

Subsidised Local Bus Services

Transport, Infrastructure and Environment Committee

26 May 2009

1 Purpose of Report

- 1.1 To inform the Committee of the results of the procurement exercise recently undertaken for a range of local bus services.
- 1.2 To make recommendations for the award of contracts.

2 Summary

- 2.1 Following a procurement exercise authorised by the Committee, prices have been ascertained for the support of bus services 13, 17, 20, 24, 42, 48/X48, 60, 63, N16, N26 and N44. Negotiated prices have additionally been sought from Lothian Buses for elements of services 12, 18 and 42.
- 2.2 The report sets out the evaluation of the various tenders received and makes recommendations for the award of contracts.

3 Main report

Background

- 3.1 On 9 February 2009, a tender document seeking prices for 26 lots was advertised through the Official Journal of the European Union.
- 3.2 Following a motion raised by Councillor McInnes at the Committee meeting on 10 February 2009, a further lot was added to seek prices for the reinstatement of the former Lothian Buses service 17.

Tendering Process

- 3.3 The closing date for submission of tenders was 24 March 2009. All contracts offered are for a period of five years, with the option to extend by a further year.
- 3.4 The lots comprised variants of most of the withdrawn or curtailed services. Four operators responded, submitting a total of 79 standard tenders for the 27 lots.
- 3.5 Lothian Buses also submitted alternative prices for all their standard tenders based on the Council's acceptance of a modification to clause 1.11 of the *Standard Conditions of Contract for Supported Bus Services*.

- 3.6 However, advice from the Council's Procurement Service established that to accept such an amendment to the Standard Conditions of Contract for Supported Bus Services would be unfair to other tenderers and that therefore the proposal should not be taken up.
- 3.7 The specifications of all standard tenders appear as Appendix 1, together with prices received.

Alternative Tenders

- 3.8 In addition to the standard tenders, three of the tenderers submitted Alternative Tenders as described in Appendix 2.

Summated Tenders

- 3.9 First Scotland East submitted a Summated Tender concerning Night Buses, and Lothian Buses submitted three Summated Tenders covering Night Buses together with variations on service 13. Summated Tenders are described in Appendix 3.

Tender Analysis

- 3.10 All tenders were evaluated at the published 70:30 Cost to Quality ratio, and the lowest prices appear in bold in Appendix 1.
- 3.11 Tender quality was scored on the basis of operational, environmental and accessibility standards, such as age of fleet, the percentage of the operator's fleet compliant with Euro III emission standards or better, and the percentage of fleet already compliant with the Disability Discrimination Act (DDA).
- 3.12 Other factors influencing the quality score included standards of driver training, the presence of CCTV onboard, and the distance from the operator's depot to the specified route.
- 3.13 The Cost to Quality scores appear as Appendix 5, and in each section of the Route Commentary below.

Social Value Study

- 3.14 Transport Consultant Halcrow was commissioned by the Council to provide analytical data to assist the appraisal of the tenders. The data examined covered the following issues:
- (a) The total number of people living within 500m of the bus stops served by each tender;
 - (b) The tender price per person living along the route;
 - (c) The average score of the area served on the *Scottish Index of Multiple Deprivation (SIMD)*;
 - (d) The percentage of people in the area served aged over 65;
 - (e) The number of people living along the route over sections where there are no other services operating;

- (f) The average distance for these people to an alternative service in an adjacent street;
- (g) The tender price per person for people located within areas not served by any other route;
- (h) Key destinations served by the route.

Route Commentary

Ratho Service

- 3.15 Ratho is currently served by an extension of the Park & Ride service X48 westwards from Ingliston. Alternative services priced include direct hourly or half-hourly services from the City centre via The Gyle, or from the Gyle only and connecting there with other service to the City
- 3.16 1,300 people live in Ratho Village and without a bus service would have to walk nearly 2km to bus services on the A8, and 1.6 km from services on the A71, neither alternative being an attractive walking route. On this basis, the Ratho service has been ranked first in the list of contracts recommended for award.
- 3.17 The lowest cost service is an hourly local service from The Gyle was offered by E&M Horsburgh at £1,700 per week, £88,400.00 *per annum*, C/Q Score 94). The Value for Money score suggests that the additional cost of running the service every 30 minutes (£2,010.00 per week, £104,520.00 *per annum*, C/Q Score 94) improves the overall value.
- 3.18 Lothian Buses has offered the continuation of the existing arrangement with the company's service 48/X48 for one year only at cost of £2,925.00 per week (£152,100.00 *per annum* C/Q Score 31), some £495.00 per week (£25,740.00 *per annum*) higher than the present cost. This is a substantial cost increase, however, the benefits of this option are considerable in connecting Ratho to the wider transport network.
- 3.19 This Alternative Tender should be assessed against standard tenders for lot 18 (City Centre to Ratho Village, 30-min frequency, daily, in that, as an extension to a commercial service serving the city centre, it covers much the same ground. On that basis, this tender offers extremely good value with a C/Q score of 100.
- 3.20 It should be borne in mind, however, that this price is offered for one year only, until the end of July 2010, by which time a new price would require to be negotiated. If the new price represents an increase, this will affect the budget outturn for 2010/2011.

Service 24

- 3.21 This contract covers the western end of existing service 24 from Davidson's Mains Retail Park to the Gyle Centre and Edinburgh Park. Options were invited running every 30 minutes or every 60 minutes, with or without Sunday services.
- 3.22 Further options have been offered by operators tendering for the service:
- To extend westward to RBS Gogarburn and the Airport;
 - To extend eastward to the Western General Hospital;

- To link this service with service 13 to provide a new cross-city service.

3.23 Some 5,900 people are served exclusively by this service, and the average distance to an alternative service is 176 metres. It runs through an area of very low deprivation but of above-average proportion of elderly residents.

3.24 The cheapest option is to maintain the present service configuration, but reduced to hourly frequency. The greatest social value would be obtained by linking this service through to service 13 serving also Craigleith, Blackhall, the City Centre and Lochend. However this is a very expensive option at £12,024.00 per week (£625,248.00 *per annum*, C/Q Score 31).

3.25 Despite the various enhancements offered, the cheapest option of an hourly extension of service 24, Monday to Saturday only, offers the best value. This option, offered by E&M Horsburgh at £900.00 per week (£46,800.00 *per annum*, C/Q Score 94), is ranked second amongst the lots recommended for award.

Service 42

3.26 The tendered part of this service would run from the City Centre via Mayfield and Duddingston to Portobello, evenings and weekends only. (Day-time services operate commercially Mondays to Fridays.) Alternative hourly or half-hourly options have been costed.

3.27 Some 2,100 people have no other evening or Sunday service directly available (although they do have a day-time service), and on average will have to walk a further 268 metres.

3.28 An hourly service is both the cheapest option and provides the best Value for Money score. This option, offered by Lothian Buses at £948.00 per week (£49,296.00 *per annum*, C/Q Score 100), is ranked third among the lots recommended for award.

Service 20

3.29 This off-peak service (Mondays to Saturdays) is designed to improve local access to retail centres from the Calder Road and Kingsknowe areas, and is intended to reinstate in part the former service 20 withdrawn in October 2008.

3.30 3,400 people will have a service closer to their homes than is currently possible, and will save on average a walk of 218 metres. Several basically similar route options have been tendered.

3.31 Among the options offered by tenderers, one has been identified as representing best value for the Council.

3.32 However, it is proposed that the details be treated as confidential until negotiations with Tesco over the future funding of the service are completed.

3.33 A report on the funding issues of service 20 will be submitted to the Committee at its meeting on 28 July 2009.

Service 18

- 3.34 This orbital service links The Gyle and Edinburgh Park to Wester Hailes, Clovenstone, Oxfords and Gilmerton to the Royal Infirmary. The commercial element is operated in peak hours, but is funded by the Council off-peak and at weekends.
- 3.35 No areas are exclusively served by the 18, however, it provides cross-city links to Edinburgh Park and to the RIE that would otherwise entail a journey via the City Centre with a change of buses. The areas served have above average levels of deprivation, though the proportion of elderly people is close to the city average.
- 3.36 The present service is comparatively well-used with 24 passengers per journey operated. Support for the service is also comparatively low-cost since it is commercially viable in the peak periods. Notwithstanding the availability of alternative services to all the communities served, this service is ranked fifth amongst the tenders recommended for award due to the low costs and relatively high levels of use.
- 3.37 The price negotiated with Lothian Buses for this service is £1,590.00 per week (£82,680.00 *per annum*).

Service 13

- 3.38 The present service 13 operates every 30 minutes, Mondays to Saturdays, from Bellevue via the City Centre to Blackhall. Prices have been sought for hourly or half-hourly frequency and several alternative options for terminal points. Further options have been proposed by operators:
- (a) Extended at the east to Lochend, Seafield or the former Eastern General Hospital;
 - (b) Extended at the west to the Craighleith Retail Park;
- 3.39 Service 13 serves some 4,400 people who do not live on other bus routes, and without service 13 they would be faced with an average 208m further to walk to reach a bus service.
- 3.40 The cheapest option is to continue to operate westwards from the city, extending the route to Craighleith, but reducing the frequency to hourly. The highest social value, on the other hand, derives from the greatest extension of the route to the former Eastern General Hospital (EGH) site. The cheapest version of this specification, offered by Lothian Buses and operating between Blackhall (Strachan Rd) and the EGH is still very expensive at £6,846.00 per week (£355,992.00 *per annum*, C/Q Score 100).
- 3.41 The Value for Money Index suggests that the best value is to be obtained from a modest extension eastward to Lochend, but operating only hourly (offered by Edinburgh Coach Lines at £3,162.00 per week, £164,424.00 *per annum*, C/Q Score 95). This service is ranked sixth amongst the lots recommended for award.

- 3.42 Discussions have taken place with the National Galleries of Scotland over the future of service 13, this being the only bus service providing a direct link between the city centre galleries and those at Belford Road. However, the current financial climate makes it unlikely that a contribution that might make a frequency enhancement for service 13 possible will be forthcoming.
- 3.43 The Scottish Government has announced a Town Centre Regeneration Fund with a budget of £60m for 2009/2010. Although this is principally a capital fund, officials will explore the scope for obtaining funding from this source to help to develop service 13.

Service 60

- 3.44 This circular service runs from Dumbiedykes and The Pleasance to Bristo Square off-peak Monday to Fridays only. Only 76 people live in areas served exclusively by this route, and on average they only need to walk an additional 80 metres to another bus stop.
- 3.45 Edinburgh Coach Lines offered an alternative route on the same 30-minute frequency and spread of service as the standard lot (Lot 17), which extends the service via Lauriston Place, Lady Lawson Street, West Port, Grassmarket, Cowgate, Holyrood Road, Queen's Drive Roundabout, Holyrood Gait and Holyrood Road, terminating at Viewcraig Street. This was offered at £1,147.00 per week (£59,644 *per annum*), a considerable premium over the standard lot.
- 3.46 The present service is used by only 4.7 passengers per journey on average, a very low level of use indeed. The existing service configuration represents better value for money than the alternative route proposed, but still only ranks seventh against the other services being currently evaluated. Best Value is represented by First Scotland East's standard tender at £950.00 per week (£49,400.00 *per annum*).
- 3.47 Given the extremely low level of use on this service, the proximity of the fairly frequent Lothian Buses service 36 in Holyrood Road, and a cost per head of population uniquely served of £12.50p for the cheapest option, it is recommended that no contract be awarded for service 60.
- 3.48 The cost per head of population uniquely served for most lots is well below £1.00, although the alternative tender for service 60 produces a figure in excess of £15.00 per head of population uniquely served.
- 3.49 It should be noted that the present operator of service 60, Edinburgh Coach Lines, has cancelled the service from 25 July 2009.

Service 63

- 3.50 Service 63 currently links Queensferry, Kirkliston and Newbridge to The Gyle. An hourly service, with or without Sunday services, has been priced, and further options have been proposed by operators to operate:
- Via RBS Gogarburn; or
 - Extended westward into West Lothian to Winchburgh, Livingston and HMP Addiewell.

- 3.51 There are no people on the route who do not have access to alternative services, but service 63 improves access for these communities to employment areas and a major retail centre.
- 3.52 The lowest cost option is to continue the present service configuration, offered by Edinburgh Coach Lines at £1,294.00 per week (£67,288.00 *per annum*, C/Q Score 83).
- 3.53 However the Value for Money index suggests that operating via Gogarburn and beyond the Gyle to Edinburgh Park, Stevenson College and Edinburgh Park Station offered by E&M Horsburgh at £1,775 per week (£92,300.00 *per annum*, C/Q Score 66) represents better value. This service is ranked seventh among the lots recommended for award.

It should be noted that the present operator of service 63, Waverley Travel, has cancelled the present service from 25 July 2009.

Service 17

- 3.54 The former service 17 linked Drylaw via Granton Waterfront and Ferry Road to the City Centre, Tollcross and Craighouse Campus. The service operated daytime only, Mondays to Saturdays. An option of running only the southern end from Tollcross to Craighouse has been priced.
- 3.55 No areas are exclusively served by this route, except the small section between Granton Square and Wardie Crescent, however, it provided some cross-city links that would otherwise entail a change of buses. The areas served have below average levels of deprivation, and the proportion of elderly people is also well below the city average.
- 3.56 On paper, the cheapest option is to operate only the southern end from Tollcross, however, this would overlay a number of other services without providing a direct link to Princes Street. This 40-min frequency option was offered by Lothian Buses at a cost of £2,665.00 per week (£138,580.00 *per annum* C/Q Score 100).
- 3.57 As the option above overlays a number of commercial bus services, this could not be recommended as best value for the Council and it is recommended that no contract be awarded.

Nightbuses

- 3.58 Night bus services have been tendered covering operation Monday morning to Friday morning as follows:

Lot	Description
24	Night Bus N16 - City Centre to Torphin
25	Night Bus N26 - Clerwood - City Centre - Eastfield
26	Night Bus N44 - Eastfield - City Centre - Balerno

- 3.59 These services will continue to operate on Friday and Saturday nights on a commercial basis.
- 3.60 The cheapest of these routes is N16, whereas the N26 is the busiest and the greatest potential population is the N44 which therefore has the highest Value for Money score.

3.61 Passenger numbers are low for these services, which, coupled with low frequency of service, results in high cost-per-passenger figures, as follows:

	Average Passengers per Week	Cost per Passenger
N16	118	£5.80
N26	289	£2.80
N44	199	£6.15

These figures are well above what would be considered best value in other supported bus service contracts.

3.62 In a situation where funding is very constrained and on the premise that the provision of day services takes precedence over that of night services it is, therefore, recommended that no contracts for Nightbuses be awarded

Negotiated Prices

3.63 Prices were negotiated with Lothian Buses for the provision of elements of three otherwise commercial services, these being the service 18 (as described above), the eastern end of service 12 and the Marine Drive Loop of service 42.

3.64 **Service 12:** Consisting of full reinstatement of the timetable to pre-October 2008 level (i.e. continuing beyond Pirniefield Place to King's Road). The cost of this (2008 price) is £3,700.00 per week (£192,400.00 *per annum*). This is a very expensive option and could not be recommended as best value for the Council.

3.65 As reported previously to the Committee, construction of a bus turning circle at the Easter General Hospital site will allow Lothian Buses to extend service 12 to that point, at no revenue cost to the Council. It is, therefore, recommended that no action be taken.

3.66 Design work on the turning circle has been completed and the work is currently out to tender, with an expected completion date at the end of August 2009.

3.67 **Service 18:** Consisting of the Inter-peak and all day Sunday service offered until 24 July 2010 only. The cost of this is £1,590.00 per week (£82,680.00 *per annum*).

3.68 **Service 42:** Consisting of the now withdrawn 'Marine Drive Loop' at the western end of this service, which principally served the Campsite and the Backpackers Hostel on Marine Drive. The cost of this is £4,500.00 per week (£234,000.00 *per annum*). This loop principally served the Campsite and the Backpackers Hostel on Marine Drive.

3.69 The very high cost of this reinstatement cannot be regarded as best value for the Council and it is recommended that no action be taken.

3.70 It is understood that a minibus service now operates from the campsite to the city on a 30-minute frequency.

Rank Order on the Basis of Social Value for Money.

3.71 On the basis of the discussion of each service above, the rank order shown below has been arrived at:

Rank	Route	Lot	Operator	Weekly Cost (£)	Annual Cost (£)
1	Ratho	21 (Alt)	Lothian Buses	2,925	152,100
2	24	14	Horsburgh	900	46,800
3	42	16	Lothian Buses	948	49,296
4	20	-	-	-	-
5	18	Negotiated	Lothian Buses	1,590	82,680
6	13	2	Edinburgh Coach Lines	3,162	164,424
7	63	22 (Alt)	Horsburgh	1,775	92,300
				11,300	587,600

Commercial Sponsorship

3.72 As reported to the TIE Committee on 10 February 2009, the Department approached businesses to propose a partnership in local bus service provision for Services 20, 24 and 63.

3.73 In January 2009, officers met Tesco management staff to explore the possibility of amalgamating its Free Bus service into a re-instated version of Service 20. Tesco is currently paying £50,000 per annum for its arrangement with E&M Horsburgh, and it was hoped that Tesco could find value for money by contributing instead to an altered Service 20. Negotiations with Tesco are continuing.

3.74 As reported earlier, the Gyle Centre had expressed some interest in continuing to offer some support to services 24 and 63. Negotiations with the owners of the Gyle Centre are continuing.

3.75 As stated above, a further report on the result of these negotiations will be submitted to the Committee at its meeting on 28 July 2009.

Community Consultation

3.76 The Department consulted with a number of community groups before and during the tendering process.

3.77 Representatives from the South West Transport sub-group discussed options for Service 20 at a meeting on 30 January 2009. Community Councillors at this meeting suggested a route variation and this was included as Lot 10.

3.78 In October 2008, the Craigleith/Blackhall Community Council wrote to the Department requesting that any tenders for the Service 13 should reinstate the link to the Craigleith Retail Park. This was duly reflected in the six separate lots tendered for Service 13.

- 3.79 In January and early February 2009, the Department consulted with Queensferry District Community Council about service 63 (going forward from the ending of Developer Funding in early April), through an exchange of e-mails.
- 3.80 The Community Council agreed to accept the existing operator's recommendation to drop the Sunday service of the 63 (due to low patronage and high costs), but also requested that the tendered service should specify an earlier start time, in order to enhance access to employment opportunities for those living in the Queensferry area. The Department responded by specifying a service start time of 07:30, 45 minutes earlier than the existing departure time from Queensferry.
- 3.81 On March 26 2009, the Department wrote to key stakeholders in the Duddingston community (the Kirk Session of Duddingston Kirk and the Duddingston Village Conservation Society) updating them on the tendering process then underway.

4 Financial Implications

- 4.1 Funding required to implement the recommended Supported Bus Service contracts for 2009/2010 can be met from existing budget provision within Transport.
- 4.2 The final position will not be known until the results of the negotiations with commercial sponsors, particularly regarding service 20, are reported to the Committee in July 2009.
- 4.3 The likely budgetary position in 2010/2011 is also dependent upon these negotiations, and will likewise be reported to the Committee in July 2009.

5 Environmental Impact

- 5.1 There are no adverse environmental impacts arising from this report. The procurement exercise took environmental standards into account in the evaluation questions, and it is stipulated that operators should operate only buses that meet Euro III standards or better on the tendered routes.

6 Equalities Impact

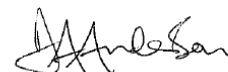
- 6.1 The impact on equalities and human rights duties has been considered as per Council guidance. The procurement exercise took equalities into account in the tender evaluation questions, and it is stipulated that operators should operate only buses that are fully compliant with the Disability Discrimination Act on the tendered routes.
- 6.2 The recommendations do not contain any actions which would adversely impact on equality issues. It is noted however that the decisions made by the TIE Committee will have a significant impact on the quality of life for some residents, insofar as travel opportunities will either be enhanced or reduced. This will affect people's access to employment and leisure, social inclusion, etc.

7 Recommendations

7.1 To award contracts as detailed in the following table.

Rank	Route	Lot	Operator	Weekly Cost (£)	Annual Cost (£)
1	Ratho	21 (Alt)	Lothian Buses	2,925	152,100
2	24	14	Horsburgh	900	46,800
3	42	16	Lothian Buses	948	49,296
4	20	-	-	-	-
5	18	28	Lothian Buses	1,590	82,680
6	13	2	Edinburgh Coach Lines	3,162	164,424
7	63	22 (Alt)	Horsburgh	1,775	92,300

7.2 To note that a report updating the Committee on the position with regard to commercial sponsorship will be submitted to the Committee Meeting on 28 July 2009.



Dave Anderson
Director of City Development

Appendices	<ol style="list-style-type: none">1) Table of Standard Tenders and Prices2) Alternative Tenders and Prices3) Summated Tenders and Prices4) Negotiated Prices5) Standard Tender Cost/Quality Ratio Scorings6) Contracts to be Awarded
Contact/tel	Max Thomson, Public Transport and Accessibility Manager (469 3631) Ewan Horne, Senior Professional Officer (469 3658)
Wards affected	All wards.
Background Papers	
Single Outcome agreements:	National Outcome 1) – We live in a Scotland that is the most attractive place for doing business in Europe. Local outcome 11) Implementation of the measures in The Local Transport Strategy: http://www.edinburgh.gov.uk/internet/transport/Local_Transport_Strategy/Final_LTS_March_2007.pdf National Outcome 10) – We live in well-designed, sustainable places where we are able to access the amenities and services we need. Local outcome 4) Continue to support non-commercial bus services and transport for mobility impaired people.

Appendix 1: Table of Standard Tenders and Prices (Lowest price in bold).

Lot	Specification	Weekly Price (£)			
		E&M Horsburgh	Lothian Buses plc*	Edinburgh Coach Lines	First Scotland East
1	<p>Service 13 - Lochend area to Craigleith.</p> <p>Findlay Gardens, Sleigh Drive, Restalrig Road, Lochend Avenue, Hawkhill Avenue, St. Clair Street, Dalmeny Street, Leith Walk, McDonald Road, Broughton Road, Rodney Street, Bellevue, London Street, Drummond Place, Great King Street, Dundas Street, Queen Street Gardens East, Hanover Street, Princes Street, Queensferry Street, Drumsheugh Gardens, Chester Street, Palmerston Place, Douglas Gardens, Belford Road, Ravelston Dykes, Ravelston Dykes Road, Craigcrook Road, March Road, Hillhouse Road, Queensferry Road, South Groathill Avenue, Craigleith Retail Park.</p> <p><u>Timetable:</u> 30 minute frequency in each direction operating between 06:30 and 19:30 approximately (Monday to Friday) and between 07:30 and 19:30 approximately (Saturday).</p> <p>First Scotland East service to have left Craigleith Retail Park by 07:00 and last service to terminate there at approximately 19:30.</p>	-	7,410	5,972	7,450
2	<p>Service 13 – As Lot 1 at 60 minute frequency.</p>	-	4,766	3,162	3,990
3	<p>Service 13 - City Centre to Craigleith.</p> <p>Bellevue, London Street, Drummond Place, Great King Street, Dundas Street, Queen Street Gardens East, Hanover Street, Princes Street, Queensferry Street, Drumsheugh Gardens, Chester Street, Palmerston Place, Douglas Gardens, Belford Road, Ravelston Dykes, Ravelston Dykes Road, Craigcrook Road, March Road, Hillhouse Road, Queensferry Road, South Groathill Avenue, Craigleith Retail Park.</p> <p><u>Timetable:</u> 30 minute frequency in each direction operating between 06:30 and 19:30 approximately (Monday to Friday) and between 07:30 and 19:30 approximately (Saturday).</p> <p>First Scotland East service to have departed from Craigleith Retail Park by 07:00 approx (Monday to Friday) and by 08:00 approx (Saturday) and last service to terminate at Craigleith Retail Park at 19:30 approx.</p>	-	7,171	3,772	4,950
4	<p>Service 13 - As Lot 3 at 60 minute frequency.</p>	-	5,183	2,853	3,590
5	<p>Service 13 – Eastern General Hospital to Craigleith.</p> <p>Eastern General Hospital, Seafield Road, Fillyside Road, Craigentenny Avenue, Craigentenny Road, Sleigh Drive, Findlay Gardens, Restalrig Crescent, Lochend Avenue, Hawkhill Avenue, St. Clair Street, Dalmeny Street, Leith Walk, McDonald Road, Broughton Road, Rodney Street, Bellevue, London Street, Drummond Place, Great King Street, Dundas Street, Queen Street Gardens East, Hanover Street, Princes Street, Queensferry Street, Drumsheugh Gardens, Chester Street, Palmerston Place, Douglas Gardens, Belford Road, Ravelston Dykes, Ravelston Dykes Road, Craigcrook Road, March Road, Hillhouse Road, Queensferry Road, South Groathill Avenue, Craigleith Retail Park.</p> <p><u>Timetable:</u> 30 minute frequency in each direction operating between 06:30 and 19:30 (Monday to Friday) and between 07:30 and 19:30 (Saturday).</p> <p>First service to have departed March Road by 07:00 approx (Monday to Friday) and by 08:00 approx (Saturday) and to have terminate at Craigleith Retail Park not before 19:00 approx.</p>	-	9,479	7,264	8,100

Appendix 1: Table of Standard Tenders and Prices (Cont.)

Lot	Specification	Weekly Price (£)			
		E&M Horsburgh	Lothian Buses plc*	Edinburgh Coach Lines	First Scotland East
6	Service 13 – As Lot 5 at 60 minute frequency.	-	6,987	4,568	4,070
7	<p>Service 20 – Local bus service provision to principal amenities in the south west area.</p> <p><u>Inner Circle:</u> Asda Chesser (New Market), New Mart Road, Chesser Avenue, Gorgie Road, Balgreen Road, Stevenson Drive, Stenhouse Drive, Saughton Road, Calder Road, Wester Hailes Road, Calder Drive, Calder Gardens, Calder Crescent, Calder Grove, Murrayburn Drive, Murrayburn Road, Westside Plaza, Murrayburn Road, Hailsland Road, Clovenstone Road, Wester Hailes Road, Lanark Road, Kingsknowe Road South, Kingsknowe Road North, Redhall Gardens, Longstone Road, Inglis Green Road, Lanark Road, Slateford Road, Chesser Avenue, Asda Chesser (New Market Road).</p> <p><u>Outer Circle:</u> Above route reversed.</p> <p><u>Timetable:</u> 45 minute frequency in each direction. The clockwise timetable should commence from New Market from 09:30 approx and finish there at 17:00 approximately (Monday to Saturday). The counter-clockwise timetable should commence from New Market from 09:00 approx and finish there at 17:15 approx (Monday to Saturday).</p>	-	Confidential	-	Confidential
8	<p>Service 20 – Local bus service provision to principal amenities in the south west area.</p> <p><u>Route (Inner Circle Only):</u> Calder Road, Wester Hailes Road, Calder Drive, Calder Gardens, Calder Crescent, Calder Grove, Murrayburn Drive, Murrayburn Road, Westside Plaza, Murrayburn Road, Hailesland Road, Clovenstone Road, Wester Hailes Road, Lanark Road, Kingsknowe Road South, Kingsknowe Road North, Redhall Gardens, Longstone Road, Calder Road.</p> <p><u>Timetable:</u> 30 minute frequency. The timetable should commence from Calder Road from 09:30 approx and finish there at 17:00 approximately (Monday to Saturday).</p>	-	Confidential	-	Confidential
9	<p>Service 20 – Local bus service provision to principal amenities in the south west area.</p> <p>Route: (Inner Circle) Hermiston Gait Retail Park, Cultins Road, Bankhead Drive, Wester Hailes Road, Calder Gardens, Calder Grove, Murrayburn Drive, Westside Plaza, Hailesland Road, Clovenstone Road, Wester Hailes Road, Lanark Road, Kingsnowe Road South, Kingsnowe Road North, Longstone Road, Gorgie Road, Stenhouse Drive, Saughton Road, Calder Road, Cultins Road, Hermiston Gait Retail Park.</p> <p>Outer Circle: As above reversed.</p> <p><u>Timetable:</u> 60 minute frequency in each direction. The clockwise timetable should commence from Westside Plaza from 09:30 approx and finish there at 17:00 approximately (Monday to Saturday). The counter-clockwise timetable should commence from Westside Plaza from 09:00 approx and finish there at 17:15 approx (Monday to Saturday).</p>	-	Confidential	-	Confidential

Appendix 1: Table of Standard Tenders and Prices (Cont.)

Lot	Specification	Weekly Price (£)			
		E&M Horsburgh	Lothian Buses plc*	Edinburgh Coach Lines	First Scotland East
10	<p>Service 20 – Local bus service provision to principal amenities in the south west area.</p> <p>Route (Inner Circle Only): Westside Plaza, Murrayburn Road, Hailesland Road, Clovenstone Road, Wester Hailes Road, Lanark Road, Kingsknowe Road South, Kingsknowe Road North, Inglis Green Road, Lanark Road, Slateford Road, Chesser Avenue, Asda Chesser (New Market Road), Chesser Avenue, Gorgie Road, Calder Road, Wester Hailes Road, Calder Drive, Calder Gardens, Calder Crescent, Calder Grove, Murrayburn Drive, Murrayburn Road, Westside Plaza.</p> <p><u>Timetable</u>: 45 minute frequency. The timetable should commence from Westside Plaza from 09:30 approx and finish there at 17:00 approximately (Monday to Saturday).</p>	-	Confidential	-	Confidential
11	<p>Service 24 – Davidson’s Mains to Edinburgh Park Station.</p> <p>Route: Tesco Davidson’s Mains, Cramond Road South, Cramond Road North, Whitehouse Road, Maybury Road, Glasgow Road, South Gyle Broadway, Gyle Centre, Lochside Crescent, Lochside Court, Edinburgh Park Station.</p> <p><u>Timetable</u>: 30 minute frequency in each direction, 7 days. Operating between 07:00 and 19:30 approx from Monday to Friday; between 08:30 and 19:30 approx on Saturday; and between 08:30 and 18:30 approx on Sunday. The timetable should integrate with Lothian Buses Service 24, running from the Royal Infirmary to Davidson’s Mains.</p>	2,003	7,020	3,687	5,170
12	Service 24 – As lot 11 on a 60 minute frequency.	1,023	4,568	2,527	3,200
13	<p>Service 24 – Davidson’s Mains to Edinburgh Park Station.</p> <p>Route: Tesco Davidson’s Mains, Cramond Road South, Cramond Road North, Whitehouse Road, Maybury Road, Glasgow Road, South Gyle Broadway, Gyle Centre, Lochside Crescent, Lochside Court, Edinburgh Park Station.</p> <p>Timetable: 30 minute frequency, Monday to Saturday. Operating between 07:00 and 19:30 approx from Monday to Friday; and between 08:30 and 19:30 approx on Saturday. The timetable should integrate with Lothian Buses Service 24, running from the Royal Infirmary to Davidson’s Mains.</p>	1,764	6,250	3,440	4,820
14	As Lot 13 on a 60 minute frequency.	900	4,279	2,266	2,860
15	<p>Service 42 - City Centre to Portobello (evenings and Sundays)</p> <p>Route: Hanover Street, the Mound, North Bank Street, Bank Street, George IV Bridge Bristo Place, Lothian Street, Potterrow, Chapel Street, Buccleuch Street, Hope Park Crescent, Summerhall Causewayside, Ratcliffe Terrace, Mayfield Road, Esslemont Road, Lady Road, Peffermill Road, Duddingston Road West, Duddingston Road, Southfield Place, Brighton Place, Portobello High Street.</p> <p><u>Timetable</u>: 30 minute frequency in each direction operating between 21:00 and 23:30 Monday to Saturday; and between 08:30 and 18:30 Sunday and should integrate with the Lothian Buses Service 42 from Hanover Street.</p>	-	1,728	2,379	1,730
16	As Lot 15 on a 60 minute frequency.	-	948	1,876	1,130

Appendix 1: Table of Standard Tenders and Prices (Cont.)

Lot	Specification	Weekly Price (£)			
		E&M Horsburgh	Lothian Buses plc*	Edinburgh Coach Lines	First Scotland East
17	<p>Service 60 – Dumbiedykes to Forrest Rd</p> <p>Route: Viewcraig Street, Holyrood Road, Pleasance, West Richmond Street, Nicolson Street, Nicolson Square, Marshall Street, Potterrow, Lothian Street (for Bristo Square), Teviot Place, Forrest Road, Bristo Place, Lothian Street, Potterrow, Marshall Street, Nicolson Square, Nicolson Street, West Richmond Street, Pleasance, Holyrood Road, Holyrood Gait to roundabout with Queens Drive, Holyrood Gait, Holyrood Road, Viewcraig Street.</p> <p>Timetable: 30 minute frequency, Monday to Friday, operating between 09:15 and 15:45 approx, starting and ending at Viewcraig Street.</p>	-	1,387	1,147	950
18	<p>Ratho service - Edinburgh Bus Station to Ratho Village via the Gyle Centre and Ratho Station</p> <p>Route: Edinburgh Bus Station, Elder Street, York Place, St Andrew Square, South St Andrew Street, Princes Street, Shandwick Place, West Maitland Street, Haymarket Terrace, West Coates, Roseburn Terrace, Corstorphine Road, St John's Road, (Glasgow Road, South Gyle Broadway, Gyle Avenue, Gyle Centre, Gyle Avenue, South Gyle Broadway) Glasgow Road, A8, Station Road, Harvest Drive, Harvest Road, Baird Road, Ratho Main Street, Wilkieston Road, Hallcroft Park.</p> <p>Return route via Harvest Road, Cliftonhall Road, Newbridge Roundabout and Glasgow Road.</p> <p>Timetable: 30 minute frequency in each direction operating between 05:55 and 23:45 approx. Monday to Saturday, and between 10:20 and 23:45 approx on Sunday. Timetable begins and ends at Ratho Village, and includes the Gyle Centre during off-peak hours (see route description in brackets for details).</p>	-	16,325	7,393	15,200
19	As Lot 18 on a 60 minute frequency.	3,930	7,800	4,806	8,180
20	<p>Ratho service - Gyle Centre, to Ratho Village via the Ingliston Park and Ride and Ratho Station.</p> <p>Route: Gyle Centre, Gyle Avenue, South Gyle Broadway) Glasgow Road A8, Eastfield Road, Ingliston Park & Ride, Airport Roundabout, A8, Newbridge Roundabout, A8, Station Road, Harvest Drive, Harvest Road, Baird Road, Ratho Main Street, Wilkieston Road, Hallcroft Park. Return route via Harvest Road, Cliftonhall Road, Newbridge Roundabout and Glasgow Road.</p> <p>Timetable: 30 minute frequency in each direction operating between 05:55 and 23:45 Monday to Saturday, and 10:20 and 23:45 Sunday (timetable beginning and ending at Ratho Village).</p>	2,010	7,388	4,158	10,510
21	As Lot 20 on a 60 minute frequency.	1,700	3,131	2,169	4,990
22	<p>Service 63 - Gyle Centre to Queensferry via Newbridge and Kirkliston</p> <p>Route: Gyle Centre, Gyle Avenue, South Gyle Broadway, A8 (west), Newbridge Road, Old Liston Road, A89, B800, High Street, Station Road, Main Street, Stirling Road, Main Street, Queensferry Road, B800, B907, Kirkliston Road, Scotstoun Avenue, Ferrymuir Road, Builyeon Road, Bo'ness Road, Hopetoun Road, High Street. The Loan, Kirkliston Road, B800, and then reverse journey to the Gyle Centre.</p> <p>Timetable: 60 minute frequency in each direction operating between 07:30 and 20:00 from Monday to Friday; and between 08:30 and 19:00 on Saturday (timetable beginning and ending in Queensferry).</p>	1,985	-	1,294	2,080

Appendix 1: Table of Standard Tenders and Prices (Cont.)

Lot	Specification	Weekly Price (£)			
		E&M Horsburgh	Lothian Buses plc*	Edinburgh Coach Lines	First Scotland East
23	As Lot 22 with additional Sunday service operating between 08:30 and 18:30	-	-	1,587	2,240
24	<p>Nightbus N16 - City Centre to Torphin from Monday morning to Friday morning.</p> <p>Route: Leith Street, Waverley, Princes Street, Lothian Road, Earl Grey Street, Home Street, Tollcross, Leven Street, Bruntsfield Place, Morningside Road, Comiston Road, Greenbank Crescent, Oxfangs Avenue, Oxfangs Road North, Redford Road, Redford Drive, Westgarth Avenue, Colinton Road, Woodhall Road, Torphin Road, Torphin.</p> <p>Return as route reversed to Colinton Road, then Redford Road, then by above route reversed to the foot of Lothian Road.</p> <p>Timetable: 5 hourly journeys from Leith Street to Torphin and 4 hourly journeys in the reverse direction.</p>	-	899	-	1,450
25	<p>Night Bus N26 - Clerwood - City Centre - Eastfield from Monday morning to Friday morning.</p> <p>Route: Clerwood, Clermiston Road, St John's Road, Corstorphine Road, Roseburn Terrace, West Coates, Haymarket Terrace, Haymarket Gyratory System, Shandwick Place, Princes Street, Waverley Steps, Leith Street, Picardy Place, Leith Walk, London Road, Portobello Road, Portobello High Street, Abercorn Terrace, Joppa Road, Eastfield.</p> <p>Return via: St John's Road then Drum Brae South, Drum Brae Drive, Clermiston Road to Clerwood.</p> <p>Timetable: 5 hourly journeys from Leith Street to Clerwood and 5 hourly services from Waverley Steps to Eastfield.</p>	-	1,327	-	1,680
26	<p>Night Bus N44 Eastfield - City Centre - Balerno from Monday morning to Friday morning.</p> <p>Route: Eastfield, Milton Road East, Brunstane, Milton Road, Milton Road West, Willowbrae Road, London Road, Picardy Place, Leith Street, Princes Street, Shandwick Place, Haymarket Gyratory System, Dalry Road, Ardmillan Terrace, Slateford Road, Lanark Road, Gillespie Crossroads, Lanark Road, Lanark Road West, Bridge Road, Johnsburn Road, Cockburn Crescent, Balerno.</p> <p>Return via: Mansfield Road, and Bavelaw Road and then above route reversed.</p> <p>Timetable: 4 hourly services from Waverley Steps to Eastfield, and 4 hourly services from Eastfield to Balerno.</p>	-	1,804	-	2,125
27	<p>Former Service 17 Drylaw to Craighouse</p> <p>Route: Drylaw Church, Groathill Road North, Ferry Road, Pennywell Road, West Granton Road, Spine Road through Waterfront Development, West Harbour Road, Granton Square, Granton Road, Ferry Road, Inverleith Row, Canonmills, Rodney Street, Bellevue, Broughton Street, Picardy Place, York Place, North St. Andrew Street, St. Andrew Square, South St. Andrew Street, Princes Street, Lothian Road, Earl Grey Street, Home Street, Tollcross, Leven Street, Bruntsfield Place, Morningside Road, Comiston Road, Morningside Drive, Craighouse Road, Craighouse Campus.</p> <p>Return via above route reversed.</p> <p>Timetable: 30 minute frequency operating between 06:30 and 19:30 approx (Monday to Friday) and between 08:30 and 19:00 approx (Saturday). The First Scotland East bus should leave from Craighouse Campus at 06:45 approx and from Drylaw Church at 07:00 approx (Monday to Friday); and from Craighouse Campus at 09:30 approx and from Drylaw Church at 08:30 approx (Saturday). The last bus should depart Craighouse Campus at 19:00 approx and Drylaw Church at 18:30 approx (Monday to Friday); and on Saturday should depart Craighouse Campus at 18:30 approx and Drylaw Church at 18:00 approx.</p>	-	6,933	4,704	6,530

Appendix 2: Alternative Tenders

Alternative Tenders: E&M Horsburgh Ltd

Alternative Lot	Alternative Specification	Weekly Price
11	Service 24 - Davidson's Mains to Edinburgh Airport (7days) 30-min frequency. Route variation commencing at Western General Hospital (WGH) via Crewe Rd, Telford Rd, Groathill Rd Nth, Ferry Rd, then as at Lot 11 standard tender to Gyle Centre, then Edinburgh Park, Sth Gyle Cr, Sth Gyle Access, Bankhead Dr, Bankhead Ave, Bankhead Crossway Nth, Bankhead Dr, Edinburgh Park Station, RBS Gogarburn, and terminating at Edinburgh Airport	3,225
12	Service 24 - Davidson's Mains to Edinburgh Airport (7Days) As Alternative Lot 11 above on a 60-min frequency.	1,650
13	Service 24 - Davidson's Mains to Edinburgh Airport (Mon-Sat) 30-min frequency. Route variation commencing at Western General Hospital (WGH) via Crewe Rd, Telford Rd, Groathill Rd Nth, Ferry Rd, then as at Lot 11 standard tender to Gyle Centre, then Edinburgh Park, Sth Gyle Cr, Sth Gyle Access, Bankhead Dr, Bankhead Ave, Bankhead Crossway Nth, Bankhead Dr, Edinburgh Park Station, RBS Gogarburn, and terminating at Edinburgh Airport	2,762
14	Service 24 - Davidson's Mains to Edinburgh Airport (Mon-Sat) As Alternative Lot 11 above on a 60-min frequency.	1,450
22 (1)	Service 63 – Tesco Ferrymuir - Queensferry (town service) – Edinburgh Park Station <u>60-min frequency</u> Route variation including Queensferry town service, all journeys via RBS HQ, continues beyond Gyle to Edinburgh Park, Stevenson College, and Edinburgh Park Station.	1,775
22(2)	As Alternative Lot 22(1) with an extension to Livingston via Winchburgh, Broxburn, St John's Hospital, And thence to Polbeth, West Calder and HMP Addiewell.	1,950
23 (1)	As Alternative Lot 22(1), with Sunday service.	1,985
23 (2)	As Alternative Lot 22 (2), with Sunday service.	2,350

Alternative Tender: Edinburgh Coach Lines

Alternative Lot	Alternative Specification	Weekly Price
17	Service 60 – Dumbiedykes - Forrest Rd - Dumbiedykes 30-min frequency. Alternative circular route via Lauriston Pl, Lady Lawson St, West Port, Grassmarket, Cowgate, Holyrood Rd, Queen's Dr Rdbt, Holyrood Gait, Holyrood Rd terminating at Viewcraig St.	1,147

Alternative Tenders (Cont.): Lothian Buses plc

Alternative Lot	Alternative Specification	Weekly Price
1	Service 13 – Craigleith to Marine Garage (Seafield) 30-min frequency. Extends the service beyond Lochend Avenue via Restalrig Rd, Claremont Park, Seafield Pl, Seafield Rd, Fillyside Rd, Craigentiny Ave, Portobello Rd, Seafield Rd East, terminating at Marine Garage.	7,074
3	Service 13 – Blackhall (Strachan Rd) to Bellevue 30-min frequency. Maintains present service.	3,521
5	Service 13 – Blackhall (Strachan Rd) to Eastern General Hospital (EGH) 30-min frequency. Extends present service via St Andrew Sq, York Place, Broughon St, Bellevue, Rodney St, Broughton Rd, McDonald Rd, Leith Walk, Duke St, Lochend Rd, Lochend Ave, Restalrig Cr, Finlay Gdns, Craigentiny Rd, Craigentiny Ave, Fillyside Rd, Seafield Rd, Seafield St, EGH . Anti-clockwise loop in Blackhall: Strachan Rd, March Rd, Craigcrook Rd.	6,846
6	Service 13 – Blackhall (Strachan Rd) to Eastern General Hospital (EGH) As Lot 5 but 60-min frequency.	4,555
7	Service 20 - CONTENT CONFIDENTIAL	Confidential
11	Service 24 - Edinburgh Park Station to EGH 30-min frequency. As standard tender between Edinburgh Park Station and Davidson's Mains, then Main St, Corbiehill Rd and Queensferry Rd, then follows service 13 route from Blackhall to EGH (as in Lot 1 Alternative, above).	12,024
13	Service 24 - Edinburgh Park Station to City Centre 30-min frequency. As Lot 11, except terminates at Hanover Street, and reduced spread of service: 0700-1930 weekdays, 0800-1930 Saturdays	8,726
18	Ratho Service 30-min frequency. <u>Waterloo Pl</u> (not Edinburgh Bus Station) to Ratho Village via Gyle (off-peak only) and Ratho Station. Timetable as standard tender.	15,469
19	Ratho Service As Lot 18, but on a 60-min frequency.	7,355
20	Ratho Service Route as standard tender between Ratho and Gyle. 30-min Frequency dropping to 60-min after 1930 daily.	6,408
21	Ratho Service Continuation of existing 48/X48 extension <u>FOR 1 YEAR ONLY</u>	2,925
27	Former Service 17 – Craighouse - Tollcross 40-min frequency. Mon-Sat. 0700-1830 Weekdays, 0830-1830 Saturdays. Operates only over the southern part of the former route.	2,665

Appendix 3: Summated Tenders

First Scotland East Scotland East

Summation	Specification	Weekly Price	Cheapest Alternative
1	Summated tender covering standard lots 25 and 26 (Nightbuses N26 and N44)	2,820	3,131

Lothian Buses plc

Summation	Specification	Weekly Price	Cheapest Alternative
1	Summation of standard lots 24, 25 and 26 (Nightbuses N16, N26 and N44)	3,791	4,030
2	Summation of standard lots 24, 25 and 26 (Nightbuses N16, N26 and N44), + Alternative Lot 1 (Service 13, Blackhall to Marine Garage)	10,324	11,294
3	Summation of standard lots 24, 25 and 26 (Nightbuses N16, N26 and N44), + Alternative Lot 3 (Service 13, Blackhall (Strachan Rd) to Bellevue)	4,555	7,802

Appendix 4: Negotiated Prices (Lothian Buses plc)

Service	Specification	Weekly Price
12- Pirniefield Place to King's Rd	Reinstatement of full pre-October 2008 timetable Pirniefield Place to King's Road (October 2008 price)	3,700
18 - Gyle to RIE	Inter-peak and all day Sunday service. Extension to 24 July 2010 only.	1,590
42 – Marine Drive Loop	Full service, 7 Days	4,500

Appendix 5: Tender Cost/Quality Ratio Scorings (Highest scores in bold)

Standard Tenders

Lot	1	2	3	4	5	6	7	8	9	10	11	12	13
E&M Horsburgh	-	-	-	-	-	-	*	*	*	*	94	94	94
Lothian Bus plc	35	31	31	31	31	31	*	*	*	*	33	31	31
Edinburgh Coach Lines	95	95	95	95	95	30	*	*	*	*	72	43	69
First Scotland East Scotland East	21	53	53	64	64	90	*	*	*	*	46	32	43

Lot	14	15	16	17	18	19	20	21	22	23	24	25	26	27
E&M Horsburgh	94	-	-	-	-	94	94	94	33	-	-	-	-	-
Lothian Bus plc	31	100	31	31	31	31	56	70	-	100	100	100	100	31
Edinburgh Coach Lines	67	26	26	65	75	79	76	83	95	-	-	-	-	95
First Scotland East Scotland East	50	88	100	90	29	27	21	21	21	21	21	21	21	32

Alternative Tenders

Lot	1	3	5	6	7	11	12	13	14	17
E&M Horsburgh	-	-	-	-	*	75	30	39	74	-
Lothian Bus plc	72	100	100	34	*	31	-	31	-	-
Edinburgh Coach Lines	-	-	-	-	*	-	-	-	-	65

Lot	18	19	20	21	22 (1)	22(2)	23(1)	23(2)	27
E&M Horsburgh	-	-	-	-	66	79	45	52	-
Lothian Bus plc	31	34	34	100	-	-	-	-	100
Edinburgh Coach Lines	-	-	-	-	-	-	-	-	-

* Scorings confidential pending negotiations with Tesco and the Gyle centre

Appendix 6: Contracts to be Awarded

Rank	Route	Lot	Operator	Weekly Cost (£)	Annual Cost (£)
1	Ratho	21 (Alt)	Lothian Buses	2,925	152,100
2	24	14	Horsburgh	900	46,800
3	42	16	Lothian Buses	948	49,296
4	20	-	-	-	-
5	18	28	Lothian Buses	1,590	82,680
6	13	2	Edinburgh Coach Lines	3,162	164,424
7	63	22 (Alt)	Horsburgh	1,775	92,300