidly growing region. It also has national impacts - reducing congestion from single occupancy car use on a major national freight route has significant implications for productivity across the whole of Scotland. EOBP would create reliable travel times connecting employment centres in the west and south east of Edinburgh. This will provide greater opportunities for individuals and also employers through a wider employment pool.</i></p>	

Place

The EOBP seeks to avoid added congestion on a strategic route, and once implemented could follow the trend of other prioritisation schemes with increased patronage on reliable fast public transport services.

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