



Delivery Plan



**Regional Transport
Strategy 2015 – 2025**
Refresh

SEStran is a Regional Transport Partnership, comprised of eight local authorities:



1.1 Background

The RTS Refresh was approved by Scottish Ministers in July 2015. Ministers have made clear previously that the delivery of SEStran's Regional Transport Strategy (RTS) is a matter for the Partnership and does not require ministerial approval. Nevertheless, a Delivery Plan will be an important element in supporting implementation of future projects, whoever may be promoting and funding them, by relating them to the policy context provided by the RTS and other policy documents.

RTS Guidance from 2006 suggests that RTPs should develop an Investment Plan covering the first 5 to 10 years of the RTS timescale setting out a programme of capital investment required for the successful implementation of the RTS. That is the format adopted for SEStran's 2008 Delivery Plan, which was also supported by an appraisal of interventions against RTS objectives.

Given the transfer of Regional Transport Partnership (RTP) capital allocations to individual local authorities by Ministers in 2010, this type of Investment Plan no longer appears relevant as SEStran can only influence rather than determine most transport investment decisions. Direct capital funding for RTPs now comes primarily through competitive bids to national or EU funders. Future RTP project funding streams are therefore highly unpredictable.

Nevertheless, there are clear strategic priorities for transport on which SEStran should focus that emerge from the RTS, based on national policy, the Strategic Development Planning process, and from Local Authorities. Based on these, the Delivery Plan should provide a framework for SEStran's ongoing work programme, set out in the annual Business Plans.

1.2 Delivery Plan format

This Delivery Plan accordingly sets out priorities for SEStran's activities. The following chapter identifies SEStran's key policy priority areas, looking at specific themes drawn from the extensive list of identified interventions listed in the RTS and at region-wide policy topics from Chapters 6 and 7 of the RTS. It also summarises the monitoring of the RTS undertaken since 2007 to help identify areas of activity where further action should be prioritised.

The aim of the Plan is to guide effective transport provision over the wider city region by marshalling resources, including for cross-boundary measures, by promoting connectivity requirements essential to the whole regional economy and by supporting the transport functions of the constituent local authorities in order to achieve the RTS objectives.

With this in mind, Chapter 3 sets out an Action Plan for these key priorities. However, due to the uncertainty of project funding, this Plan will require continuous review through the annual SEStran Business Plan.

2. Priorities

2.1 RTS Interventions

The Regional Transport Strategy is set out in four chapters covering three geographic themes:

- a. National/international connectivity supporting the regional and national economy (Chapter 5);
- b. Regional movement corridors, particularly focused on Edinburgh as the region's economic hub (Chapter 8); and
- c. Region-wide measures to support specific economic, environmental, social and health objectives (Chapters 6 and 7).

The RTS incorporates a substantial list of proposed interventions linked to the first two of the above themes. These are developed from UK and Scottish Government plans, those included in the current Strategic Development Plan for South East Scotland and proposals from SEStran partner local authorities. These proposed interventions are at various stages of development, with many having had only limited appraisal. The full list of interventions identified in the RTS is included as Appendix 1 of this document. These interventions will be considered further where appropriate in the context of the priority Actions set out in Section 3 of this Plan.

The RTS also includes a wide range of policy measures based on the third theme above. Some of these are the subject of ongoing action by SEStran and other delivery agencies, others have not been pursued due to lack of resources or SEStran's ability to add value. These are listed in Appendix 2.

The following paragraphs identify the topics considered by SEStran to be priorities for action under each of these geographic themes.

2.2 National and International Connectivity

Connectivity is set out in the strategy in this context in terms of gateways and links. Note that many of the issues raised in this section of the RTS are also highlighted in the following sections 2.3 and 2.4. Key priorities for SEStran involvement are:

- **Edinburgh airport gateway:** in terms of destinations served from the airport, and surface access to and from the airport;
- **Rail links for passengers:** better levels of service throughout Scotland, and the development of High Speed rail in the UK;
- **Freight logistics and gateways:** developing the region's freight gateways (ports and rail hubs) to support the Scottish economy, and promoting the use of sustainable logistics in terms of minimising road freight and supporting low carbon urban logistics.

2.3 Regional movement corridors

Forecasts and analysis of future travel patterns carried out for SEStran and for the strategic development planning process highlight future trends and potential problems. Based on this work, a number of key issues are identified in the RTS (section 8.5) as requiring intervention to support the future economy and development of the region. These are:

1. Tackling orbital movement around Edinburgh

The RTS proposes an integrated approach to managing congestion on the A720 Edinburgh City Bypass incorporating all the following:

- Encouraging the use of public transport through the provision of good quality public transport services and infrastructure – in particular:
 - a) measures based on the Orbital BRT proposals;
 - b) the maintenance and development of 'Cross Rail' services through Edinburgh.
- Provision of additional Park and Ride;
- The removal of obvious bottlenecks such as Sheriffhall through measures which are compatible with the capacity of the surrounding network and which also prioritise public transport, and
- The use of up to date technology to maximise traffic flow and support bus priority.

2. Tackling movement across the Forth and from the west into Edinburgh

The RTS recognises the pressure on these corridors and proposes:

- Continuing investment in the rail network in these corridors;
- Maximising the benefits of recent and future rail investment by the provision of new stations (especially associated with major new development) and further rail related park and ride provision;
- Further bus priority on the motorway approaches to the west of Edinburgh, and restricting use of the existing Forth Road Bridge to public and active travel modes on completion of the new Queensferry Crossing;
- Further development of the Edinburgh tram system to improve public transport levels of service and connectivity throughout the city, particularly to and from the west.
- Investigating the potential of cross-Forth ferry services.

3. Tackling movement in the region's larger towns

There is pressure on the road network within most of the large towns within the SEStran area, particularly as a result of new development. The RTS proposes:

- Ensuring that new developments are sustainable and that residents are able to travel without having to use a car by working with SESplan and, where appropriate, local development plan teams to identify the most accessible and sustainable sites for new development and to promote an appropriate design framework.

4. Achieving more Active Travel

Active Travel can contribute to reducing congestion as well as improving health. However, success in increasing the share of journeys made on foot or by bicycle has been limited, especially outside the city of Edinburgh. The RTS proposes:

- Ensuring the design of new development and transport interventions follows the principles of 'Designing Streets';
- Continuing improvement of infrastructure and improved recognition of the needs of pedestrians and cyclists throughout the transport network.









2.4 Region-wide measures

The RTS Chapters 6 and 7 set out a wide range of policy measures to support the overall objectives of the RTS. Some of these involve on-going maintenance and development of services, such as TripshareSEStran, some involve liaison with stakeholders to promote and support RTS sustainability or social objectives, for example the Freight Quality Partnership, and some are more focused on the development of specific investment actions. SEStran has ongoing activities in a number of these – Appendix 2 sets out the full list. There is some overlap with the issues identified in the previous section. High priority areas are considered to be:

- **Land use Planning and Sustainable Development:** Continuing involvement in land use planning, ensuring sustainability is a key consideration in future development;
- **Public Transport information:** Building on the current SEStran PTI strategy, and promoting and further developing the Real Time Passenger Information (Bustracker) system regionwide;
- **Access to stations, interchanges and stops:** Encouraging the improvement of local access to public transport;
- **Park and Ride:** Promoting measures associated with the SEStran P&R strategy;
- **Integrated ticketing:** Promoting wider integrated ticketing including the potential use of 'smart' ticketing methods;
- **Active Travel networks:** Supporting the development of urban cycle networks and their regular use, working with Sustrans;
- **Travel Planning:** Co-ordinating with local authorities and Health Boards to develop travel plans;
- **Car Sharing:** Continuing to develop car sharing through the TripshareSEStran scheme;
- **Freight/logistics:** Continuing the development of the Freight Quality Partnership, and promoting sustainable freight gateways and movement at international, national and local scale;
- **Access to employment and healthcare:** Analyse the accessibility of various areas – especially areas of deprivation – to health and employment facilities and assist in promoting improvements;
- **Parking management:** Promoting the SEStran parking management strategy and assisting with Decriminalised Parking Enforcement;
- **Alternative fuels:** Encouraging use of electric vehicles and alternative fuels.

2.5 RTS monitoring

Monitoring of the RTS undertaken annually since 2007 identifies trends in indicators relating to the RTS objectives. This is described fully in Chapter 4 of the RTS Refresh 2015. The following table summarises performance and sets out conclusions in terms of the need for action.

Objective	Performance 2007-2012		Priority – Action required
1 Economy			
1.1 – to maintain and improve labour market accessibility to key business/employment locations	Target not achieved – except Livingston (60 mins)		PRIORITY Promote action on road congestion hotspots and corridors, focusing on improving conditions for buses, cycling and walking. Improve public transport connectivity.
1.2 – to maintain and improve connectivity to the rest of Scotland, the UK and beyond	Target achieved		PRIORITY Maintain competitive (inter) national connectivity position.
1.3 – to support other strategies, particularly land-use planning, and economic development	Participation in SDP preparation, Community Planning		PRIORITY On-going support/input required to SDP and other plans.
1.4 – to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight	Trunk rds: target achieved at some sites; car mode share not achieved; car users in congestion, mixed results		PRIORITY Promote action on road congestion hotspots and corridors, public transport and freight corridors.
2 Accessibility			
2.1 – to improve access to employment	Target not achieved		PRIORITY As 1.1 above
2.2 – to improve access to health facilities	Target not achieved Trend in wrong direction in many cases		PRIORITY Work with Health Boards and others to improve access
2.3 – to improve access to other services, such as retailing, leisure and education	Target not achieved – except to Retail Parks/ Supermarkets		Low specific SEStran priority Improvements will follow other actions (2.1,.2.2 etc)
2.4 – to make public transport more affordable and socially inclusive	No data on DDA compliance for 2012; reduction in proportion of bus users finding fares 'good value'; increase in use of concessionary bus pass.		PRIORITY Promote equality of access to public transport

2. Priorities

Objective	Performance 2007-2012		Priority – Action required
3 Environment			
3.1 – to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	Traffic levels on track to 2021 target; Scottish CO2 emissions broadly on target but transport emissions still slightly higher than 1990 base.	↗	PRIORITY Support SG Climate Change strategy; Support low emission vehicle devt, infrastructure and use
3.2 – to minimise the negative impacts of transport on natural and cultural resources	No specific changes identified	↔	Low specific SEStran priority Complementary to actions to support sustainable transport
3.3 – to promote more sustainable travel	No change overall; increase in Liftshare takeup	↗	PRIORITY Support walking, cycling, public transport
3.4 – to reduce the need to travel	No data from monitoring		PRIORITY Actions set out in 1.3
3.5 – to increase transport choices, reducing dependency on the private car	Target not achieved, trend in wrong direction	↘	PRIORITY Support walking, cycling, public transport and car sharing measures. Particular attention needed due to adverse trend
4 Safety and Health			
4.1 – to improve safety (reducing accidents) and personal security	i) On track to meet 2020 target ii) Targets met in terms of total number of casualties iii) No recent data	↗	Low specific SEStran priority Support LAs in appropriate road safety measures
4.2 – to increase the proportion of trips by walk/cycle	Small increases in proportion walking and cycling.	↗	PRIORITY Support walking, cycling measures
4.3 – to meet or better all statutory air quality requirements	Increase in number of AQMAs from 5 to 8	↘	PRIORITY Support SG Low Emission Strategy, Low emission vehicle devt and use
4.4 – to reduce the impacts of transport noise			Low specific SEStran priority Should follow 4.3

2.6 Priority actions

Taking account of the policy priorities identified in paragraphs 2.2 to 2.4 above, and of the monitoring outcomes summarised in paragraph 2.5, an Action Plan is set out in the following Chapter. This also includes an action relating to SEStran's duty to monitor the RTS and carry out periodic reviews.

The Action Plan identifies key actions, resource required, and existing and potential funding sources. SEStran will seek additional funding for these activities where appropriate through Scottish Government/Transport Scotland, UK government, EU grants or other third party sources.

3.1 National/international connectivity

Action	a) Examine and support as appropriate High Speed rail proposals b) Liaise with Edinburgh airport on future development, in particular surface access needs
Resource	Staff time
Funding	Core funding
Timescale	2015-16 onward, long term
RTS Objectives	1.2, 1.3

3.2 Economy initiatives

Action	Work with partners to support economic development and regeneration initiatives with connectivity needs/opportunities. Current action areas include: a) City Region Deal; and b) Longannet closure
Resource	Staff time
Funding	Core funding
Timescale	2015-16 onward, long term
RTS Objectives	1.2, 1.3, 2.1

3.3 Tackling orbital movement around Edinburgh

Action	a) Ensure options fully examined in cross-boundary work and SDP2 b) Review previous Orbital Bus feasibility work and develop detailed proposals c) Promote cross-Edinburgh rail services
Resource	Staff time b) Commissioning of further studies
Funding	Core funding
Potential funds	SG challenge funding
Timescale	2015-16 onward
RTS Objectives	1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 3.5

3.4 Tackling movement across the Forth and from the west into Edinburgh

Action	a) Work with partners on implementation of Forth Crossing public transport measures b) Work with partners on improvement of cross-Forth bus, ferry and rail services
Resource	Staff time
Funding	Core funding
Potential funds	SG challenge funding; Partner funding
Timescale	Ongoing
RTS Objectives	1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.3, 3.5

3.5 Land use planning and sustainable development

Action	a) Support SDP2 work; focus on connectivity needs of Strategic employment development areas b) Support SDP Cross-Boundary study and development of mechanisms to support developer contributions to strategic transport infrastructure c) Support City Deal development d) Promote inclusion of 'Designing Streets' principles in Supplementary Guidance to SDP and LDPs
Resource	Staff time
Funding	Core funding
Timescale	Ongoing
RTS Objectives	1.3, 2.1, 2.2, 2.3, 3.4, 3.5

3.6 Achieving more active travel

Action	Promote cross-boundary cycle routes (including cross-RTP boundaries) Promote inclusion of 'Designing Streets' principles in Supplementary Guidance to SDP and LDPs Operate cycling facilities grant scheme with Sustrans Support promotional activities (eg Bike to work week)
Resource	Staff time, Consultancy studies, Grants
Funding	Core funding, Sustrans funding, SG challenge funding
Timescale	Ongoing
RTS Objectives	3.3, 3.5, 4.2, 4.3



3.7 Public transport information

Action	Extend Bustracker to all SEStran area Public place RTPi information Commercial RTPi information Support development of transport information for disabled people
Resource	Staff time, Equipment, Consultancy support
Funding	Core funding, SG challenge funding, EU project funding, Income from commercial provision
Timescale	Ongoing
RTS Objectives	2.4, 3.3, 3.5

3.8 Stations, interchanges and stops

Action	Work with partners to identify problem areas and promote improvements and new stations including for people with mobility impairments Promote ease of interchange for all users within and between modes Support cycle facilities at stations and other public transport nodes
Resource	Staff time
Funding	Core funding, Sustrans funding
Potential funds	SG challenge funding; Partner funding
Timescale	Ongoing
RTS Objectives	2.4, 3.3, 3.5

3.9 Park and ride

Action	Review P+R strategy Promote sites when possible
Resource	Staff time, Consultancy support
Funding	Core funding
Potential funds	SG challenge funding; Partner funding
Timescale	Ongoing
RTS Objectives	1.4, 2.1, 2.2, 2.3, 3.3, 3.5

3.10 Integrated ticketing

Action	Continue developing 'One-Ticket' Promote smart ticketing options
Resource	One-Ticket staff time
Funding	One-Ticket budget
Timescale	On-going
RTS Objectives	2.4, 3.5

3.11 Travel planning

Action	Support for travel planning by employers and institutions
Resource	Staff time
Funding	Core budget; EU project funding
Potential funds	SG challenge funding; Private sector
Timescale	On-going
RTS Objectives	1.4, 3.3, 3.5, 4.2

3.12 Car sharing

Action	Manage, promote and develop Tripshare Sustran scheme
Resource	Staff time, Technical support
Funding	Core budget, EU project funding
Timescale	On-going
RTS Objectives	1.4, 3.5

3.13 Freight/logistics

Action	Promote sustainable access to ports – rail link to Rosyth, road/rail links to Grangemouth, access to Leith. Support innovation in logistics services including use of trans-shipment hubs and low-carbon delivery services. Support and develop the concept of 'sustainable freight gateways'.
Resource	Staff time
Funding	Core funding; EU project funding
Timescale	On-going
RTS Objectives	1.1, 1.2, 1.3, 1.4, 3.1, 4.3, 4.4



3.14 Access to healthcare and employment

Action	Support Community Planning Partnerships with best practice advice and information on accessibility issues. Liaise with NHS on healthcare facility access issues including ensuring effective public transport provision, provision of travel information for patients and parking management.
Resource	Staff time
Funding	Core budget
Potential funds	Partner funding
Timescale	On-going
RTS Objectives	1.1, 1.4, 2.1, 2.2, 2.3, 2.4

3.15 Parking management

Action	Support partner LAs with DPE advice and potential implementation
Resource	Staff time
Funding	Core budget
Potential funds	Partner funding
Timescale	On request
RTS Objectives	1.1, 1.3

3.16 Alternative fuels

Action	Work with partners to promote use of sustainable fuels
Resource	Staff time
Funding	Core budget
Potential funds	SG challenge funding; Partner funding; EU project funding
Timescale	On-going
RTS Objectives	3.1, 3.2, 4.3, 4.4

3.17 RTS monitoring and review

Action	a) Carry out annual monitoring of RTS indicators b) Review RTS
Resource	Staff time, Consultancy support
Funding	a) Core budget
Potential funds	EU project funding
Timescale	a) Annual b) 2016-18 if funding available

Appendix 1 – Projects Database

Intervention/Initiative	RTS ref	Stage
Direct international air services	5.2.1	Ongoing
HS2 to Scotland	5.3.5	Preparation
HS2-HS1 linkage	5.2.3	Conceptual
Edinburgh-Glasgow HSR	5.3.5	Conceptual
Edinburgh Gateway station	5.2.5/6, C8.8	Delivery
Dalmeny rail chord	5.2.6	Feasibility
TISWE projects	5.2.5	Feasibility
EGIP Initial Phase	5.3.1	Delivery
EGIP Further Phases	5.3.2	Preparation
Further rail electrification (exc EGIP)	5.3.2	Delivery
Alloa-Rosyth/Dunfermline/Edinburgh rail service	5.3.3	Feasibility
Reduced rail journey times Edinburgh-Inverness/Aberdeen	5.3.4	Preparation
Carstairs junction upgrade	5.3.4	Feasibility
Edinburgh-Newcastle semi-fast rail service	5.3.4, C8.10	Preparation
Edinburgh Cross-rail service & suburban rail capacity enhancement	5.3.9, C8.8	Feasibility
Levenmouth rail line reopening	5.3.9, 5.8.4, C18.7	Feasibility
New station at Winchburgh	5.3.9, C18.6	Preparation
New station at Bonnybridge	5.3.9	Preparation
New station at Grangemouth	5.3.9	Preparation
New station at East Linton	5.3.9, C8.9	Preparation
New station at Reston	5.3.9, C8.10	Preparation
New station at Newburgh	5.3.9, C18.7	Feasibility
New station at Wormit	C18.7	Feasibility
Extension of Borders rail line from Tweedbank to Carlisle	5.3.10	Conceptual
Extension of Edinburgh Tram to Dalkeith	5.5.2, C8.11	Conceptual
Extension of Edinburgh Tram to Penicuik	5.5.2, C8.12	Conceptual
Extension of Edinburgh Tram to Newbridge (W Edin)	5.5.2, C8.15	Feasibility
Extension of Edinburgh Tram – within Edinburgh/general	5.5.2	Feasibility (pt)

Geog focus	Local authorities	Policy support (national/strategic)	Funding position (2015)	Lead	Other partners (notional – not necessarily complete)
National	All	SCDI/Business	Private	Airlines	Edinburgh Airport
National	All	UK Govt/NPF3	UK Govt	UK Govt	SG, HS2
National	All		No funding	UK Govt	HS2
National	All	NPF3	No funding	SG	
National	CEC	STPR	Funded	SG	Network Rail, Scotrail
National	All	STPR	No funding	SG	Network Rail
Gtr Edinburgh	CEC	CEC	Developer	CEC	SG, Edinburgh Airport, Private
National	All	STPR	Funded	Network Rail	SG, Scotrail
National	All	STPR	No funding	Network Rail	SG, Scotrail
National	All	STPR	Funded	Network Rail	SG, Scotrail
Cross-Forth	Clacks, Fife		No funding	SG	Clacks, Fife, Network Rail, Scotrail
National	All	STPR	Prep funded	SG	Network Rail, Scotrail
National	All		No funding	Network Rail	Network Rail, Scotrail
Eastern	EL, SB	SDP (Berwick) STPR (Dunbar)	Franchise	Scotrail	Network Rail
Gtr Edinburgh	All	STPR/SDP	No funding	Scotrail	Network Rail
Fife	Fife	NPF2/SDP	No funding	Fife	SG, Network Rail, Scotrail
Western	WL	SDP	Private	WL	SG, Network Rail, Scotrail
Western	Fk		Private	Fk	SG, Network Rail, Scotrail
Western	Fk		No funding	Fk	SG, Network Rail, Scotrail
Eastern	EL	SDP	Prep funded	EL	SG, Network Rail, Scotrail, East Coast
Eastern	SB	SDP	Prep funded	SB	SG, Network Rail, Scotrail, East Coast
Fife	Fife		Private	Fife	SG, Network Rail, Scotrail
Fife	Fife		Private	Fife	SG, Network Rail, Scotrail
Southern	SB		No funding	SB	SG, Network Rail, Scotrail
Southern	CEC, ML	SDP	No funding	ML/CEC	SG
Southern	CEC, ML		No funding	ML/CEC	SG
Gtr Edinburgh	CEC		No funding	CEC	SG
Gtr Edinburgh	CEC		No funding	CEC	SG

Intervention/Initiative	RTS ref	Stage
Edinburgh orbital bus rapid transit	5.5.3, C8.8	Feasibility
A1 improvements	5.6.3, C8.10	Conceptual
A801 Avon Gorge upgrading	5.6.5, 5.8.6, C8.15	Feasibility
Forth Crossing Public Transport strategy	5.7.3, C8.16, C8.18, C8.19	Delivery
Rail freight enhancements – gauge enhancement	5.8.3	Delivery
Further rail electrification inc Grangemouth branch & ESSR	5.8.4	Feasibility
Grangemouth freight gateway	5.8.6	Conceptual
Dryports at Coatbridge, Livingston/Bathgate	5.8.7	Conceptual
Rosyth deep water container port	5.9.2	Feasibility
Rosyth ferry development	5.9.2	Conceptual
Park and Ride linked to Orbital Bus: Lothianburn	C8.8, C8.12	Feasibility
Park and Ride linked to Orbital Bus: A68 jnc	C8.8, C8.11	Feasibility
Park and Ride linked to Orbital Bus: Gilmerton	C8.8	Feasibility
Park and Ride linked to Orbital Bus: Lasswade Rd	C8.8	Feasibility
Park and Ride linked to Orbital Bus: Old Craighall	C8.8	Feasibility
Sherrifhall junction grade separation	C8.8, C8.11	Feasibility
Sherrifhall bus priority	C8.11	Conceptual
Old Craighall junction improvements	C8.8, C8.10	Conceptual
M8/A720 Managed motorway measures	C8.8, C8.15	Conceptual
Musselburgh Quality Bus Corridor	C8.9	Conceptual
Bankton P&R	C8.9, C8.10	Conceptual
Additional station car parking, corridor 9	C8.9	Conceptual
Expansion of existing P&R sites, corridors 9,10	C8.9, C8.10	Conceptual
Improved pedestrian and cycle access at Dunbar station	C8.9	Conceptual
Bankton junction improvements	C8.10	Conceptual
Station at Redheugh, Borders rail line	C8.11	Conceptual
A7/A68 Bus priority	C8.11	Conceptual
Improvements to key routes (A7, A68, A697, A698, A699, A6105)	C8.11	Conceptual
Improvements to key routes (A72, A701, A702, A703)	C8.12	Conceptual



Geog focus	Local authorities	Policy support (national/strategic)	Funding position (2015)	Lead	Other partners (notional – not necessarily complete)
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	SEStran	SG, CEC, ML, EL
Eastern	EL, SB	SDP	No funding	SG	EL, SB
Freight	WL	STPR/SDP	No funding	Fk/WL	SG, CEC, ML, EL
Cross-Forth	All	NPF3	Part funded	SG	CEC, Fife, WL
Freight	All	STPR	Part funded	Network Rail	
National	All		No funding	Network Rail	SG, Fk, WL, CEC
Freight	Fk	NPF3	Private	Forth Ports	SG, Fk, WL
Freight	WL		Private	Private sector	SG, Network Rail
Freight	Fife	NPF3	Private	Private	SG, Forth Ports, Fife
National	All		Private	Private	SG
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	ML	SG, Bus operators
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	ML	SG, Bus operators
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	CEC	SG, Bus operators
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	CEC	SG, Bus operators
Gtr Edinburgh	CEC, ML, EL		No funding	EL	SG, Bus operators
Gtr Edinburgh	CEC, ML, EL	SDP, STPR	No funding	SG	CEC, ML
Gtr Edinburgh	CEC, ML, EL	SDP	No funding	SG	CEC, ML
Gtr Edinburgh	CEC, ML, EL	SDP, STPR	No funding	SG	CEC, EL
Gtr Edinburgh	All	SDP, STPR	No funding	SG	CEC, WL
Eastern	EL		No funding	EL	Bus operators
Eastern	EL		No funding	EL	SG, Bus operators
Eastern	EL		No funding	EL	Scotrail
Eastern	EL		No funding	EL	
Eastern	EL		No funding	EL	Scotrail
Eastern	EL		No funding	SG	EL
Southern	ML	SDP	Private	EL	Network Rail, Scotrail
Southern	ML	SDP	No funding	EL	Bus operators
Southern	ML, SB	SDP	No funding	SG (trunk rds) ML/SB (others)	ML/SB
Southern	ML, SB	SDP	No funding	SG (trunk rds) ML/SB (others)	ML/SB

Intervention/Initiative	RTS ref	Stage
Currie/Balerno Quality Bus Corridor	C8.13	Conceptual
A71 Bus priority measures W of A720	C8.14	Conceptual
Additional station car parking: W Calder, Kirknewton	C8.14	Conceptual
Improved pedestrian access: W Calder, Addiewell	C8.14	Conceptual
Cross-boundary active travel measures WLC-CEC	C8.14	Conceptual
Livingston Hub and Spoke bus services	C8.15	Conceptual
Bus improvements Livingston N station to employment sites	C8.15	Conceptual
Livingston bus priority measures	C8.15	Conceptual
Additional station car parking: Uphall, Bathgate	C8.15	Conceptual
New Bus P+R: Heartlands, Winchburgh, Beugh Burn, East Broxburn, Linlithgow	C8.15	Conceptual
Bus priority A8 Newbridge to Gogar	C8.15	Conceptual
M8 hard shoulder bus lane	C8.15	Conceptual
Airport road links improvement	C8.15	Feasibility
Bus priority and service improvements A89 corridor	C8.15	Conceptual
West Edinburgh tram extension	C8.15	Conceptual
Improved bus links to stations from Bo'ness, Grangemouth	C8.16	Conceptual
Additional car parking at Falkirk High station	C8.16	Conceptual
M9 bus lane Linlithgow-Newbridge	C8.16	Conceptual
Bus Park and Ride at Winchburgh	C8.16	Conceptual
M9 junction Winchburgh	C8.16	Conceptual
M9 J3 Linlithgow W west facing slips	C8.16	Conceptual
A92 express buses plus bus priority in Dunfermline, Kirkcaldy, Glenrothes including network of PT hubs	C8.17	Conceptual
New station at Kirkcaldy E	C8.17	Conceptual
Increased car parking at Leuchars station	C8.17	Conceptual
A92 Redhouse Interchange impts	C8.17	Conceptual
A92 junction improvements at Bankhead, Preston	C8.17	Conceptual
Dunfermline N Relief Road and BRT corridor	C8.17	Conceptual
Dunfermline W Distributor Rd	C8.17	Conceptual
Dunfermline Junction improvements	C8.17	Conceptual
St Andrews Transport link	C8.17	Conceptual

Geog focus	Local authorities	Policy support (national/strategic)	Funding position (2015)	Lead	Other partners (notional – not necessarily complete)
Gtr Edinburgh	CEC		No funding	CEC	Bus operators
Western	CEC, WL		No funding	CEC/WL	Developers
Western	WL	SDP	No funding	WL	Developers
Western	WL		No funding	WL	Developers
Gtr Edinburgh	CEC, WL		No funding	WL/CEC	Developers
Western	WL		No funding	WL	Developers
Western	WL		No funding	WL	Developers
Western	WL		No funding	WL	Developers
Western	WL		No funding	WL	Scotrail, Developers
Western	WL	SDP	No funding	WL	
Western	CEC		No funding	CEC	
Western	WL	SDP, STPR	No funding	SG	
Gtr Edinburgh	CEC	SDP	Developer	CEC	SG, Edinburgh Airport, Developers
Western	WL		No funding	WL	
Gtr Edinburgh	CEC, WL	SDP	No funding	CEC	WL
Western	Fk		No funding	Fk	
Western	Fk		No funding	Fk	
Western	WL	SDP, STPR	No funding	SG	WL
Western	WL		No funding	WL	
Western	WL	SDP	No funding	SG	WL
Western	WL	SDP	No funding	SG	WL
Fife	Fife		No funding	Fife	Bus operators
Fife	Fife	SDP	No funding	SG	Fife, Network Rail, Scotrail
Fife	Fife		No funding	Fife	Network Rail
Fife	Fife	SDP	No funding	SG	Fife
Fife	Fife	SDP	No funding	SG	Fife
Fife	Fife	SDP	Private	Fife	Developers
Fife	Fife		Private	Fife	Developers
Fife	Fife		No Funding	Fife	
Fife	Fife		No Funding	Fife	

Intervention/Initiative	RTS ref	Stage
St Andrews Outer Relief Rd	C8.17	Conceptual
Levenmouth Link road	C8.17	Conceptual
Halbeath Link road, Dunfermline	C8.17	Conceptual
Cupar Northern relief road	C8.17	Conceptual
A92 improvements Glenrothes – Tay Bridge	C8.17	Conceptual
Tay Bridgehead Park and Ride	C8.17	Preparation
Cross Forth ferry	C8.18	Feasibility
Expanded Park & Ride at Inverkeithing, Dalgety Bay stations, Rosyth	C8.18	Feasibility
Dunfermline-Inverkeithing/Dunfermline – Halbeath Bus Priority measures	C8.18	Conceptual
Signalisation Pitreavie roundabout	C8.18	Conceptual
A90 Northbound bus priority	C8.18	Conceptual
SITCoS bus priority network completion	C8.18	Conceptual
Rosyth port rail link (freight)	C8.18	Conceptual
Inverkeithing to Halbeath rail link including rail halt at Halbeath Park & Ride	C8.19	Conceptual
West Fife QBC	C8.20	Conceptual
New station at Dunfermline West	C8.20	Conceptual
New station at Cambus	C8.20	Conceptual
Charleston rail chord	C8.20	Conceptual
Rosyth port rail chord	C8.20	Conceptual
Rosyth Bypass	C8.20	Conceptual
Minor adjustments to new road layouts (Clacks Bridge)	C8.21	Conceptual



Geog focus	Local authorities	Policy support (national/strategic)	Funding position (2015)	Lead	Other partners (notional – not necessarily complete)
Fife	Fife		Private	Fife	Developers
Fife	Fife		No Funding	Fife	
Fife	Fife		No Funding	Fife	
Fife	Fife		Private	Fife	Developers
Fife	Fife		No Funding	SG	Fife
Fife	Fife		Prep funded	Fife	SG
Cross-Forth	Fife, CEC	SDP	No funding	Private	SG, Fife, CEC
Cross-Forth	Fife	SDP	No funding	Fife	SG
Cross-Forth	Fife	SDP	No funding	Fife	SG
Cross-Forth	Fife	SDP	No funding	Fife	SG
Cross-Forth	Fife	NPF3	No funding	SG	
Cross-Forth	CEC, Fife	SDP	No funding	SG	CEC, Fife, WL
Freight	Fife		No funding	Network Rail	SG, Fife
Cross-Forth	Fife	SDP	No funding	Fife	SG, Network Rail, Scotrail
Fife	Fife		No funding	Fife	
Fife	Fife	SDP	No funding	Fife	SG, Network Rail, Scotrail
Fife	Clacks		No funding	Fife	SG, Network Rail, Scotrail
Fife	Fife		No funding	Fife	SG, Network Rail, Scotrail
Freight	Fife		No funding	Network Rail	SG, Fife
Fife	Fife	SDP	Private	Fife	Developers
Cross-Forth	Clacks, Falkirk		No funding	SG	Clacks, Fk

Appendix 2 – Action Plan

		Priority	Action	TYPE	Topic*
1	Co-ordinate Travel Planning	HP	Co-ordinate with LAs and Health Boards,etc. to develop travel plans	3	1
2	Continue Car Share scheme	High	Continuing developing car sharing through European schemes, etc.	3	3
3	Promote integrated ticketing nationally	High	Promote wider integrated ticketing	3	6
4	Regional Freight partnership	High	Contnuing the devolpment of Freight Quality Partnerships	3	8
5	Promote sustainable freight movement	High	Region freight movement and routing	3	9
6	Access to Healthcare employment and healthcare	High	Analyse the accessibility of various areas to health and employment facilities	3	SA&G
7	Land use Planning	High	Continue involvement in land use planning	2	36
8	Develop Urban Cycle network	High	Support the development of urban cycle networks and their regular use.	3	16
9	Active Travel network	High	Work with Sustrans to develop cycle networks	3	17
10	Implementing Parking management Strategy	High	Promote SeEStran parking management strategy and assist with DPE	2	11
11	Promote Park and Ride Strategy	High	Promote measures associated with the SEStran P&R strategy	3	12
12	Encourage use of alternative fuels	High	Encourage use of electric vehicles and alternative fuel	1	13
13	Sustainable Development	High	Ensure sustainability is a key consideration in future development	2	30
14	PT information	High	Build on the SEStran PTI strategy	3	26
15	RTPI	High	Promote and seek funding for the implementation of RTPI	3	27
16	Improve access to stations interchanges and stops	High	Encourage the improvement of access to public transport	3	24
17	Information for Mobility Impaired people	Med	Identify short comings in present information provision	3	29
18	Cycle infrastructure best practice	Med	Review best practice, linked to work with Sustrans	2	18
19	Promote maximum parking standards	Med	Promote the use of SEStran's parking standards	2	10

Timing	Details of Action	Funding Requirements
Ongoing	Work with Local Authorities and large employers to develop travel plans	£130k Sustainable travel budget 2015-2016
Ongoing	Continue to promote and develop Tripsharesestran and links to European projects	European funding where appropriate
Ongoing	Promote and develop OneTicket especially as part of a national scheme	One-ticket budget
Ongoing	FQP meetings to be held on a regular basis	None
Ongoing	Use annual monitoring to identify accessibility changes	None
Annual	Use Accessibility model to analyse changes	£5k annual monitoring budget
Ongoing	Working with L As and SESplan to develop sustainable Development Plans and Transport Plans	None
2015-16	Work with LAs to develop commuter cycling routes.	Co-fund with Sustrans, £20k urban cycle budget 2015-16
2015-16	Work closely with Sustrans to implement findings of the Sustran's X boundary study	Co-fund with Sustrans, £20k urban cycle budget 2015-16
On request	Continue with LAs on implementing the findings of the SEStran Parking Management Strategy	None
Ongoing	Continue to promote the SEStran P&R strategy and safeguard potential sites	£35k South Tay park and ride budget 2015 – 2016
Ongoing	Promote the provision of charging points and alternative fuels	Central Government funding when available
Ongoing	Continue working with SESplan and TAYplan to develop travel sustainable development	None
Ongoing	Continue promoting and developing the SEStran PTI strategy	SG/UK/European Funding when available
Ongoing	Continue to look for European funding opportunities	SG/UK/European Funding when available
Ongoing	Work with the Equalities Forum and other bodies to improve access	£50k Rail Stations Development budget 2015-16
Ongoing	Work with the Equalities forum to identify short comings	£10k seed funding allocated on an annual basis
2015-2016	Look at existing good practice to see whether additional advice is required.	None
Ongoing	Promote maximum parking standards as laid out in our published advice	None

		Priority	Action	TYPE	Topic*
20	Support for non viable bus services	Med	Assist LAs in reviewing bus services	1	19
21	Rail concession scheme	Med	Review current practice before promoting further development	1	7
22	Alternative fuels for buses	Med	Encourage bus operators to consider using alternative fuels	1	20
23	Develop sustainable travel by travel planning	Med	Promote Sustainable Development Guide	2	2
24	Minimum standard for buses	Med	Seek to achieve a minimum standard of bus	1	21
25	Inequalities of fares	Med	Address inequalities in transport fares based on value for money	1	22
26	Public Transport Integration	Med	identify barriers to integration	1	23
27	Workplace Travel Plans	Med	Promote travel planning especially in new developments	3	3
28	Promotion of tele-working	Med	Establish best practice and promote	3	4
29	Sustainable travel awareness campaigns	Med	Establish best practice and promote	3	5
30	Promotion of One Ticket	Med	Promote and expand the use of One Ticket	4	6
31	Improve infrastructure at bus stops	Med	Promote minimum standards for bus stops	3	25
32	Development of DRT	Med	Review current operations and current best practice	3	SA&G
33	Rural area transport	Med	Review rural transport provision	3	SA&G
34	Car Clubs	Med	Review effectiveness and promote car clubs	1	35
35	Bus Lane compliance	Med	Encourage extension of enforcement	2	31
36	Co-ordination of Community transport	Med	Develop co-ordination between authorities and health boards	1	33
37	Taxi Card	Low	Investigate the potential for a region wide card	1	28
38	Framework for ITS systems	Low	Compile an inventory of ITS systems	2	34
39	Road Safety	Low	Support Road Safety and link national and local actions	3	15
40	Safer Routes to School	Low	Share best practice	2	14
41	Facilities for Motor Bikes	Low	Liaise with stakeholders on requirements	2	37
42	Tourist signing strategy	Low	Establish a consistent tourist signing strategy	2	32

*SA&G: Specific Areas and Groups – Chapter 7 of RTS



Timing	Details of Action	Funding Requirements
On Request	Offer assistance to LAs in reviewing their bus services	LA funded if required
2017-2018	Look at current practice for concessionary train travel	None
Ongoing	Encourage operators to consider SEStran research	None
Ongoing	Work with Las and SESplan to promote sustainable travel guide	None
Ongoing	Encourage operators to consider SEStran research	None
Ongoing	Encourage operators to consider SEStran research	None
2018-2019	Work with operators to maximise service integration	None
Ongoing	Promote workplace travel plans	Travel planning budget
Ongoing	Promote tele working and hub working as part of sustainable travel	Travel planning budget
Ongoing	Establish bestpractice/events/promotions to publicise sustainable travel	Publicity budget
Ongoing	Extend usage of One ticket, especially as a basis for a national provision	One ticket budget
Ongoing	Encourage LAs and operators to consider SEStran research	None
2016-2017	Review existing operations and its links to community transport	possible LA or NHS funding
2016-2017	Review rural transport,especially community transport provision	Work with CTA
Ongoing	Promote car clubs as part of travel planning remit	Travel planning budget
2017-2018	Work with LAs and police to improve enforcement	None
Ongoing	Work with Health Boards and LAs through our Access to Health care Group	Possible NHS and LA funding
2018-2019	Review findings of previous report	None
2019-2020	Compile inventory of ITS systems to ensure consistency of approach	None
Ongoing	Identify where co-ordination would be of benefit	None
2017-2018	Identify best practice and circulate results	None
2020-2020	Identify specific requirements PTW users	To be assessed
2016-2017	Work with LAs to ensure consistency in implementing tourist signing	None

AQMA	Air Quality Management Areas
BRT	Bus Rapid Transit
DDA	Disability Discrimination Act
DPE	Decriminalised Parking Enforcement
EU	European Union
HS2	High Speed (Rail) 2
LA	Local Authority
LDP	Local Development Plan
NPF	National Planning Framework
P&R	Park and Ride
PTI	Public Transport Information
 RTP	Regional Transport Partnership
RTPI	Real Time Passenger Information
RTS	Regional Transport Strategy
SA&G	Specific Areas and Groups
SCDI	Scottish Council for Development and Industry
SDP	Strategic Development Plan
SG	Scottish Government
STPR	Strategic Transport and Policy Review

 CEC	City of Edinburgh Council
EL	East Lothian Council
Fife	Fife Council
FK	Falkirk Council
ML	Midlothian Council
SBB	Scottish Borders Council
WL	West Lothian Council

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