

ACCELERATING GROWTH

EDINBURGH AND SOUTH EAST SCOTLAND
CITY REGION DEAL

CONFIDENTIAL

The partners are asking Government to support the establishment of a Regional Infrastructure Fund to kick start investment in key connecting and enabling infrastructure investment across the region – underpinned by a robust approach to economic, labour market and financial modelling.

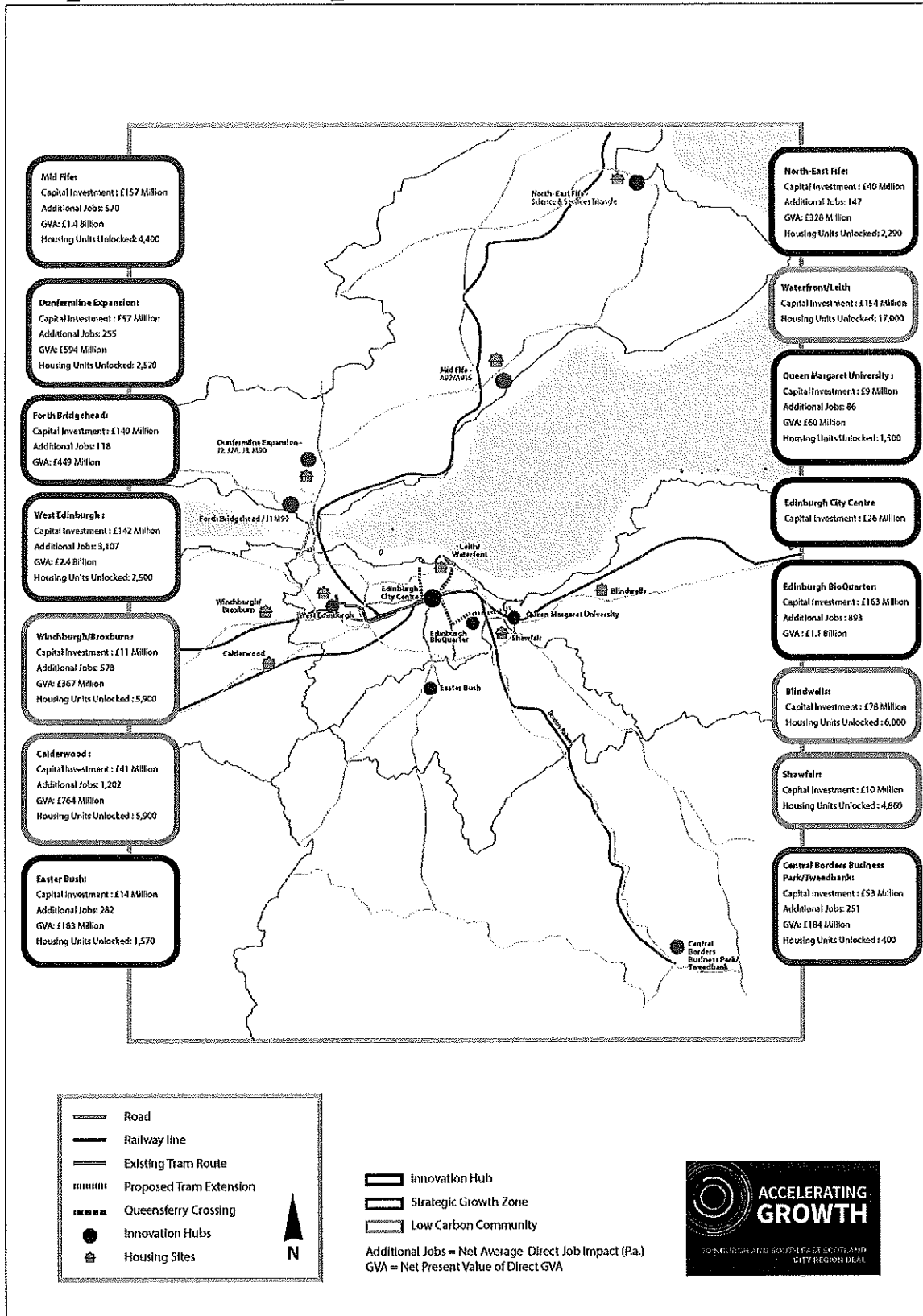
Investment will be focused on the development of strategic innovation centres connected by a fully fledged public transport system, including enhanced tram network; the further development of strategic growth zones; a step change in affordable housing provision across the region; and the creation of a number of low carbon communities.

The table below summarises the Edinburgh and South East Scotland City Region Deal investment proposals:

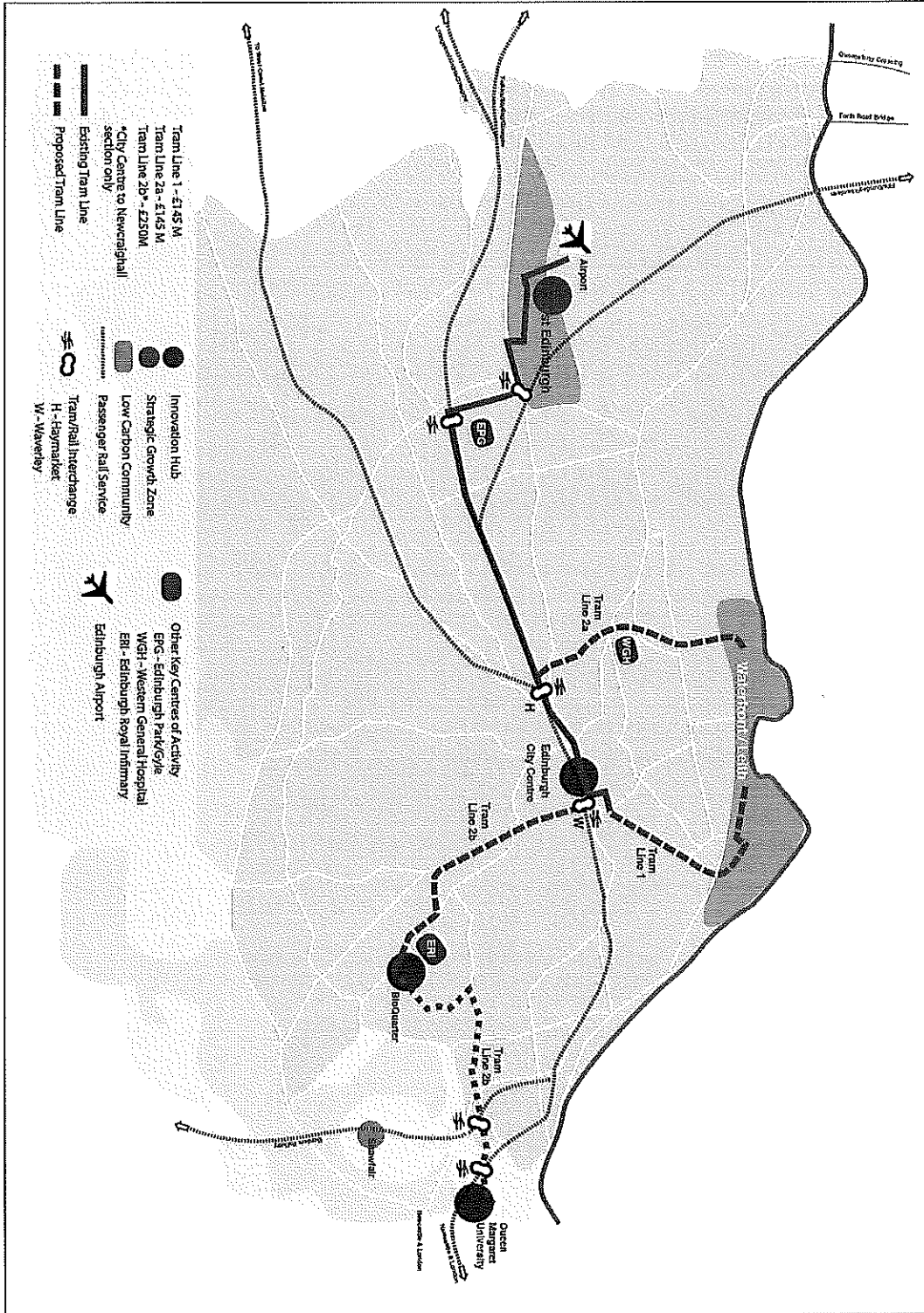
	Capital Investment	GVA Uplift	Jobs Uplift	Housing Units Unlocked
Innovation Hubs				
Easter Bush	£14m	£183m	282	1,570
Edinburgh BioQuarter	£163m	£1,100*	893*	-
Edinburgh City Centre	TBC	TBC	TBC	TBC
North-East Fife	£40m	£328m	147	2,290
Queen Margaret University	£9m	£60m	86	1,500
Strategic Growth Zones				
Central Borders Business Park / Tweedbank	£53m	£219m	251	400
Dunfermline Expansion	£57m	£594m	255	2,520
Forth Bridgehead	£140m	£449m	118	-
Mid Fife	£157m	£1,400m	570	4,400
West Edinburgh	£142m	£2,400 m	3,107	2,500
Low Carbon Communities				
Blindwells	£87m	TBC	TBC	6,000
Calderwood	£41m	£764m	1,202	5,900
Shawfair	£10m	TBC	TBC	4,860
Waterfront/Leith	£154m	TBC	TBC	17,000
Winchburgh/Broxburn	£11m	£367m	578	5,900
Edinburgh Tram Extensions				
Tram 1a	£145m	TBC	TBC	TBC
Tram 2a	£145m	TBC	TBC	TBC

Tram 2b	£320m	TBC	TBC	TBC
TOTAL	£1,988m	£7,864	7,489	52,340

Map of Proposed Infrastructure Projects



Edinburgh Tram Extension



Alignment with City Deal Vision

City Region Deal investment will unlock one of the largest regeneration projects in Europe, reversing 40 years of decline to deliver transformational change in an area identified as a national, regional and local priority.

Why Does the Project Require City Deal Funding?

Investment in Edinburgh in housing led regeneration will accelerate the development of up to 17,000 low cost and affordable homes, two cultural destinations, enhanced sustainable transport infrastructure and energy solutions.

Without City Deal intervention it could take over 100 years to complete the regeneration of this area at the current pace of development. With intervention, Edinburgh's Waterfront will make an enormous contribution to meeting the City's and City Region's housing need. Furthermore, it will deliver physical, social and economic benefit through the creation of vibrant, sustainable communities where people wish to work, stay, shop and visit.

The total infrastructure investment required to unlock Edinburgh's Waterfront is approximately £500m, with an estimated £107m needed to remove a series of barriers to large scale housing development of 17,000 affordable, low carbon homes. These barriers include: flood defences, sea walls, land remediation and drainage.

The regeneration of key brownfield sites is being prevented due to poor connectivity and accessibility. Significant improvements are required to get public transport and road infrastructure up to a standard that will remove prohibitive upfront infrastructure cost. This will make the area more attractive to potential investors.

A total of £348m transport interventions would transform the development potential of the Waterfront including funding for tram lines 1a and 1b from the city centre to Leith and from Haymarket to Granton.

The development will be delivered through a number of sustainable and innovative energy solutions with the creation of energy hubs. Given the location, in creating new heat networks for the area, this will include water based heat pumps and renewable power will also feature with innovations such as the use of tidal turbines. Sustainability and low carbon principles across areas such as waste, transport and construction will be applied to create sustainable communities. The estimated cost of delivering these solutions is approximately £25m.

There is a significant and growing creative industries cluster in Leith numbering upwards of 350 firms, and at least nine individual creative hubs. There is continuing strong demand from the creative sector for flexible and affordable space for studios, performance and exhibitions.

There is an opportunity to grow and expand the existing creative and cultural hubs from Leith to Granton Waterfronts. It is proposed that two culture and innovation hubs will be established: Customs House in Leith and the former Madelvic Car Factory in Granton. Furthermore, it is proposed that a permanent film and TV production studio is established at the Port of Leith.

Customs House is situated at the heart of Leith and is the oldest building of its kind in Scotland. Scottish Historic Building Trust intends to fundraise £10m to transform the building for artists, practitioners and cultural enterprise.

The derelict former Madelvic Car Factory, reputed to be the oldest purpose-built car factory in the UK, is symbolic of the rich industrial heritage of Granton. The restoration of the Car Factory as an artists' hub at an estimated £10m would complement the adjacent National Collections Facility being developed by National Galleries of Scotland as a home for Scotland's art collection. On neighbouring sites detailed discussions have taken place with National Museums of Scotland to create a joint collections storage facility with the City's Culture service.

Scotland desperately needs another permanent studio space of considerable scale to continue to encourage film and high-end TV production into Scotland and build on the opportunities offered by the UK Tax Reliefs. The former Pelamis building at the Port of Leith has been identified as the most suitable building in Scotland to meet this need. The proposal would advance the pursuit of large scale international production and for Scottish independent productions.

This studio facility at an estimated cost of £1.5m would build on the 40% increase in production spend in the Edinburgh City Region in 2015 and deliver significant economic and cultural impact.

The combination of these proposals presents a unique opportunity to establish two creative and cultural destinations at both Granton and Leith Waterfronts and will present a range of opportunities for co-working with local communities to shape these plans.

Impact of Project

GVA: (Net Present Value of Direct GVA): Modelling required.

Jobs (Net Average Direct Job Impact (p.a): Modelling required. However, Thousands of direct construction jobs, apprenticeships and indirect jobs within the construction supply chain will be created.

Qualitative impacts: Wider economic and community benefits will be realised through this ambitious house building programme. The new communities established will attract investment, support existing businesses and stimulate demand for new businesses, bolstering local economies.

Housing Unlocked: 17,000

Capital Investment Required and Funding Model

£154m (plus £290m for the tram extension) would deliver transformational regeneration:

Infrastructure Type	Description	Total (£m)
Site Specific Barriers	Flood Defences	£16
	Sea Walls	£15
	Land Remediation	£8
	Drainage	£2
	Site Specific (Other)	£66
	Sub total	£107
Energy	Energy Hubs	
	Innovative Energy Solutions	

2.4 Edinburgh Tram Extension

Alignment with City Deal Vision

The proposal is to extend the Edinburgh Tram to form a network comprising two lines intersecting in the city centre:

1. Existing route extended from the current terminus at York Place to Newhaven.
2. Route from Granton to Newcraighall railway station/park and ride, Haymarket railway station, the city centre (including Waverley railway station), Edinburgh BioQuarter and Fort Kinnaird. The line could potentially extend to Queen Margaret University and Musselburgh.

This network would, as outlined in the second proposed Edinburgh Local Development Plan, assist with accelerating the rate of investment and economic performance across the city; as well as improving connectivity, relieving congestion, reducing pollution and resulting in journey time savings.

Why Does the Project Require City Deal Funding?

There is a need to significantly improve public transport across the city. This cannot be achieved without investment in a high impact and sustainable mode of public transport. The completed tram network would allow for greater connectivity across the city region, thereby widening the labour catchment. It would also improve the attractiveness of the city to investors, with wider regional impacts. Crucially it will unlock land for development, including the provision of much needed housing.

City Deal funding is required in order to accelerate the completion of the tramline which will, in turn, compliment ongoing and future developments in key innovation hubs such as [Edinburgh Waterfront](#) and [Edinburgh BioQuarter](#).

The Waterfront has been identified as being capable of supporting an additional 17,000 housing units; the tram extension is likely to be transformative, with the improved infrastructure significantly enhancing the viability and attractiveness of the housing sites.

Leith Walk is one of the most densely populated corridors in the UK, and it is recognised that congestion in this area will not be relived without the implementation of a more sustainable mode of transport.

The completed route would provide direct access between [Edinburgh BioQuarter](#) and the [Airport](#). The BioQuarter campus provides 100 acres of developable land and, on completion, is anticipated to provide over 130,000 m² of accommodation for academic, commercial and healthcare activity. It is vital that the campus is easily accessible through high quality infrastructure.

Cost of Project

The total cost of completing the tram network in Edinburgh is estimated as £610 million:

Section of route	Capital cost
Tram 1 A (extension from current terminus at York Place to Newhaven)	£145m
Tram 2a (development of a new tramline from Roseburn to Granton)	£145m
Tram 2b (the City Centre (including Waverley railway station), Edinburgh BioQuarter, Fort Kinnaird, Newcraighall railway station/park and ride)	£320m*
Total:	£610m

*The figure of £320m covers the line only to Newcraighall railway station/park and ride (via Niddrie). Further calculations would be required if the line were to be continued to Musselburgh.

Impact of Project (95% persistency)

GVA: (Net Present Value of Direct GVA) For Tram 1A only: estimated GVA is £184m with a business travel time saving of £37m.

Jobs (Net Average Direct Job Impact (P/A)) Not yet known for tram specifically.

Housing Unlocked: 17,000

Qualitative impacts: Unlocking key development land for housing, employment and education uses; supporting the ambitions of the City of Edinburgh Council to reduce carbon emissions; linking people to jobs and reducing journey times; making destinations of key areas and linking these to the city centre.

Funding Model

A grant would be the preferred funding model.

Funding/Delivery Partners:

- There are no funding partners identified at present.
- Transport for Edinburgh would deliver the project.

Low Carbon/Energy Resilience: Summary of Proposition

The ambition for the region is to act as a beacon for innovative technologies to support low carbon living and working. This represents a major opportunity for the development of skills and technologies that will enhance the quality of life in the region, generating employment opportunities, economic benefits and international export potential.

To achieve this, investment is required in research and innovation infrastructure to develop, test and implement the new technologies in trams, metros and light rail necessary to support city wide and regional transport (International Rail Technology Centre and Future Transport and Mobility Gateway), low carbon housing and low carbon construction (Low Carbon Construction Gateway), smart energy technologies (Guardbridge), and low carbon innovation (Edinburgh Centre for Carbon Innovation). To ensure the benefits of these new technologies and services are realised across the region's buildings and transport infrastructure, implementation will be informed by a low carbon master plan (regional energy master planning), developed in consultation with all partners, and embedded "learning by doing" (living laboratories) innovation through the retrofit, infrastructure, digital and housing components of the city deal, designed to show-case the region as an international exemplar for low carbon, zero waste, integrated energy provision, region wide mobility, and international connectivity.

The outcome will be practical benefits locally – in terms of affordable clean energy, low carbon transport systems and a skilled workforce – using the region as a test-bed for innovative low carbon services and technologies that also have the potential to generate significant international trade and investment returns, in collaboration with the region's SMEs and major global companies. Partners include Edinburgh Napier University, Heriot-Watt University, the University of Edinburgh, and the University of St Andrews.

Low carbon/Energy Resilience: Summary Table

Project	Overall Project Value (£m)	Total Ask of Govt (£m)	Govt Ask (£m - Years 1-5)	Govt Ask (£m - Years 6-10)
Energy master planning	£1.0	£0.6	£0.6	N/A
Future Transport and Mobility Gateway (Edinburgh Napier University)	£12.8	£4.4	£3.2	£1.2
Guardbridge Energy Technologies (University of St Andrews)	£110.0	£36.7	£20.0	£16.7
International rail technology centre (Heriot-Watt University)	£24.0	£8.0	£8.0	N/A
Low Carbon Construction Gateway (Edinburgh Napier University)	£12.1	£3.9	£2.9	£1.0
Low Carbon Innovation - Living Labs (Edinburgh Centre for Carbon Innovation)	£37.0	£11.5	£9.0	£2.5
Low Carbon cross regional retrofit programme	£30.2	£20.0	£10.0	£10.0

• Tramline 3 (City Centre to BioQuarter) preparatory works	£15.0	£15.0	£15.0	N/A
Tweedbank: Central Borders Business Park	£57.7	£40.0	£40.0	N/A
West Edinburgh	£108.1	£40.6	£16.1	£24.5
Total	£773.8	£455.1	£137.0	£318.1

Programme Summary

Theme	Total		Years 1-5		Years 6-10	
	Investment Required (£m)	Ask of Government (£m)	Investment Required (£m)	Ask of Government (£m)	Investment Required (£m)	Ask of Government (£m)
Innovation						
Data	£77.9	£37.9	£29.4	£14.1	£48.5	£23.8
Low Carbon	£227.1	£85.1	£141.6	£53.7	£85.5	£31.4
Tourism/ Culture/Creative	£251.4	£139.2	£154.4	£73.9	£97.0	£65.3
One Health	£406.0	£208.6	£91.0	£51.1	£280.0	£157.5
Inclusion						
Skills	£167.3	£116.6	£81.8	£74.0	£85.5	£42.6
Housing and Regeneration	£983.2	£832.9	£557.0	£468.1	£426.2	£364.8
Infrastructure	£773.8	£455.1	£379.3	£137.0	£394.5	£318.1
Total	£2,886.5	£1,875.5	£1,434.3	£871.9	£1,417.3	£1,003.6
<i>Total Including SIA DDI Projects</i>	<i>£3,401.5</i>	<i>£2,175.5</i>	<i>£1,949.3</i>	<i>£1,171.9</i>	<i>£1,417.3</i>	<i>£1,003.6</i>

Non-Financial Asks

A number of projects will be accelerated by freedoms and powers being granted:

- Regional land and property commission
- Consent to on-lend to housing delivery vehicles
- Cultural contribution / Tourism Levy
- Skills and Employment Board
- Strategic/Passenger Transport Authority



5 December 2016

Dear Colleagues

Edinburgh and South East Scotland City Region Deal: Issues for clarification by Government

I refer to the letter from Lord Dunlop and Keith Brown MSP of 29 November and welcome the continued commitment to the Edinburgh and South East Scotland City Region (ESESCR) Deal.

The partners recognise the work required to ensure a March announcement and are committed to aligning resources behind that. We have now agreed dates with officials for the next round of workshops, and look forward to further discussing our propositions with your teams.

To help us best prepare for these workshops we would welcome more clarity in relation to the potential scope and scale of a deal, and in particular guidance on the following areas:

1. What are the governments' priority areas for investment?
 - a. Innovation Themes: What do the governments see as the most promising innovation themes/sectors best aligned with Scottish Economic Strategy/emerging UK Industrial Strategy?
 - b. Infrastructure priorities: Is tram likely to be in the mix? What guidance can the UK Government offer about the relevance of national airports policy to the proposals to facilitate the continued growth of Edinburgh airport through development of the surrounding infrastructure? What is the likely importance of the Transport Scotland cross-boundary study and what is the timetable for releasing that? The A720 requires interventions to relieve significant congestion. Does government see these interventions forming part of the City Deal propositions?
2. Is there an appetite for reform around a regional approach to skills and enterprise activity?
3. Is there support for the "asks" relating to other powers? i.e. Land and Property Commission / Edinburgh homes / STPA
4. What funding models does the government consider viable – is there still an appetite for Payment by Results or are grant payments preferred? Should we be considering other options? Can any indication be given on the likely scale of government contributions – and over what time period(s)?
5. Is a Transient Visitor Levy or similar model on the table for discussion?

6. What is the likely role of economic modelling in determining priorities and is there any guidance on the approach to this (e.g. is focus on GVA / land value uplift etc.?)
7. What is the level of detail / format required in OBCs? Are we talking about Green Book standard?
8. The forward programme of activity / timescales to ensure the March deadline can be met.

We look forward to the discussions on the 7 December and to the continuation of our negotiations.

Yours sincerely,

Andrew

Andrew Kerr (on behalf of ESESCR Chief Executive Group)
Chief Executive
The City of Edinburgh Council

Edinburgh City Deal Transport Workshop
Victoria Quay
14th December

Present

[redacted]
[redacted] (Transport Scotland)
[redacted] (Transport Scotland)

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

[redacted] (CLG by telephone)

Introduction

[redacted] introduced the meeting and referred to actions from the previous meeting held on 3rd August. [redacted] confirmed that we would consider the prioritisation point later in the meeting. [redacted] said that it was still too early to engage in a “deep dive” on the Forth Bridgehead.

Recent Progress

[redacted] explained the role of the Transport Appraisal Group, and noted that a ToR had been sent round that had been agreed with Transport Scotland. The group will look at individual projects and includes SESTRANS and Transport Scotland. This work will eventually evolve in to the Governance structure. The Infrastructure workstream will focus on producing Final Business Cases once HoT approved in the Spring.

[redacted] asked about social impacts. [redacted] explained that “Inclusion” is one of the 5 STAG criteria.

[redacted] asked about prioritisation by geography. [redacted] explained that they are looking at at least one project by local authority area and were making the case for each of these projects by linking them to e.g. Culture and Tourism.

Strategic Rationale

[redacted] referred to the Transport Policy Context document (prev circulated) which represents a policy framework. The document begins by considering the City Deal vision and then looks at the national and regional pictures. It takes account of future transport demand (including where the jobs are going to be, City Deal objectives, innovation and inclusion. This leads to projections on traffic congestion and consideration of how transport interventions are key to unlocking growth.

[redacted] said the SG is looking for an assurance that transport interventions are underpinning aspects of the City Deal. Also need to understand how transport interventions work together with other elements of Deal and the current transport network. Think this is a key challenge.

[redacted] said that there is still a bit of joining up to do around that, but the point is accepted.

[redacted] referred to the previous meeting where the prospect of RTP (Regional Transport Partnership) was raised. A question had been put at the time along the lines of "Why City Deal?" This was subsequently considered by Chief Executives. And SESTRANS has now written to 8 authorities asking them to look at moving to RTP Model 3. This still awaits a decision, both on whether they will move to Model 3 or whether it will be in or out of City Deal.

Al confirmed that Scottish Ministers had met with SESTRANS where this was discussed. Questions included "Why Model 3?" and "How does this relate to ongoing policy development around National Transport Strategy".

Discussion of Proposals

[redacted] referred to the Summary Document and Indicative Investment Plan. Thinking in this area is influenced by both the UKG Industrial Strategy and the SG Economic Strategy.

Calderwood in West Lothian is out – couldn't answer "Why City Deal?" question. Tram 1a and 1b are both out – Tram 3 is still in given link to bio quarter.

[redacted] asked if we might expect more to come out. [redacted] said that it is not the Transport group that will prioritise these, rather it is the other strands in the context of how the proposals link in to the cases.

[redacted] asked about affordability and [redacted] explained that it is about what Councils can bring to the table (and afford).

[redacted] explained that the SG has not ruled out any financial mechanisms, including "Payment by Results". [redacted] said there was a need to understand the detail of that in order to understand what it is that the CD is trying to promote. [redacted] said the SG would provide more clarity. [redacted] said that until we have made progress on the negotiations, partners were not in a position to say "this is what we are putting in".

[redacted] asked if, based on the priorities, the partners were asking for a 70:30 split and [redacted] said this was the working assumption.

[redacted] said that the discussion was about a transport infrastructure that will underpin City Deal asks. [redacted] said more discussion was needed on whether these are CD asks or wider transport objectives.

[redacted] said it was about enabling transport projects that are associated with City Deal proposals, added to transport projects that are already national priorities. [redacted] said that City Deal would give added weight to projects that are already national priorities.

Next Steps

[redacted] said that dates would be agreed for the Transport Appraisal Group and that there would be some engagement with Utilities as part of infrastructure discussions to see how plans fits in with their investment plans.

Scotland Office
20 December 2016

ESESCR Deal Infrastructure Project Pro Forma

West Edinburgh

1. Alignment with Edinburgh and South East Scotland City Region Vision

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 (NFP3) sets the long term vision for development and investment across Scotland and cites West Edinburgh as a significant business investment location with potential to be internationally competitive. In recognition of its key gateway function Edinburgh Airport and adjoining land is identified as a national development.

The Strategic Development Plan sets out a vision for the region and identifies West Edinburgh as a primary location for growth and investment and a focus for development.

The Council's Proposed Local Development Plan (LDP) includes significant proposals in the area. Edinburgh Airport, the Royal Highland Centre, International Business Gateway (IBG) and the Royal Bank of Scotland's Headquarters are identified as special economic areas which provide or have the potential to provide a significant number of jobs. The LDP supports business-led mixed use development in the IBG with potential capacity for 238,000 sq m of commercial office floorspace, 1,400 hotel rooms and 2,500 new housing units. The LDP also identifies significant residential, and mixed use development proposals in the wider west Edinburgh area.

This 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. A Transport Appraisal study, being lead by the Council, will identify the enabling transport infrastructure necessary to mitigate the impacts of new developments and meet the agreed modal share targets.

The study's emerging transport package, which will subsequently feature in the ESESCR City Deal submission, is centred around enhancements to the new Tram route; the Edinburgh Gateway rail interchange; delivery of a single new road serving the development needs of IBG (whilst also providing a secondary access to the airport; and improvements to the existing trunk road network, with a particular focus on public transport priority. Further information on the study's outputs is expected to be available by end of June and will outline a full package of transport inventions with their associated costs. It will also detail a phased programme of implementation and a funding model; delivering cost apportionment between partners.

This proposal is 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.

2. Alignment with Government Economic Strategy and National Performance Framework

This proposal will contribute to the realisation of two priorities identified within the Scottish Government's Economic Strategy ('investing in our people and our infrastructure in a sustainable way'; and 'promoting Scotland on the international stage to boost our trade and investment, influence and networks') and three aims from the National Performance Framework ('live in a Scotland that is the most attractive place for doing

business in Europe'; 'realise our full economic potential with more and better employment opportunities for our people'; and 'live in well-designed, sustainable places where we are able to access the amenities and services we need').

3. Why does the project require City Deal funding?

City Deal funding is required to initiate and accelerate this project, thereby allowing for substantial external investment into West Edinburgh. There are significant opportunities to create and sustain jobs in the area and to provide additional housing.

It is considered that such transport investment can increase effective density between places of residence and employment by reducing transport costs and thereby improving accessibility around and between jobs and people. The scale of investment required is great enough that it is not anticipated that it could be delivered via conventional routes in the foreseeable future.

The capital city region is a fast growing, revenue generating, functional economic area. It is essential to ensure that this is maintained by investing in areas of key economic growth. West Edinburgh is of strategic importance to neighbouring local authorities, acting as the gateway to the capital city and to Scotland.

In order for the West to develop and enhance further, investment of approximately £110 million is required. This would allow for significant infrastructure improvements across West Edinburgh that will complement planned and future strategic developments.

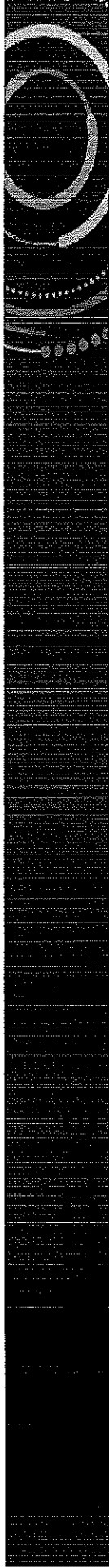
4. Options Appraisal

A full options appraisal took place through a full STAG assessment in 2009. This is detailed in the West Edinburgh Transport Assessment (WETA) in 2010. This considered the "Do nothing" (minimum) (accessibility enhancements already committed), e.g. Forth replacement crossing, Tram to airport and Gogar rail/tram interchange. A pre-appraisal sifted through 63 potential transport interventions. Four other options and a reference were modelled and environmental impacts were taken into account. Risk assessments and cost-benefit analyses took place.

5. Total cost of project and phasing

The costs below include a 44% optimism bias:

Item Description	Capital Cost (Year 1-5)	Capital Cost (Years 6-10)
Pedestrian/Cycling		
A8 North side missing link	N/A	£773,900
Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston	N/A	£457,300
Cycle Connection from A8 along Eastfield Road into Airport	N/A	£693,341
New pedestrian/cycle bridge over the railway between West Craigs and Edinburgh Gateway	N/A	£4,320,000
Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	N/A	£158,400
Improved access between Ratho Station and A8 along station road	N/A	£659,800
Improved Station Road/A8 bridge access for cyclists.	N/A	£634,800
Subtotal		£7,697,500
Public Transport		
Broxburn to Newbridge Roundabout bus lane	£4,499,600	N/A
Station Road to Newbridge Interchange bus lane	£1,602,300	N/A
A8 Eastbound Bus Lane from Dumbells to Maybury Junction	N/A	£3,697,400
Bus Lane Under Gogar Roundabout	£92,300	N/A
Maybury Road Approach to Maybury Junction	N/A	£3,082,200
Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian/cycle facilities where appropriate)	N/A	£6,451,500
Upgraded bus interchange facility at Ingliston Park and Ride	N/A	£4,320,000
Kilpunt Park and Ride	£7,920,000	N/A
New Tram Stop	£1,440,000	N/A
Subtotal		£33,105,300
Road Interventions		
Link Road Part 1 Dual Carriageway	£9,073,400	N/A
Link Road Part 2 Single Carriageway	£4,052,010	N/A
Segregated Link road cycle route	£1,605,600	N/A
Development Link Road Main Street Carriageway	£8,114,300	N/A
Dualling of Eastfield Road (Phase 1)	£2,596,100	N/A
Dualling of Eastfield Road (Phase 2)	N/A	£1,645,900
Dumbells Roundabout Improvement	N/A	£1,732,400
Dumbells westbound off-slip signals	N/A	£1,245,900
MOVA improvements at Newbridge/Dumbells Gogar/Maybury	N/A	£2,174,400
Newbridge additional lane from M9 onto A8	£837,100	N/A
A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	£2,446,800	N/A



Project	Overall Project Value (£m)	Total Ask of Govt (£m)	Govt Ask (£m - Years 1-5)	Govt Ask (£m - Years 6-10)	Transport Costs £m
A720 (Edinburgh City Bypass) improvements	TBC	TBC	TBC	TBC	TBC
Cockenzie	£15.0	£10.5	£3.5	£7.0	TBC
Forth Bridgehead: Charleston Rail Chord	£35.0	£33.5	£3.5	£30.0	£35
Forth Bridgehead: Regeneration Partnership (International Gateway)	£16.0	£11.2	£5.6	£5.6	
Forth Bridgehead: Rosyth Park and Ride	£6.0	£4.2	£4.2	N/A	£6
Mid Fife: A92 Corridor Glenrothes	£36.0	£25.2	£25.2	N/A	£25
Mid Fife: Levenmouth Rail Link	£110.0	£77	£14.0	£63.0	£110
Mid Fife: Regeneration Partnership (Fife Growth Corridor) (Years 1-5)	£19	£13.4	£6.7	£6.7	
NE Fife: Innovation, Growth & Regeneration partnerships	£12.0	£8.4	£4.2	34.2	
NE Fife: St Andrews Strategic Development Area Infrastructure	£10.0	£3.0	N/A	£3.0	£10
Edinburgh Tramline 3 (City Centre to BioQuarter) preparatory works	£15.0	£15.0	£15.0	N/A	£15
Tweedbank: Central Borders Business Park	£57.7	£40.0	£40.0	N/A	£9
West Edinburgh	£108.1	£40.6	£16.1	£24.5	£108.1
Total	£773.8	£455.1	£137.0	£318.1	



TAG sessions	OBCs
12/01/17	<ul style="list-style-type: none"> West Edinburgh Waterfront x3 Tramline3 Prep works
26/01/17	<ul style="list-style-type: none"> Easter Bush QMU Blindwells Cockenzie Shawfair Tweedbank
09/02/17	<ul style="list-style-type: none"> Fife x4 Winchburgh/Broxburn A720 Programme Summary
23/02/17	<ul style="list-style-type: none"> Round up – move onto Final Business Case process

- Investigate prioritisation approach for Inclusive Growth
- Engagement with utilities
- Review of programme dependencies