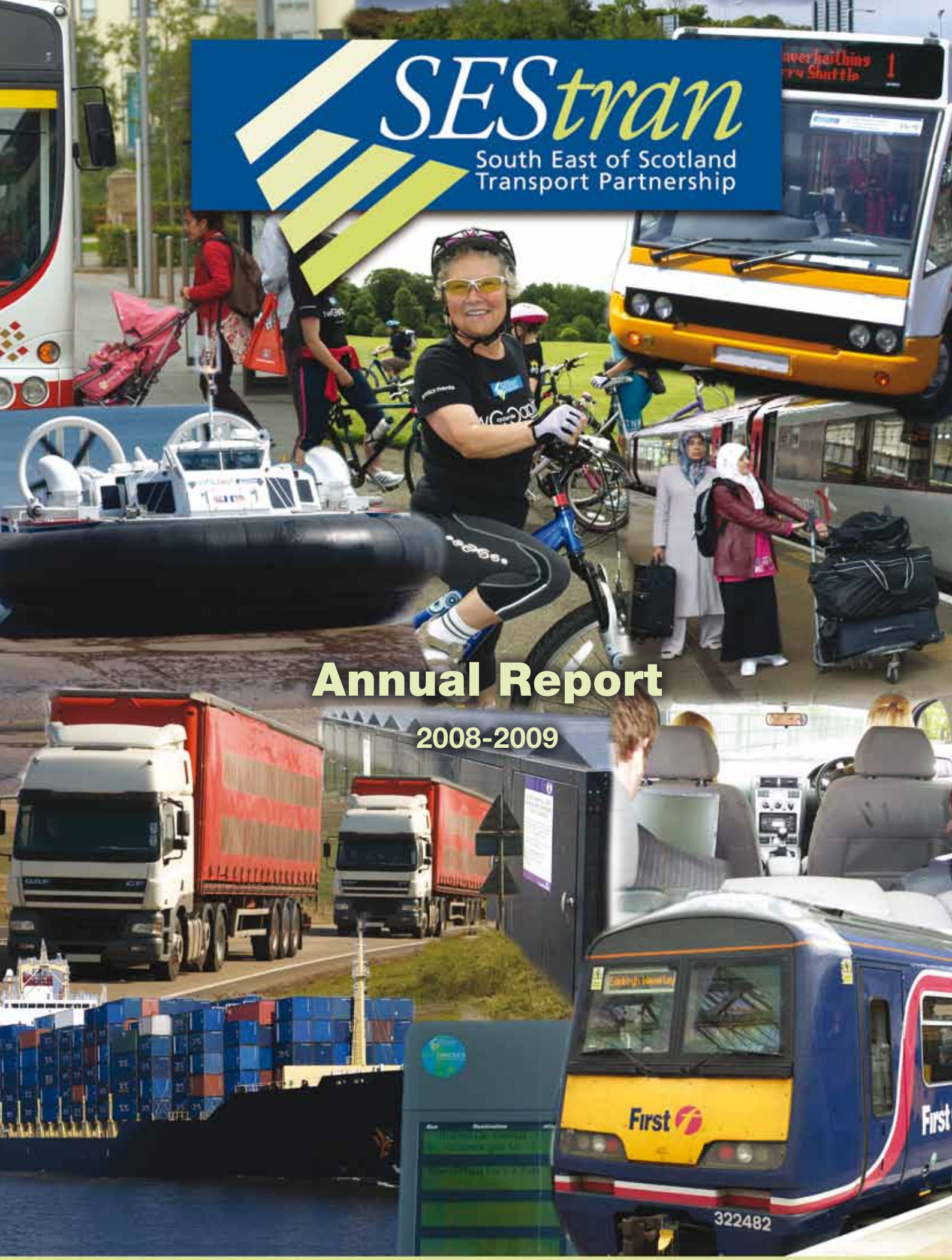
SEStran

South East of Scotland Transport Partnership



Annual Report

2008-2009

Clackmannanshire Council · Edinburgh · East Lothian Council · Falkirk Council · Fife Council · Midlothian · Scottish Borders Council · West Lothian Council

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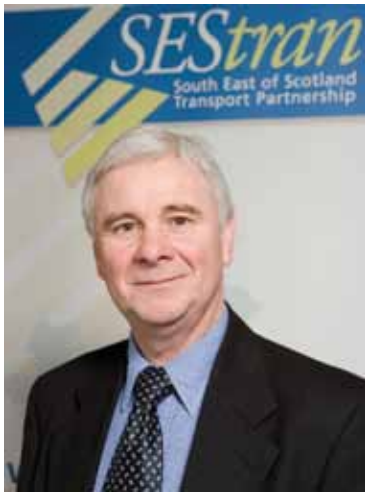

Russell Imrie, SEStran Chair

Alex Macaulay, SEStran Director

The past year, following the change in funding that resulted from the 2007 budget announcement, there have been major changes for SEStran. With the allocation of the former regional transport capital budget to local authorities as part of the block settlement, SEStran has re-focused its activities on those areas that are not being addressed by the partner local authorities and has put considerable effort into attracting additional funding to the region from Europe, while at the same time continuing to monitor progress by the local authorities on delivery of the regional priorities within the Regional Transport Strategy. SEStran has also provided input to the evolving Strategic Development Plan being developed by SESplan and will continue to do so as the plan evolves.

On the European funding front we have had two notable successes through the attraction of funding for an INTERREG project to develop the case for a Scottish Intermodal Gateway Network, or DRYPORT, providing an intermodal freight distribution hub serving the east of Scotland and the various east coast ports. This project is being developed in partnership with Edinburgh Napier Universities Transport Research Institute (TRI) and is part of a wider DRYPORT project involving a number of other European countries. SEStran has also been successful in attracting European Regional Development Fund finances to introduce real time passenger information for public transport throughout East Lothian and Scottish Borders with match funding being provided by SEStran and East Lothian Council. Tenders have now been received for this project and assessment is under way.

In the context of the Regional Transport Strategy, SEStran has developed a series of performance indicators that will be used to measure progress on the RTS against the policies and targets included in the document. These will be used for ongoing monitoring of the RTS and also for input to the Community Planning Partnerships single outcome agreements with Government. SEStran is now actively engaged with all the CPPs within the Region and has had and will continue to have input to the SOAs.

Input has been provided to SESplan for development of the Strategic Development Plan. This has taken the form of preparation of a transport issues report relating the transport problems we all face. In addition accessibility analysis has been carried out on the areas within SESplan most likely to be the subject of future development. Work has now started on a Regional transport model that will be used for the next stage of analysis and input.

During the past year Local Authorities have faced major pressures on their budgets. The removal of ring fencing in the Government's settlement to Local Government, while introducing greater flexibility, has unfortunately resulted in a considerable reduction in Local Authority spending on regional transport projects. The removal of ring fencing has allowed Local Authorities to re-asses their priorities and finance has been diverted away from transport to other service areas. The finance left within transport budgets has also been increasingly spent on local rather than regional priorities. As a result the money spent on regional transport priorities is considerably less than the levels inherited from the RTP capital budget as part of the block settlement. It is therefore clear that, unless there is a re-prioritisation of local budgets, the progress agreed as part of the RTS delivery plan will not be achieved. SEStran will continue to encourage Local Authorities to prioritise regional transport projects.

On the revenue front, SEStran delivered its revenue programme within budget. Notable achievements throughout the year were the publication of a freight strategy and route action plan, a parking management strategy, an urban cycle strategy and a sustainable development strategy with considerable progress on a Park and Ride Strategy, and analysis of the case for decriminalised parking management. Projects that have seen considerable progress are Levenmouth Railway, Park and Choose at the Tay Bridge and Edinburgh Outer Orbital Bus Rapid Transit, where the STAG and feasibility work are complete, In sustainable development, SEStran has provided grants to a range of public and private bodies for the implementation of travel planning, provision of cycling facilities, promotion of sustainable travel and implementation of car sharing schemes. Tripshare SEStran has continued to grow with additional organisations becoming members including last year Scottish Water and the scheme is now one of the top five trip sharing schemes in the UK.

SEStran has continued to influence Government and other organisations through formal and informal responses to consultations and through direct contact. The joint chairs of the regional transport partnerships have met regularly throughout the year and made progress on a number of fronts. Notable progress has been made with COSLA liaison through the establishment of the joint chairs/COSLA transport strategy group which ensures that the regional perspective is fed in to COSLA to assist with its regular liaison with Government. Major areas where SEStran has been active have included input into the development of the Forth Replacement Crossing to ensure adequate provision is made for public transport and active involvement with Greenguage 21 and HS2S to provide input to Scottish Government, HS2 and UK government on the various proposals for high speed rail from London to Scotland.

In summary, while progress on regional capital projects has been disappointing as a result of constraints on local government budgets, SEStran has succeeded in attracting additional funding to the region and has made significant progress on a number of projects through careful use of its limited revenue budget. The SEStran role in regional land use planning and as an influence in transport has increased and strengthened over the year and the reconfiguration of priorities as a result of the November 2007 budget changes has focused activity on areas not being addressed by others but which will make a significant contribution to sustainable economic growth in the region.

Russell Imrie
Chair

Alex Macaulay
Partnership Director

1. Guidance

The Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31st March. It should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent councils and others who have provided funding.

2. Period covered by report

This is the third annual report which focuses on the monitoring the delivery of the RTS. The RTS was approved by the SEStran board on 18th April 2008 and by the Scottish Government on 24th June 2008. Additionally the implementation of the capital and revenue programme for 2008/09 are covered.

3. Board Establishment

During 2008/09, the Partnership had a full quota of 20 councillor members and had 8 non-councillor members.

4. Meetings

During 2008/09 the Partnership Board has met bi-monthly.

The Board met on the following occasions:

- 18th April 2008
- 27th June 2008
- 15th August 2008
- 17th October 2008
- 11th December 2008
- 13th February 2009

In addition the Performance and Audit Committee met on five occasions as follows:

- 4th April 2008
- 13th June 2008
- 1st August 2008
- 3rd October 2008
- 20th March 2009

5. Meeting Attendance

Attendance at meetings is shown in the following tables:

Attendees (Councillors)		Meeting Date					
Name	Council	18/04/2008	27/06/2008	15/08/2008	17/10/2008	11/12/2008	13/02/2009
Cllr Donald Balsillie	Clackmannanshire						
Cllr Alex Bennett	Midlothian						
Cllr Peter Boyles	Midlothian						
Cllr Tom Buchanan	Edinburgh			✓			✓
Cllr Neil Calvert	Scottish Borders	✓			✓	✓	✓
Cllr Eddie Carrick	Clackmannanshire	✓	✓	✓	✓	✓	✓
Cllr Wilma Chalmers	Midlothian						
Cllr Ian Chisholm	Fife		✓	✓		✓	✓
Cllr Martyn Day	West Lothian			✓	✓		✓
Cllr Jim Fullarton	Scottish Borders		✓	✓		✓	✓
Cllr Ricky Henderson	Edinburgh		✓	✓			
Cllr Russell Imrie (Chair)	Midlothian	✓	✓	✓	✓	✓	✓
Cllr Joe Lemetti	Falkirk	✓	✓			✓	✓
Cllr Craig Martin	Falkirk	✓		✓			
Cllr Tony Martin (Vice Chair)	Fife		✓	✓		✓	✓
Cllr Greg McCarra (Vice Chair)	West Lothian	✓	✓	✓	✓	✓	✓
Cllr Mark McInnes	Edinburgh						
Cllr Paul McLennan	East Lothian						✓
Cllr Ian Perry	Edinburgh						✓

were not members at this time

Attendees (Councillors)		Meeting Date					
Name	Council	18/04/2008	27/06/2008	15/08/2008	17/10/2008	11/12/2008	13/02/2009
Cllr Mike Rumney	Fife		✓		✓		✓
Cllr Conor Snowden	Edinburgh		✓	✓	✓	✓	
Cllr Barry Turner	East Lothian	✓		✓			✓
Cllr Phil Wheeler (Vice Chair)	Edinburgh	✓	✓	✓		✓	✓
		Subs: Cllr Marilyn Whitehead (Fife) Cllr Maureen Child (CEC)	Subs: Cllr Len Wyse (SB)	Subs: Cllr Len Wyse (SB)	Subs: Cllr Douglas Chapman (F), Cllr Charles Dundas (CEC), Cllr Adrian Mahoney (Fk), Cllr Len Wyse (SB)	Subs: Cllr James Muir (WLC)	Subs: None

Attendees (Non Elected Members)		Meeting Date					
Name	Designation	18/04/2008	27/06/2008	15/08/2008	17/10/2008	11/12/2008	13/02/2009
Charlie Anderson			✓		✓	✓	✓
Graham Bell		✓		✓	✓		
Bill Cantley		✓	✓	✓	✓	✓	✓
Phil Flanders			✓	✓	✓	✓	✓
John Martin		✓	✓	✓	✓	✓	✓
James McCafferty		✓	✓	✓		✓	✓
Neil Renilson		✓	✓		✓		
Sandy Scotland			✓		✓	✓	✓

Performance and Audit Committee		Meeting Date				
Name	Council	04/04/2008	13/06/2008	01/08/2008	03/10/2008	20/03/09
Cllr Eddie Carrick	Clackmannanshire	✓		✓		✓
Cllr Paul McLennan	East Lothian					
Cllr Conor Snowden	Edinburgh					
Cllr Phil Wheeler (Vice Chair)	Edinburgh					
Cllr Craig Martin	Falkirk					✓
Cllr Ian Chisholm	Fife		✓	✓		✓
Cllr Peter Boyles	Midlothian					
Charlie Anderson	Non Councillor	✓	✓	✓	✓	
Sandy Scotland	Non Councillor		✓	✓	✓	✓
Cllr Neil Calvert	Scottish Borders		✓		✓	
Cllr Greg McCarra (Vice Chair)	West Lothian	✓	✓	✓	✓	✓
		Subsitute: Cllr James Fullarton (SB)	Subsitute: Cllr Alan Jackson (CEC)		Subsitute: Cllr Joe Lametti (Falkirk)	Subs: Len Wyse (SB); Cllr Joe Lametti (Falkirk)

were not members at this time

6. Good Governance

Good Governance is essential to any public body and SEStran is no exception. SEStran has developed a series of governance documents to ensure the effective management of the authority.

7. Standing Orders

The existing Standing Orders that were adopted by the Partnership at their meeting on 10th May 2006 have been reviewed in 2008/2009. To deal with continuing quorum difficulties, the quorum for meetings was reduced from one half to one third at the Board meeting of 15th August 2008, as well as minor changes to the part of standing orders that relates to contracts. Amendments to voting procedures in the case of competing amendments were approved at the Board on 17th October 2008. A further change was approved at the Board meeting of 19th June 2009 to clarify when non-councillor members could vote. Subject to those amendments, the review found that the standing orders have continued to provide a firm foundation for the good governance of SEStran.

8. Financial Regulations

As part of the Partnership's commitment to the development of its corporate governance arrangements, the Financial Rules Manual has continued to be applied. The manual reflects the Partnership's approved financial regulations. The rules were adopted by the Partnership at their meeting on 10th May 2006 and provide a useful reference tool for all staff that have financial responsibilities and interests

9. Scheme of Delegation

As with any corporate body, day-to-day operational decisions need to be taken by officials rather than awaiting a formal decision-making process. A clear distinction can be drawn between policy-making and operational decisions and this is the purpose of a scheme of delegation which allows officers to keep the Partnership's activities running whilst leaving the main policy decisions to the Board itself.

The Scheme of Delegation was put in place at the Board meeting of 16th February 2007, and represents a robust set of powers tailored specifically for the workings of SEStran as they currently stand. Following a review in 2008, additional powers were given to the Partnership Director to deal with consultations to ensure SEStran's representations could be made in time, subject to consulting with the Membership. The change was approved by the Partnership on 17th October 2008.

10. Performance and Audit Committee

Accordingly, at its meeting of 16th February 2007, the Board agreed to set up a Performance and Audit Committee to meet at least twice yearly, composing of one Board Member from each Authority and two non-Councillor members to ensure appropriate representation of geographical and other interests. Since then, during financial year 2007/08, it has met on five occasions; business transacted included consideration of HR policies, Risk Management, Audited Accounts for 2007/08 with the External Auditor's Report and Staff Performance Related Appraisal.

11. Human Resources policies / procedures

SEStran now has a regular programme for reviewing HR policies. The review was carried out in August 2008 and several new policies were approved.

12. Liaison with Partner Authorities

It is considered essential that a very close working relationship with the partner authorities is continued and that the spirit and practice of partnership continues to prevail. Consequently the liaison group structure that was established in 2005 has continued.

13. Liaison Groups

The Liaison Groups serve as a forum for officers of the Partnership's constituent Councils to discuss issues relating to policy, strategy and operations, and to form a consensus view (or otherwise) to inform the Partnership Board. The Groups have no delegated powers and are not Sub-Committees of the Partnership. As such their meetings are not regulated by SEStran's Standing Orders.

The following six Liaison Groups are in operation:

- Chief Officer Liaison Group
- Programme Liaison Group
- Strategy Liaison Group
- Bus Liaison Group
- Rail Liaison Group
- Sustainable Transport Liaison Group

14. Chief Officers Liaison Group

The Chief Officers Liaison group met six times during 2008/09, three weeks prior to the SEStran Partnership Board. Each meeting allowed officers at the partner authorities to discuss items on the agenda for the forthcoming Partnership Board.

15. Bus Liaison Group and Bus Forum

Two meetings of the Bus Forum were held during the period. Due to unforeseen circumstances, the two scheduled meetings of the Bus Liaison Group had to be cancelled. Invitees to the Forums were the Scottish Government, Confederation of Passenger Transport (CPT) and Traveline Scotland as well as the three main bus operators in the SEStran area (First Edinburgh, Lothian Buses and Stagecoach).

The meetings discussed and monitored progress on key SEStran projects such as the SEStran Bus Passenger Information Strategy, Real Time Information and the joint SEStran Database and Information System (Routewise). Progress on SEStran studies that involved bus – such as Edinburgh Orbital Bus Study, Bus Priority on A90, Dunfermline BRT/LRT, Clacks Bus Study, SEStran Park and Ride Strategy, Cross Tay Sustainable Transport Study and Bus initiatives – were reported to the meetings. The outcome of the Government's Strategic Transport Project Review, including the proposal for a Forth replacement crossing, were also main topics.

Topical issues that were considered by the Forum would include how the Bus Networks were affected by the recession, the cost of fuel and the construction of the Edinburgh Tram Network.

Towards the end of year a Bus Issues Working Group was established to meet with specific Bus Issues as and when they arose. The Group consists of one elected Member from each authority and one non-elected member. The Group met once during the year to particularly deal with two issues; the Regulation of Bus Services Bill promoted by Charlie Gordon MSP and the Office of Fair Trading Market Study into Local Bus Services.

16. Rail Liaison Group and Rail Forum

The Rail Liaison Group has the same remit and partner authority representation as the other liaison groups. Where it differs is that the membership also includes representatives of Transport Scotland, Network Rail and the train operating companies serving Scotland (First ScotRail, GNER /National Express (East Coast), Arriva (Cross Country), First Transpennine (Edinburgh – Manchester) and Virgin (Edinburgh – Birmingham)) as well as a representative from the rail freight industry. A representative of Passenger Focus is also invited. Under the terms of the franchise agreement for the Scotrail Franchise, First Scotrail is required to have biannual liaison meetings with local authorities. SEStran has facilitated that through the management of the Rail Forum. Membership includes the partner authorities, the five train operating companies, the rail freight industry, Network Rail and representatives from SEStran, including Board members.

There were two meetings of the Liaison Group and two Forums held since March 2008. A key issue throughout the year was the consultation on the extension of the First ScotRail Franchise, in particular the possibility of local ScotRail services between Edinburgh and Dunbar and beyond. The emergence of High Speed Rail proposals and the involvement of SEStran on various groups / studies also featured prominently.

East Coast Route Utilisation Strategy – dealing with short to medium term service provision and rail investment and covering provision of Long Distance Services (East Coast and Cross Country) as well as the potential for additional local services east of Edinburgh and possible semi-fast services between Edinburgh and Newcastle.

Much of the meetings covered 'local' operational issues and all the major Rail Schemes being delivered or proposed in the SEStran area. Progress on SEStran studies with strong rail elements such were reported to the meetings.

21. Strategy Liaison Group

This group of lead officers from the constituent councils and SEStran officers meets on a "when required basis" to review progress on the Regional Transport Strategy and to consider strategic issues of mutual interest. No meetings were held in the past year.

The main issues considered by this group during this year were the Strategic Transport Projects Review developed by Transport Scotland, the National Planning Framework II and Replacement Forth Bridge issues.

22. Sustainable Transport Liaison Group

The Sustainable Transport Liaison Group was set up whilst SEStran was a voluntary partnership. It consists of representatives of all eight local authorities and has worked in partnership to exchange best practice in travel plans for the public and private sector, promote 'TripshareSestran.com' – a car sharing scheme (see Section 8), and prioritise investment in urban cycling projects.

A Sustainable Transport Forum is now held annually and is chaired by Sandy Scotland. Speakers and attendees from outside bodies have included: the Scottish Government Sustainable Transport Team, Cycling Scotland, Energy Saving Trust, Sustrans and Stagecoach.

23. Equalities Forum

The Equalities forum held its inaugural meeting in April 2009. The meeting was well attended by a wide variety of groups and other organisations with special interest in equality, access and disability issues. In addition to those present (see list below) many other organisations wish to be kept informed of the forum's activities. The establishment of the Forum met with the appreciation of those attending and raised several specific issues which are being pursued by SEStran. The minute of the meeting is available through the SEStran website.

Present:

- East Lothian Access Panel
- East Lothian Liberal Democrats
- Falkirk & District & Assessment Group
- Fife Independent Disability Network
- Lothian & Borders Police
- Lothian Community Transport Services
- Midlothian Council
- People First Scotland
- RNIB
- Scottish Accessible Transport Alliance
- Scottish Disability Equality Forum
- West Lothian Access Panel

24. Establishment as at 31st March 2009

During 2008/09 the SEStran offices were home to 8 paid employees.

- Alex Macaulay — Partnership Director
- Alastair Short — Strategy Manager (Now job sharing with Lex Harrison)
- Ian Mathie — Programme Manager
- Lisa Black — Travel Plan Officer
- Andrew Dougal — Communications Officer
- Rachael Chambers — Office Manager
- Amy Cox — Administrator (Now replaced by Cassie Robertson)
- Georgina Williamson — Receptionist (Now replaced by Gemma Hislop)

In addition support was provided from the Lindean Partnership Ltd. in the management of specific projects, provision of advice and development of the Framework Contracts for consultancy services.

25. Single Outcome Agreements and Community Planning

SEStran as a Regional Transport Partnership has a statutory requirement to be a member of constituent councils' Community Planning Partnerships. One of the key roles of the partnerships is to input into the councils' Single Outcome Agreements (SOAs). The main aim for SEStran is to ensure that transport is duly recognized within the SOAs and to co-ordinate councils' indicators and objectives with our RTS.

SEStran is now a member of all constituent councils Community Planning Partnerships and has contributed to their SOAs as reported to the Board.

26. Development of the Regional Transport Strategy (RTS)

Using the Regional Transport Strategy (RTS) as a base, SEStran have been developing freight, parking and cycling strategies this year.

Last year the SEStran Freight Strategy was published along with an Action Plan. This year, as part of the European funded Dryport project, a Freight Routing Strategy has been developed which ties into the recently published National Freight Strategy. This strategy not only looks at recommending freight routes but also looks at freight signing and lorry parking issues within the SEStran area.

Following the development of SEStran's Parking Management Strategy the business case for decriminalised parking management outside Edinburgh has been under examination. This is linked to previously published SEStran Regional Parking Standards and the recently developed Regional Park and Ride Strategy. The Park and Ride strategy looks at encouraging users to minimise the car journey element of their journey and identifying where additional facilities should be located.

Work has also continued in developing cycle strategies looking at the measures required to encourage more people to cycle to work or as part of their journey to work. Route continuity was seen as a key issue and measures to improve this linkage along the main commuter corridors within the SEStran area have been identified.

The RTS highlights the links between strategic planning and sustainable transport and SEStran are working closely with SESplan in ensuring transport is a key issue in the Strategic Development Plan. As part of this work, the concept of what are the elements that make development sustainable from a transport viewpoint have been examined. This work will form the basis of a revised RTS in 2012.

27. Monitoring and Reporting

During this year, SEStran has developed a Regional Transport Strategy monitoring programme. The purpose of monitoring is to enable SEStran to monitor its progress in achieving its targets and objectives. The results have also been disaggregated down to local authority level in order that local authorities can co-ordinate the monitoring of the transport elements of their Single Outcome Agreements on an annual basis. The tables presented in Appendix 1 mainly indicate the basis for future comparisons but historic data has been included where possible to give an indication of trends. Appendix 2 relates to the Single Capital Outcome Agreement Indicators for the eight partner authorities to the relevent RTS indicator. Appendix 3 reports the progress on RTS initiatives relative to the RTS objectives.

All the projects currently being progressed towards delivery of the RTS utilising what was the RTP's capital grant are being led by the Partnership authorities apart from the Regional Real time Passenger Information System. At the August 2008 Board meeting it was agreed that SEStran would monitor delivery of these projects on a simple spreadsheet that would be completed by the councils on a bi-monthly cycle to tie into the SEStran Board meetings. Appendix 4 is the correct version of the updated monitoring spreadsheet.

It was verbally reported at the June meeting of the Partnership Board that there had been minimal capital expenditure on the strategic transport projects that are contained in the Regional Transport Strategy Delivery Plan and at the August meeting of the Partnership Board. A breakdown of capital expenditure on transport projects throughout the region utilising what was the capital grant from government to SEStran is shown in Appendix 5. The last year that SEStran received a capital grant from government, financial year 2007/08, total capital expenditure on strategic regional transport projects was £14.75 million, last financial year only £5.383 million was committed to transport projects by the partnership authorities and an estimate of expenditure for the current financial year based on the returns contained in the spreadsheet in Appendix 4 suggests that the financial commitment will be only £3.584 million. It should be noted that the forecasts for expenditure for this financial year and next are disproportionate to the actual approved budgets. It should also be noted that capital expenditure detailed in the Delivery Plan for the first 3 years of the RTS was as follows; Region Wide and Specific Groups and Areas £6.77 million, Network Based Measure £24.808 million giving an overall total of £31.58 million. This means that only 34% of the funding that was previously allocated to SEStran is being utilised for strategic transport projects within the region.

SEStran is however delivering the regional Real Time Passenger Information System and the tenders that have been submitted by RTPI suppliers are now being evaluated. The evaluation will be undertaken by SEStran, WYG (SEStran's consultancy support), Stagecoach and First, this exercise should be completed by the end of the current financial year with a recommendation on a preferred supplier being presented to the December meeting of the Partnership Board.

At the Partnership Board on the 19th June 2009 it was agreed that SEStran would fund the Scottish Borders match funding component of the European Regional Development Fund (ERDF) award for the RTPI project and Appendix 6 to this report indicates a revised financial profile of overall expenditure including the commitments in East Lothian.

Discussions are continuing with the major bus operators First and Stagecoach on financial contributions to this project. An outline of a legal agreement between SEStran and the bus operators is being prepared that will cover both the finance and data sharing issues and project team meetings have been scheduled to enable assessments of the returned tenders to be undertaken.

28. Details of Revenue Budget 2008/09

The majority of the projects in last financial year's revenue programme are now complete and Appendix 7 to this report contains a spreadsheet with the financial details of these projects and a comment on progress. It should be noted that under the heading CY Budget some projects have zero allocated, however the Board meeting in December 2008 approved the inclusion of these projects to accommodate a projected under-spend at that time.

The spreadsheet of Revenue Projects highlights an under-spend of £25,570 which unfortunately was reclaimed by Scottish Government.

The details of the Revenue Projects in 2008/09 are as follows:

- **R13. Outbound Bus Priority A90**

This study examined what can be done to improve bus priority on the major bus corridor of the A90 outbound from Edinburgh.R14. Stirling to Clack Bus Service. This study looked particularly at the integration of bus services in Alloa with the new Stirling – Alloa rail service. The final report identifies options that will improve the linkages between bus and rail services in the town.

- **R15. Park & Choose South Tay Bridge**

In partnership with TACTRAN this study was undertaken to examine proposals for a park and choose site on the south of the Tay Bridge.

- **R17. Sustainable Travel Awareness**

This promoted the benefits and convenience of public and sustainable transport through maps, leaflets, displays, radio advertisements etc.

- **R18. Freight Facilities**

This study produced a freight routing strategy for the SEStran region which was develop utilising the regional freight model.

- **R20 Regional Parking Management**

This study developed a parking strategy which took into account accessibility and economic activity and provided overall guidance on the type of controls that should be employed.

- **R21. Cycle Initiatives**

This study looked into the development of urban cycle networks.

- **R23. Bus Real Time Information**

Preparing funding bids and refreshing the tender documents.

- **R24. Bus Initiatives Study**

This project developed a draft bus information strategy.

- **Legal Advisors Ferry**

As part of the ongoing work to develop a Cross Forth Ferry there was a need to procure specialist contract/procurement legal advice.

- **R27. Levenmouth Rail Study**

This project examined the feasibility of developing improved public transport connections to Levenmouth including new or improved rail lines and improved bus connections.

- **R12. Edinburgh Orbital BRT**

This study is examining the feasibility of developing a bus rapid transit system around the south side of Edinburgh.

- **R35. Park and Ride Strategy**

This project developed a regional Park and Ride strategy.

- **R36. Sustainable Development**

Best practice guidelines for Sustainable Development were produced as a result of this study.

- **R37. RTS Monitoring**

This study developed a framework to allow the delivery of the RTS to be monitored.

- **Dryport Project**

A project match funded through the Interreg iv B North Sea programme to investigate the use of freight inter modal hubs in Scotland.

- **Alloa Rosyth Transport Study**

A STAG appraisal of the Alloa / Forth transport corridor.

- **BRT/LRT South of Forth Road Bridge**

A study into potential route alignments of a BRT /LRT to link West Lothian and Edinburgh to the proposed public transport corridors that will be developed with the introduction of the new Forth Crossing.

- **Additional Functionality Project**

Legal research was undertaken to help enable the delivery of the RTPI project, the Dryport project and the Cross Forth Ferry.

29. Sustainable Transport: Travel Plans

During 2008-09 and 2009-10, the Scottish Government has set targets for the public sector to develop their travel plans and continue to lead by example. The targets include: the implementation of a comprehensive monitoring scheme, provide case studies on their travel plan measures, increase coverage of travel plan to 80% of staff by April 2010 and provide a case study of a project implementing SPP17 advice.

Organisation	Activity	Amount
Edinburgh Council	Travel plan promotion, intranet page, providing display panels at council offices, organising events and providing incentives	10,000
Midlothian Council	Employment of Travel Plan Co-ordinator to be shared with Scottish Borders Council	10,000
Falkirk Council	Cycle facilities at Municpal Buildings, Falkirk Football Community Stadium, McLaren House, Polmont, Seabegs Road, Bonnybridge and Abbotsford House.	10,000
Fife Council	DVD promoting sustainable travel and calendar with Tripshare and Traveline	10,000
West Lothian Council	Promotion of cycling at McArthur Glen. Individualised Travel Plans, other promos and prizes	4,100
Clackmannanshire Council	Travel Plan promotion, Active Travel Booklets 7 Travel Plan Routes, Promotional materials, prizes	12,000
East Lothian Council	Cycle parking installation at Council Head Quarters	850
NHS Fife	Survey work and Travel Plan Activities	10,000
NHS Forth Valley	Establishment of a car share scheme	6,175
NHS Lothian	Purchase of cycle storage to coincide with the cycle to work scheme	5,000
Traveline Scotland	Batch personalised travel planning scheme	10,000
Colin Buchanan	Cycle Counter Data Collection and software hand over	3,500
SEStran Ledger Extracts	Payroll	28,420
SEStran Ledger Extracts	Staff Travel	323
TOTAL		**120,368**

SEStran will continue to provide guidance and advice to any public and private sector organisations developing travel plans.

30. Car Sharing

TripshareSestran.com, launched on 24th October 2006 by the Minister for Transport, Tavish Scott MSP, is a free, web-based car-sharing scheme to link car drivers or passengers who are making similar journeys in South East Scotland and wish to share the costs. TripshareSestran can also match taxi, cycling, and walking journeys.

SEStran is promoting car sharing to encourage more efficient use of vehicles on our roads, helping reduce congestion and pollution. As of 31st March 2009, there were approximately 4850 members of TripshareSestran. TripshareSestran is now one of the five top public car sharing sites across the UK and is rapidly expanding with organisations such as NHS Lothian, Edinburgh Park, NHS Fife, Edinburgh, Queen Margaret and Heriot Watt Universities signed up. 2008/09 saw new organisations such as Scottish Water and Fife's Big Tent Festival sign up to the Tripshare scheme.

31. Cycling

Urban Cycle Network: In 2008/09, SEStran commissioned Colin Buchanan to produce a strategic 'Urban Cycle Network' guidance document. The aim is to develop a Region Wide Initiative to guide investment in strategic urban cycling facilities. The study comprised five main aspects:

- A best practice review
- A desk top review and on-site audit of existing networks and facilities, that would result in identification of areas and issues that could be addressed through future investment in infrastructure and changes to policies and procedures
- A review of cycle parking standards in relation to the urban environment
- The issues relating to cycling and transport interchanges and other public transport stations
- Consultation with key stakeholders

There was a focus on cycle routes and facilities that are in parallel with the Regional Transport Commuter Corridors as defined in the Regional Transport Strategy. Within those corridors, urban areas deemed to be relevant for investigation were those with a population greater than 10,000 people. This document will now be used to guide investment and improvements that will have the most impact on modal shift.

Round the Forth – Carry Over: The remainder of the 2007/08 grant was offered to Fife Council in 2008/09. The remaining £16,350 funding was match funded by Sustrans to carry out additional footway improvements along the Kirkcaldy Esplanade to Dysart section and to re-align the existing route to the south of the Esplanade. This also included the removal of part of the on road section of the route.

32. Core Budget

SEStran's core budget provides for the day-to-day running costs of the Partnership including employee costs, premises costs, supplies and services. For 2008/09 approved expenditure was £619,000. Actual expenditure for the year was £605,000, representing an underspend of £14,000. A summary of the Core budget for 2008/09 is provided below.

The Scottish Government provided a grant of £300,000 towards core expenditure. In addition, the Partnership received interest of £85,000 in 2008/09. SEStran received budgeted contributions from constituent Councils totalling £315,000 during 2008/09.

Revenue Core Budget

	Annual Budget	Actuals	Variance
Employee Costs			
Salaries	268	262	(6)
National Insurance	23	23	0
Pension Fund	46	44	(2)
Training & Conferences	19	17	(2)
Interviews & Advertising	4	6	2
	360	**352**	**(8)**
Premises Costs			
Rent	34	33	(1)
Rates	17	17	0
Energy, Repairs, Ins. etc.	8	6	(2)
Cleaning	6	6	0
	65	**62**	**(3)**
Transport			
Staff Travel	**8**	**9**	**1**
Supplies and Services			
Marketing	60	62	2
Comms & Computing	76	71	(5)
Printing, Stationery & General Office Supplies	19	16	(3)
Insurance	6	7	1
Equipment, Furniture & Materials	4	4	0
Miscellaneous Expenses	12	6	(6)
	177	**166**	**(11)**

	Annual Budget	Actuals	Variance
Support Services			
Finance	32	33	1
Legal Services / HR	7	9	2
	39	**42**	**3**
Corporate & Democratic			
Clerks Fees	15	15	0
External Audit Fees	12	10	(2)
Members Allowances and Expenses	3	4	1
	30	**29**	**(1)**
Total Net Expenditure	**679**	**660**	**(19)**
Funding:			
Interest	(61)	(86)	(25)
SESPLAN	(34)	(29)	5
Scottish Govt. Grant	(300)	(300)	0
Council Requisitions	(315)	(315)	0
Routewise Contributions	(26)	(26)	0
Total Funding	**(736)**	**(756)**	**(20)**

Notes

(1) The following budget re-alignments have been actioned to reflect current core expenditure and funding sources:

- Employee costs £+2,000
- Transport costs £+1,000
- Supplies and Services £+6,000
- Routewise contributions £+2,000
- Interest on balances £-34,000
- Office Rental Income – SESPLAN £-34,000

(2) At its meeting on 11th December 2008, the Partnership Board noted that available funding in 2008/09 was forecast to exceed core revenue expenditure by £57,000. The additional funding was transferred to support additional expenditure on the Projects Revenue Budget, as advised to the Partnership Board in a report 'Capital and Revenue Programme Monitoring' (11th December 2008).

33. Web Site

The website is SEStran's main "shop window" and as such plays a key role in our communications. It continues to be revised and updated to ensure that information about our activities and achievements is as prominent and accessible as possible. It provides access to all key information, including publications, details about SEStran projects, SEStran policies, public relations materials, travel maps, an interactive meetings calendar, links to partnership authorities and other relevant websites, a daily digest of media stories on transportation issues and a regular quarterly news bulletin. A general information leaflet on SEStran's role is readily accessible in a range of minority languages on the home page.

The website is maintaining its popularity with an average of 1500 per people month visiting the site over the past 12 months. Of these over 10,000 were new visitors. Although the majority of visitors are local, the site is being accessed globally from as far away as the USA, Brazil and Hong Kong.

In line with our commitment to helping reduce the region's carbon footprint, SEStran continues to produce publications primarily in electronic format. These may be accessed and downloaded from the website **www.sestran.gov.uk** as PDFs. However, a small stock of printed publications is available on request from the SEStran office.

34. Communications Strategy

SEStran's communications strategy remains the cornerstone of our communications and PR work. Key priorities are: to promote the aims of the RTS; encourage behavioural change among the travelling public towards greater use of public transport and making smarter travel choices; highlighting the aims of SEStran, as laid out in the RTS; and positioning SEStran as a credible and authoritative voice for the general public on transport planning and delivery in South East Scotland.

Relationships with the local, regional, national and specialist press – including transport correspondents for the key newspapers and broadcasters – are well established. Opinion and platform articles which enable SEStran to promote its message directly to the public are regularly placed in the national and larger regional press. News and feature coverage is achieved through issuing press releases, statements and proactive work with media contacts. SEStran routinely responds to requests to provide spokespersons to comment on transport issues by regional and national radio and the print media.

The recent purchase of quality camera equipment has enabled SEStran to continue to develop a library of images for distribution with Press Releases and with copy submitted for publication. The ability to offer this facility increases the likelihood of publication; particularly in local and regional publications and web-based media, by offering added value to resource-scarce outlets, at no cost to SEStran. It is also enabling SEStran to develop a growing library of copyright-free images to use at our discretion.

Joint media work in cooperation with partner local authorities continues to be carried out in line with an agreed media protocol, in order to achieve effective media penetration. Joint press releases are issued to highlight the real improvements to local transport provision which SEStran has achieved, in cooperation with its local authority partners and other bodies.

The suite of branded promotional materials which was established in 2007 is extensively used at events and through distribution, as appropriate, to highlight SEStran's role. It has been supplemented by an additional selection of items specifically relating to Tripshare. SEStran has the capability to mount a well-stocked exhibition stall at any event and the flexibility to ensure that the materials available are appropriately targeted. Our banners and publications play an important role in in-house branding and during media interviews, where visual branding is a priority.

Taking into account cost saving measures, SEStran is seeking fewer general advertising opportunities, preferring where possible to obtain editorial coverage. However, advertising space continues to be secured in all of the region's telephone directories, the Scottish Chamber of Commerce directory and the Edinburgh Chamber of Commerce diary, to ensure public access to basic contact information in key reference publications.

35. Media Penetration Statistics

SEStran's media penetration has continued to reach favourable levels throughout the period April 2008 to March 2009. During this period, SEStran issued 37 media releases and received 179 media enquiries, of which approximately 139 resulted in coverage, ranging from direct interviews with the press to use of a quotation or other data lifted from SEStran media releases. The pattern of successful media hits closely reflects SEStran activities in any given month and the ongoing news agenda, as it relates to transport issues within the region, as may be seen in the chart below.

SEStran has maintained a good level of media penetration, thanks to a policy of proactive engagement. Increasing our available number of spokespersons from two to four, through provision of relevant staff training has put us in a position where SEStran can respond to media enquiries at all times, through provision of a spokesperson, where this is deemed appropriate. Consequently, SEStran is regarded as a credible and reliable voice on regional transportation issues by the press.

Points to note about the table:

- The statistics below have been compiled using the verified daily or weekly circulation figures for the publications indicated and the Rajar figures (i.e. listenership and viewership) for the broadcasters listed. These do not reflect the actual readership levels of a single publication, or the number of times a radio or television clip may be used within bulletins throughout the day. For example, circulation of the Scotsman is approximately 55,175, but estimated daily readership is 195,000, of which 67% live within the SEStran region. Meanwhile, a single interview on radio or television will furnish material that will be used anything from one to six times throughout the day, reaching a slightly different audience on each occasion. This means that our overall media reach is likely to be higher than indicated by the statistics.

- Broadcast interviews commonly furnish 2-3 quotes for news broadcast purposes. However, for statistical purposes we are counting each interview as a single media hit.
- Online outlets assess their circulation on the basis of daily database hits. The average daily access count to the relevant database is included here.
- Where National publications have covered SEStran stories an indication of the percentage of readership in the SEStran region is given. National or quasi-national broadcasters (e.g. Real Radio) do not break down their listeners/viewers on a regional basis, therefore the total figures have been included, expressed separately from the overall broadcast figures.
- It should be noted that online news services and online versions of local newspapers offer a variable level of accessibility in terms of archival searching. The levels of coverage indicated should be seen as reflecting a minimum rather maximum level of media penetration.
- Use of Press Releases by specialist websites, local councils, public and business bodies, voluntary organisations, pressure groups and private users is not included, as we do not have the capacity to monitor coverage at this level. All hits logged are confined to the public commercial media only.

Month	Hits	Outlets	Audience Reach	Area Impact
April	**Total 23** 13 Print 8 Broadcast 2 Online	EEN, Courier, Dunfermline Press, Courier, Holyrood, Midlothian Advertiser, E Fife mail, BBC Scotland, Radio Forth, Central FM, Kingdom FM, BBC Online	Print: 166,567 Broadcast: 431,000 (1,055,000 BBC Scotland national only) Online: 200,000 (daily Hits)	Edinburgh, Fife, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
May	**Total 18** 14 Print 3 Broadcast 1 Online	Herald, Local Transport Today (LTT), EEN, E Fife Mail, Dunfermline Press, Courier, Holyrood, Fife Herald,Kingdom FM, Forth, BBC Online	Print: 149,967 Broadcast: 389,000 Online: 200,000 (daily Hits)	National, Edinburgh, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
June	**Total 9** 8 Print 1 Online	Herald, EEN, Courier, LTT, Dunfermline Press, BBC Online	Print: 127,132 Broadcast: 0 Online: 200,000 (daily Hits)	National, Edinburgh, Parliament (BBC Online – Edinburgh, Borders & Fife)
July	**Total 13** 8 Print 5 Broadcast	EEN, Holyrood, LTT, Fife Herald, Dunfermline press, Orkney Today, Kingdom FM, Central FM	Print: 101,259 Broadcast: 84,000 Online:0	National, Edinburgh, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
Aug	**Total 21** 13 Print 1 Online	Scotsman, Herald, Holyrood, EEN, LTT, Fife Today, Dunfermline Press, Forth, Central FM, BBC Scotland, BBC Online	Print: 225,094 Broadcast: 353,000 (1,055,000 BBC Scotland national only) Online: 200,000 (daily Hits)	National, Edinburgh, Fife, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
Sept	**Total 13** 6 Print 4 Broadcast 3 Online	Alloa advertiser, Courier, Dunfermline Press, Fife Today, BBC Online, Kingdom FM, Forth, Shetland Times	Print: 131,781 Broadcast: 84,000 Online: 200,000 (daily Hits)	Regional, Edinburgh, Fife, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
Oct	**Total 9** 8 Print 1 Broadcast	Holyrood, EEN, Midlothian Advertiser, Fife Today, Courier,	Print: 152,624 Broadcast: 0 Online:0	Regional, Edinburgh, Fife, Midlothian, Parliament (BBC Online – Edinburgh, Borders & Fife)
Nov	**Total 3** 3 Print	SEEN, Herald	Print: 103,584 Broadcast: 0 Online: 0	Regional, National

Month	Hits	Outlets	Audience Reach	Area Impact
Dec	**Total 19** 12 Print 2 Broadcast 5 Online	Herald, BBC Online, Alloa Online, Courier, LTT, Peeblesshire News, Dunfermline Press, Fife Today, Stirling Observer, Alloa Advertiser, Central FM, Kingdom FM	Print: 169,879 Broadcast: 0 Online: 202, 000(daily Hits)	National, Edinburgh, Fife, Midlothian, Borders, Clacks
Jan	**Total 1** 1 Print	Holyrood	Print: 5000 Broadcast: 0 Online: 0	Parliament
Feb	**Total 2** 2 Print	LTT, Courier	Print: 27286 Broadcast: 0 Online: 0	National, Regional
Mar	**Total 7** 5 Print 1 Broadcast 1 Online	EEN, Holyrood, LTT, Fife Herald, Dunfermline EEN, Forth,Kingdom FM, Dunfermline Press, Fife Today, Herald & Post, BBC Online	Print: 166521 Broadcast: 0 Online: 200,000(daily Hits)	Regional, Edinburgh, Fife,

36. Events

SEStran continues to participate in professional transport events throughout Scotland. In order to advance our campaign for a step-change in transportation behaviour, we have also broadened our participation to include a range of popular events, which give us the opportunity to reach out to the general public.

In 2008/09 these have included; the 2 Capitals cycle ride, which is now a fully branded SEStran all-abilities cycling event – which promotes cycling for shorter journeys and as a healthy activity; the Edinburgh Mela – which is a major opportunity for outreach towards the region's black and ethnic minority citizens; and the Big Tent, Scotland's key environmental stewardship event – which provides an opportunity to promote awareness of sustainable transportation in the wider context of safeguarding the environment.

In 2008/09 SEStran also participated in, and exhibited at, a range of conferences and other events including: Edinburgh Car Club Conference; the Transport Infrastructure Conference; the City Regions Conference; Scottish Transport Conference and the Scottish Showcase Event on Sustainable Transportation.

SEStran will pursue further opportunities to participate in and originate relevant events and campaigns wherever these contribute to the aims and targets outlined in the RTS.

37. Promotion of sustainable transport

SEStran has heavily promoted public and sustainable transport during 2008/09. Initiatives have included:

- Public Transport Map 2009 showing all strategic public transport services across the region, distributed through partner authorities, major bus operators, all bus stations and through EAE (Map is available on the SEStran website)
- Production of a new Bus Salary Sacrifice leaflet. Renaming the Scheme, the 'Bus-to-Work' Scheme. This resulted in further interest in the scheme. It also identified a gap in provision amongst SME's (leaflet available on the SEStran website)
- A joint promotional event with the Chamber of Commerce promoting Bus Salary Sacrifice to Employers. Around 70 delegates attended and Brian Souter of Stagecoach attended as a guest speaker.
- Production of Cycling to Work Guide for Beginners (available on the website and hard copy)
- Sponsorship of the SEStran Two Capitals Cycle Ride during National Bike week. This resulted in over 200 participants
- Competition prize draw for National Liftshare day and TripshareSEStran's 2nd Birthday
- Various print advertising, including a joint car share editorial promotion in Auto Trader with Tactran
- The Production of a promotional video by Forth One and promoted by Grant Stott on his mid morning show and on Drive Time
- TripshareSEStran Sponsorship of Forth One's Jambusters local traffic updates
- TripshareSEStran Nomination in the Scottish Transport Awards 2008

38. Equalities

SEStran aims to ensure that we are communicating our aims and objectives to all members of the community and that everyone has equal access to our publications, in line with the SEStran Equalities Scheme.

At present, our general information leaflet is available for download in a range of minority languages on the SEStran website. The languages chosen reflect those most frequently requested throughout the local authorities in the partnership area. This list will be regularly audited to ensure continued relevance. We will also provide a translation of any required document, on request, in any additional language, or in large type, Braille, or recorded format, as required.

We are currently working towards providing large text/speech facilities for documents on the web site and will implement this feature as soon as technically feasible.

SEStran will regularly audit publications to ensure that the image portrayed gives equal emphasis to men and women, includes images of ethnic minorities and images of people with disabilities as integral with society. We will seek opportunities to participate in events designed to promote equal opportunities, such as the Edinburgh Mela and seek to ensure that all of our communications work is inclusive and reflects the diversity of Scottish society.

39. RTP Joint Chairs/Lead Officers meetings

The Chairs of the seven RTPs, supported by the RTP lead officers, have met quarterly during 2008/09. The agendas for these meetings have allowed discussion and agreement on issues of mutual concern. They met with John Swinney and Stewart Stevenson in March 2009 and were able to report considerable progress on a number of fronts. A joint Transport Strategy Group of RTP chairs and senior COSLA members which was established to create closer liaison between the parties has now met twice and dealt with areas of mutual interest. The major areas where progress has been made relate to the development of alternative funding mechanisms for transport, a joint position paper of High Speed Rail and major improvements in the role of RTPs in the community planning, single outcome agreements and land use development planning.

The Lead Officers have met on numerous occasions with the Scottish Government through the mechanism of the RTP Liaison Group. Again, this has proved to be a valuable mechanism for raising issues with the Scottish Government and vice versa. The Lead Officers have themselves met on numerous occasions, a mechanism that has proven to be extremely valuable in addressing issues of mutual concern and common interest. They have also provided a forum for the management of the Joint Chairs meetings.

40. Freight Strategy

A National Freight Action Plan was one of three Action Plans produced along with the National Transport Strategy by the Scottish Executive. To progress it, a national steering group was set up, on which SEStran is represented. The involvement of SEStran in developing national strategy has significant benefits in ensuring that SEStran's interests are promoted at a national level and that the development of SEStran's freight initiatives are complementary to national initiatives.

41. Capital and Revenue Budgets 2009/10

The capital and revenue budgets for 2009/10 are included in Appendices 6 and 8.

42. Core Revenue

The Partnership approved core revenue budget for 2009/10 is £680,000. The Scottish Executive funding will contribute £365,000 with £315,000 to be met by the Partnership's constituent councils.

RTS Objectives	Indicators	Baseline/Comment		Targets
1.1 to maintain and improve labour market accessibility to key business / employment locations	Public transport labour market catchment for the following key regional employment centres	%WA population within 30mins (2007)	%WA population within 60mins (2007)	+10% for these key regional employment centres
	Edin City Centre	32%	72%	+3% in 5 years
	Gyle and Edin Park	31%	75%	+10% over 15 years
	Edin Airport	8%	53%	any others that may emerge
	Livingston	10%	37%	
	Glenrothes	7%	27%	
	Leith	18%	47%	
	Edinburgh Royal Infirmary	8%	36%	
	SAC Bush Estate/Science Park	8%	36%	
1.2 to maintain and improve connectivity to the rest of Scotland, the UK and beyond	Number of direct rail and coach services per day. Number of domestic and international flight destinations.	Number of direct coach services between the main SEStran settlements 1,636 *(Traveline Feb 2009)* Number of direct coach services to the major Scottish settlements 493 *(Traveline Feb 2009)* Number of direct coach services to the major non-Scottish settlements 19 *(Traveline Feb 2009)* Number of direct rail services between the main SEStran settlements 986 *(RailPlanner Nov 2008)* Number of direct rail services to the major Scottish settlements 511 *(RailPlanner Nov 2008)* Number of direct rail services to the major non-Scottish settlements 155 *(RailPlanner Nov 2008)* Number of domestic and international destinations *26/63 (BA Edinburgh Airport Feb 2009)*		
1.3 to support other strategies, particularly land-use planning, and economic development		Not possible to systematically monitor		

RTS Objectives	Indicators	Baseline/Comment	Targets
1.4 to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight	Annual change in Scottish Government's Trunk Road Local Congestion Monitoring results for SEStran sites (time lost per annum – hours)	**Forth Bridge approaches** Site 1 – A92 Cowdenbeath Jcn and M90 Junction 4 to Forth Bridge 125,030 (NB) 247,867 (SB) **Kincardine Bridge approaches** Site 2 – A977 (Gartarry Rbt) A985 (Inch Fm Cott) and A876/M876 to M9 Junction 7 168,393 (NB) 105,189 (SB) **Edinburgh** Site 3 – A1 – Macmerry to junction with A720 34,800 (NB) 41,208, (SB) Site 4 – A720 City Bypass – between juncs with A1 and M8 361,457 (EB) 319,329 (WB) Site 5 – M9 – from M8 junc at Claylands to M9 Spur 129,528 (NB) 49,655 (SB) **Edinburgh / Glasgow** Site 6 – A8 / M8 – Baillieston to Hermiston Gait 758,888 (EB) 632,021 (WB) *(Congestion Data Report 2006)*	Stabilise (after five years) and reduce (after 15 years) time lost due to congestion across the SEStran trunk road network (through non trunk road interventions)
	Car availability	% of 0, 1 ,2 ,3+ car owning households 31%, 46%, 20%, 4% (2005/2006 SHS)	Monitor annually
	Car driver/passenger mode share	Mode share for travel to work 59% / 6% (2005/2006 SHS)	-2% in 5 years; -6% over 15 years

RTS Objectives	Indicators	Baseline/Comment	Targets
	Frequency of driving in congestion for those who drive at least weekly	20% less than once a month *(2005/2006 SHS)* 22% once a month to ½ times a week *(2005/2006 SHS)* 16% more than 3 times a week *(2005/2006 SHS)*	Aim to reduce
	Car driver trips reportedly affected by congestion between 0700 and 0900	22% *(2005/2006 Travel Diary Analysis)*	Aim to reduce
	Level of concern about traffic growth	59% very or quite concern *(2005/2006 SHS)*	Aim to reduce
	Change in road traffic speeds as an indication of congestion	2008 see maps	Monitor congestion hot spots
	Change in peak and off-peak bus timetable difference as an indication of congestion	2008 see maps	Monitor congestion hot spots
2.1 to improve access to employment	Hansen employment measures	Average 'Hansen' access to employment measure for all areas with high JSA claimants (low number = poor access) 129,138	For the 15% of datazones with the highest levels of Job Seekers Allowance claimants, improve access (by public transport) to employment by an average of at least 10% (3% after five years, 10% after 15).

RTS Objectives	Indicators	Baseline/Comment	Targets
2.2 to improve access to health facilities	Change in proportion of zero car households access to health (values and maps)	% of Non-car owning households (Census 2001) who have **no public transport access or can not access a hospital within 60 mins** public transport journey (Weekday 7-10am) 3.6% (2008 PT data) (Weekday 10am-4pm) 3.8% (2008 PT data) (Weekday 7-11pm) 4.3% (2008 PT data) (Sunday 7am-7pm) 4.4% (2008 PT data) % of Non-car owning households who have **no public transport access or can not travel within 60 mins** by public transport (Weekday 7-10am) **to** ... Borders General Hospital 96% Dunfermline Queen Margaret 62% Victoria Hospital Kirkcaldy 43% Edinburgh Western General Hospital 37% Royal Hospital for Sick Children Edinburgh 43% Edinburgh Royal Infirmary 47% St Johns Hospital Livingston 61% Falkirk & District Royal Infirmary 52% Stirling Royal Infirmary 87% Dumfries & Galloway Infirmary 100% Perth Royal Infirmary 100% Dundee Ninewells Hospital 97%	Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) to defined key hospitals by 50% over the period of the RTS (15% after five years).
	Frequency of using a car to visit GPs	Always use a car 57% *(2005/2006 SHS)*	Aim to reduce
	Ease of access to GPs without a car	Fairly difficult or very difficult 51% *(2005/2006 SHS)*	Aim to reduce

RTS Objectives	Indicators	Baseline/Comment	Targets
2.3 to improve access to other services, such as retailing, leisure and education	Change in proportion of zero car households access to retail, leisure and education – values and maps	% of Non-car Owning Households (Census 2001) who have no public transport access or live further than 45 minutes (Public Transport) from Key Services Colleges (7-10 am) 6% Universities (7-10 am) 33% Leisure (swimming pools) (10 am – 4 pm) 1% Job Centres (10 am – 4 pm) 2% Retail (10 am – 4 pm) Primary Centres 47% Major Centres, Metropolitan Towns 59% Regional Towns 68% Urban Centres 36% Local Centres 9% Rural Centres 35% Factory Outlet Centres 36% Fashion Parks, Retail Parks and Supermarkets 9%	Reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years).
		% finding it easy ('very easy' or 'fairly easy') to not use a car for accessing various services (2005/2006 SHS) Ease of no car for – small shopping. 55% Ease of no car for – supermarket shopping. 19% Ease of no car for – town shopping. 35% Ease of no car for – evening leisure. 25% Ease of no car for – visit friends / relatives. 20% Ease of no car for – GP. 39% Ease of no car for – library. 37%	Aim to increase

RTS Objectives	Indicators	Baseline/Comment	Targets
2.4 to make public transport more affordable and socially inclusive	DDA compliant routes (running with low floor buses)	DDA compliant buses (low floor) 59.30%	By, or before the end of the RTS, seek to ensure that all DDA requirements regarding accessible buses and other RTS measures are met. Seek to influence national policy in relation to the procurement of bus services if necessary to meet other RTS targets.
	SHS % of people stating "bus/train fares good value"	69 % of Adults (16+) who used a train service in the past month and found the bus fares good value *(2005/2006 SHS)* 52% of Adults (16+) who used a train service in the past month and found the rail fares good value *(2005/2006 MVA SHS Analysis)*	Identify and address high fare 'anomalies' in the SEStran area by reducing fares on selected routes (after five years); and achieve an overall real-terms reduction in fares by the end of the RTS period, relative to 2007 (after 15 years).
	Use of concessionary fares	58% of Adults aged 60 and over – possession of concessionary fare pass, and use in the past month *(2005/2006 SHS)*	

RTS Objectives	Indicators	Baseline/Comment	Targets
3.1 to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	Change in traffic levels	Traffic on major roads in SEStran area 40,064 million vehicle km (2001) 44,666 million vehicle km (2007) 11% higher than the target year *(STS, 2008)*	Return to 2001 traffic levels by 2021
	Change in petrol and diesel consumption	Petrol and diesel consumption of road vehicles in SEStran area 3,272 thousands of tonnes (2002) 3,145 thousands of tonnes (2006) 4% less than the target year *(STS, 2008)*	Help achieving the Scottish Executive's emissions targets
3.2 to minimise the negative impacts of transport on natural and cultural resources		Not practical to systematically monitor	

RTS Objectives	Indicators	Baseline/Comment	Targets
3.3 to promote more sustainable travel	SHS modeshare figures	Usual method of travel to work Walk 14%, Bicycle 2%, Bus 14%, Rail 3% *(SHS 2005/2006)* Usual main method of travel to school: 2005 and 2006 Walk 55%, Car 19%, Bicycle 1%, Bus 3% *(SHS 2005/2006)* Number of occupants if mode was car driver (including driver) Two or more 13% *(Travel Diaries 2005/2006)* Use of local bus services in the previous month Not used in past month 51% *(2005/2006 SHS)* Use of local train services in the previous month Not used in past month 83% *(2005/2006 SHS)* Mode used for all purpose journeys Car passenger 14%, Bus 12%, Train 2%, Taxi 1%, Walk or Cycle 16% *(Travel Diaries 2005/2006)*	Aim to increase
		Mode used for all purpose journeys Car passenger 14%, Bus 12%, Train 2%, Taxi 1%, Walk or Cycle 16% *(Travel Diaries 2005/2006)*	Aim to increase
	Number of car club members and Number of trips made through Liftshare	Number of Members (as of Feb 2009) 5,034 Mileage savings (miles) 2,174,263 CO2 savings (tonnes) 665 Journeys registered 4,809 Journeys where contact was made 1,520 *(SEStran Liftshare Feb 2009)*	Aim to increase
	Rail station use	Passengers entries/exits to all SEStran stations 26,924,094 *(2008 STS)*	Aim to increase

RTS Objectives	Indicators	Baseline/Comment	Targets
3.4 to reduce the need to travel	Annual trip rate (per local authority?), number of teleworking and teleshopping (per local authority?)	11% adults work from home *(2005/2006 SHS)*	Aim to increase
	Annual trip rate (per local authority?), number of teleworking and teleshopping (per local authority?	1.54 – motorised trip rate *(Travel Diaries 2005/2006)*	To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS (1.5% after five years).
3.5 to increase transport choices, reducing dependency on the private car	Frequency of driving, households living within 6 mins walk time to the nearest, convenience and quality of public transport, frequency of travelling by bus/train in the evening	40% of adults drive every day *(SHS 2005/2006)* 88% of SEStran residents live within 6 minutes walk from a bus stop *(SHS 2005/2006)* 45% live 6 minutes walk from a bus stop with more than 3 buses an hour service *(SHS 2005/2006)* 85% find public transport either 'very convenient' or 'fairly convenient *(SHS 2005/2006)* 24% find public transport good *(SHS 2005/2006)* 47% of car/van commuters could have used public transport instead *(SHS 2005/2006)* 70% never travel by train and 83% never travel by bus in the evenings *(SHS Random Adult data)*	Aim to reduce Aim to increase Aim to increase Aim to increase Aim to increase Monitor annually Aim to increase

RTS Objectives	Indicators	Baseline/Comment	Targets
4.1 to improve safety (reducing accidents) and personal security	Number of KSI casualties, child, pedestrian and cyclist KSIs	% Reduction in Child KSIs and All Ages KSIs from the 1994-98 average **Child KSIs** Trunk roads -50% Local Authority roads -34% All roads -34% **All Ages KSIs** Trunk roads -7% Local Authority roads -26% All roads -25% *(2006 figures – Road Casualties Scotland 2006 Edition)*	By 2010, to cut killed and seriously injured (KSI) casualties by 40% and child KSIs by 50% from a 1994-98 base.
		172 Pedestrian KSIs in 2007 – reduce to 160 in 5 years and to 140 in 20 years 65 Cyclist KSIs in 2007 – reduce to 60 in 5 years and to 50 in 20 years *(Road Casualties Scotland 2007 Edition – only available at local authority level in 2007)*	Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs
	Perception of safety on public transport from Scottish Household Survey	89% of Adults (16+) who used a local bus service in the past month felt safe and secure on the bus *(2005/2006 SHS)* 62% of Adults (16+) feel very safe or fairly safe from crime when traveling by bus in the evenings *(2005/2006 SHS)* 48% of Adults (16+) feel very safe or fairly safe from crime when traveling by train in the evenings *(2005/2006 SHS)*	Over the period of the strategy, a five percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%)

RTS Objectives	Indicators	Baseline/Comment	Targets
4.2 to increase the proportion of trips by walk/cycle	Number of bikes in households, trips by bike and on foot by purpose from SHS data	35% of households have bike(s) available *(2005/2006 SHS)* 57% of Adults (16+) walked at least 1 day in previous 7 days as a means of transport (i.e. to go somewhere eg work, shopping or friends) *(2005/2006 SHS)* 3% of Adults (16+) cycled at least 1 day in previous 7 days as a means of transport (i.e. to go somewhere eg work, shopping or friends) *(2005/2006 SHS)* 14% of Employed adults (16+) travel to work on foot *(2005/2006 SHS)* 2% of Employed adults (16+) travel to work by bike *(2005/2006 SHS)*	Targets for mode share (see objective 1.4); in addition, over the period of the strategy, a 5% point increase in walking and cycling mode share for all trips, SEStran wide (1.5% after five years).
4.3 to meet or better all statutory air quality requirements	Number of sites exceeding National Air Quality Standards / no of Air Quality Management Area (AQMAs) in SEStran; annual increase in traffic	1. Edinburgh AQMA No.1 Declared for: Nitrogen dioxide 2. Edinburgh AQMA No.2 Declared for: Nitrogen dioxide 3. Falkirk – Grangemouth AQMA Declared for: Sulphur dioxide 4. Midlothian Pathhead AQMA Declared for: PM10 5. Fife has recently declared Bonnygate area of Cupar as an AQMA *(Scottish Air Quality Statistics, 2009)*	To contribute to meeting these requirements by 2010 or before
4.4 to reduce the impacts of transport noise	Not possible to systematically monitor		

Single Outcome Indicators	Scottish Borders	Clackmannanshire	Edinburgh	East Lothian	Falkirk	Fife	Midlothian	West Lothian	RTS Monitoring Table Reference
Households with daytime access to a regular public transport service (bus only)	✓								3.5.2
The number of people killed, seriously and slightly injured in road accidents	✓		✓		✓	✓	✓	✓	4.1a.1
The number of children killed, seriously and slightly injured in road accidents	✓		✓	✓		✓			4.1a.1
The number of pedestrian and cyclist casualties in road accidents	✓								4.1a.2 4.1a.3
Number of motorcyclist killed or injured on road accidents	✓								-
Mode share (car, car as a passenger, active travel, public transport) for all journeys		✓	✓						3.3a.7 *
Mode share (car, car as a passenger, active travel, public transport) for journey to work				✓	✓		✓		3.3a.1
Percentage of children walking or cycling to school		✓		✓	✓	✓			3.3a.2
Proportion of driver journeys delayed due to traffic congestion				✓					1.4b.4
Traffic on trunk roads and local authority roads			✓	✓					3.1a.1
Percentage of economically active adults using that can access employment centres within 30mins/1hour by public transport			✓						1.1 1.2
Use of Entitlement Cards – over 60s. % of those qualified who have a card	✓								2.4b.3

Appendix 3 – Policy and Measures Relating to SEStran Projects

		To ensure transport facilities economic growth, regional prosperity and vitality in a sustainable manner				To improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car particularly for those living in a rural area			
Measures	N-Not Yet Commenced C-Completed X- Abandoned D- Design Stage O- Ongoing	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and locations	to maintain and improve connectivity to the rest of Scotland,the UK and beyond	to support other stragies, particularly land use planning and economic development	to reduce, the negative impact of congestion, in particular to improve journey time reliability for passengers and freight	to improve access to employment	to improve access to health facilities	to improve access to other services, such as retailing, leisure and education	to make public transport more affordable and socially inclusive
Measure to meet mode share targets by corridor									
Bus Priority on North Edinburgh Corridor	D	X			X	X	X	X	
Cross Forth Bridge	D	X	X	X		X	X	X	X
Expanded park and Choose at Inverkeithing & Dalgety Bay	D	X	X	X	X	X	X	X	X
Dunfermline Halbeath bus Priority	D	X	X			X	X	X	X
A90/M90 HOV Prioity Measures	D	X	X		X	X	X	X	
P and C at Rosyth and Halbeath	D	X	X	X	X	X	X	X	X
Outer Orbital Buses	O	X	X	X	X	X	X	X	
Greendykes/ERI bus link and services	N	X				X	X	X	X
Glasgow Edinburgh High Speed Rail	O	X	X		X	X	X	X	X
Hub and Spoke' PT Livingston	N								
Improved Bus Services in Livingston North	N	X	X		X	X	X		
Livingston Bus Priority Measures	N	X	X			X	X	X	
Expanded car parks at Livingston, Bathgate, Linlithgow	D	X				X	X	X	
Park and Ride at West Calder, Kirknewton, Uphall Station	D	X	X	X	X	X	X	X	X

To ensure development is achieved in an environmentally sustainable manner					To promote a healthier and more active SEStran population				Policy Link
to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	to minimise the negative impacts of transport on natural and cultural resources	to promote more sustainable travel	to reduce the need to travel	to increase transport choices, reducing dependency on the private cari	to improve safety (accidents) and personal security	to increase the proportion of trips by walk/cycle	to meet or better all statutory air quality requirements	to reduce the impacts of transport noise	
				X					1,11,13,19
									12,15,19
X		X	X	X			X	X	1,5,8,11,19,24,29
									1,11,13,19
									11,12,14,16,19
X		X	X	X			X	X	1,5,8,11,19,24,29
									11,12,17,19,15,13
				X					1,11,17,19,22
				X					3,4,11,12,19,22
		X	X	X					1,11,17,19,22
				X					1,11,17,19,22
									1,8,13,19,22
X		X	X	X			X	X	1,5,8,11,19,24,29

		To ensure transport facilities economic growth, regional prosperity and vitality in a sustainable manner				To improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car particularly for those living in a rural area			
Measures	N-Not Yet Commenced C-Completed X- Abandoned D- Design Stage O- Ongoing	to maintain and improve labour market accessibilty to key business/ employment locations, from all communities and locations	to maintain and improve connectivity to the rest of Scotland,the UK and beyond	to support other stragies, particularly land use planning and economic development	to reduce, the negative impact of congestion, in particular to improve journey time reliability for passengers and freight	to improve access to employment	to improve access to health facilities	to improve access to other services, such as retailing, leisure and education	to make public transport more affordable and socially inclusive
New bus park and ride sites Heartlands, Winchburgh, Deer Park, Linlithgow	D	X	X	X	X	X	X	X	X
Fastlink Phase 2- Kirkton Campus to Edinburgh	N							X	X
Bus Priority Bridges, A702, A70, A701, A7	N	X			X	X		X	
Infrastructure at Waverley Railway	D								
Improved bus links between Falkirk and North Lanarkshire	X	X	X			X	X	X	
Improved bus links and parking at Bo'ness-Linlithgow, Grangmonth to Falkirk High	N	X	X			X	X	X	
A92 based express buses, links at key interchanges	N	X	X		X	X	X		
Levenmonth line re-opening with rejigged Fife Cirlce service feasibility	D	X	X			X	X	X	
M9 Bus Lanes(Linlithgow and Winchburgh) plus new motarway junctions feasibilty	N	X	X			X	X	X	
A71 Bus Priority measures/ Greenway	N	X	X			X	X	X	
Park and Choose at Wallyford	C	X	X	X	X	X	X	X	X
New stopping service to Dunbar, Reston, Berwick upon Tweed, East Linton	N	X	X			X	X	X	
Tay Bridge park and choose	D	X	X	X	X	X	X	X	X

To ensure development is achieved in an environmentally sustainable manner					To promote a healthier and more active SEStran population				Policy Link
to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	to minimise the negative impacts of transport on natural and cultural resources	to promote more sustainable travel	to reduce the need to travel	to increase transport choices, reducing dependency on the private cari	to improve safety (accidents) and personal security	to increase the proportion of trips by walk/cycle	to meet or better all statutory air quality requirements	to reduce the impacts of transport noise	
X	X	X	X	X			X	X	1,5,8,11,19,24,29
		X							1,11,17,19,22
									1,11,13,19
	X			X	X				3,4,12,19,22
		X		X					1,11,17,19,22
		X		X					1,11,17,19,22
		X	X	X					1,11,17,19,22
	X			X					3,4,19,22
				X					1,11,17,19,22
				X					1,11,17,19,22
X		X	X	X			X	X	1,5,8,11,19,24,29
		X		X					1,11,17,19,22
X	X	X	X	X			X	X	1,5,8,11,19,24,29

		To ensure transport facilities economic growth, regional prosperity and vitality in a sustainable manner				To improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car particularly for those living in a rural area			
Measures	N-Not Yet Commenced C-Completed X- Abandoned D- Design Stage O- Ongoing	to maintain and improve labour market accessibilty to key business/ employment locations, from all communities and locations	to maintain and improve connectivity to the rest of Scotland,the UK and beyond	to support other stragies, particularly land use planning and economic development	to reduce, the negative impact of congestion, in particular to improve journey time reliability for passengers and freight	to improve access to employment	to improve access to health facilities	to improve access to other services, such as retailing, leisure and education	to make public transport more affordable and socially inclusive
Other Network Measures and Wider Economic Network									
Signalisation of Pitreavie Roundabout	D		X		X				
M9 Junction 6 upgrade	D	X	X		X	X	X	X	
Kirknewton-Replacement of Level crossing with underpass/bridge	D	X	X		X	X	X	X	
A92 Redhouse Interchange-grade seperation and associated highway improvements	D	X	X		X	X	X	X	
Other On-going SEStran Capital Programme projects (not included above)									
Leedburn Junction	N		X		X				
Lothianburn park and ride	D	X	X	X	X	X	X	X	X
A701 MMS measures	D	X	X		X	X	X	X	
A801 Avon Gorge	D	X	X		X	X	X	X	
Blackridge Station	D	X			X	X	X	X	
East Lothian station car park extension	O	X				X	X	X	
NCR1 in Midlothian	D		X			X	X	X	
SEStran Capital Programme- scheduled to Complete during 2008									
Stirling Alloa quality Bus Corridor	C	X	X		X	X	X	X	
Hillfoot Quality Bus Corridor		X	X		X	X	X	X	
West Fife QBC		X	X		X	X	X	X	
Straiton park and ride	C	X	X	X	X	X	X	X	X
Falkirk High station car park improvement	O	X				X	X	X	
Borders Bus quality corridor		X	X		X	X	X	X	

To ensure development is achieved in an environmentally sustainable manner					To promote a healthier and more active SEStran population				Policy Link
to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	to minimise the negative impacts of transport on natural and cultural resources	to promote more sustainable travel	to reduce the need to travel	to increase transport choices, reducing dependency on the private cari	to improve safety (accidents) and personal security	to increase the proportion of trips by walk/cycle	to meet or better all statutory air quality requirements	to reduce the impacts of transport noise	
									11,12,13,14,18
									11,12,13,14,18
									3,4,19,22
									11,12,13,14,18
									11,12,13,14,18
X		X	X	X			X	X	1,5,8,11,19,24,29
									1,11,17,19,22
	X								1,11,17,19,22
				X					3,4,13,18,22
									1,8,13,19,22
									11,12,15,18
				X					1,11,13,14,19
				X					1,11,13,14,19
				X					1,11,13,14,19
X		X	X	X			X	X	1,5,8,11,19,24,29
	X								1,8,13,19,22
				X					1,11,13,14,19

Appendix 4 – SEStran Capital Monitoring 2009/10 – Period 2 – April 2009 to May 2010

Clackmannanshire

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
King St, Alloa	Construction of two TOUCAN crossings on A907 dual carriageway to carry main pedestrian & cycle routes from N Alloa into town centre and linking to National Cycle Route NCN76. Also part of improved cycle/ pedestrian route between town /rail station and new hospital.		88		88		
B9140 Realignment	Construction of rural footway alongside the B9140 linking to Tullibody.		53		53		
Total			141		141	0	0

NOT PROJECTS IN THE R.T.S. DELIVERY PLAN

EXPENDITURE NOT INCLUDED IN OVERALL ASSESSMENT

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
	88						Works underway 12 week contract period
	53						Complete
0	141	0	0	0	0		

City of Edinburgh

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Link to New Royal Infirmary	Public transport link road from Infirmary to Greendykes			1436	1440		
ATGA Seafield Roundabout	Removal of roundabout, replacing with signalised junction incl bus lanes	N/A		2366			
ATGA Crewe Toll	Upgrading of ped facilities, left turn road from Telford road	N/A		235			
UTM&C Parking Guidance Systems & other	UTM&C Parking Guidance Systems & other			211			
Cycling – Key connections to Edinburgh	Finishing A8 cycle scheme (widening footpaths for joint use)			15			
Bustracker – RTI expansion	Etend RTPI to East & Midlothian, City Centre to Portobello			500			
Bustracker – bus prioirty at signals	Roll-out city wide bus prioirty at signals			189			
Bus lane camera enforcement	Introduce decriminalised bus lane camera enforcement in Edinburgh			10			
SE Edinburgh bus improvements	Bus improvements for SE Edinburgh			1006	1194		
Design of future projects (block)	P&R development			153	200		
Cross Forth Ferry Project	Introduce ferry service			100			
Lothianburn P&R	Design P&R facility for Lothianburn (nearly complete, problem with junction)			27			
Total				3647	2834	0	0

PROJECTS INDICATED AS N/A ARE NOT IN THE R.T.S. DELIVERY PLAN

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
1436	1440						
2366							
235							
211	42			-42			
15							
500	420			-420			
189	335			-335			
10							
1006	1194						
153	200						
100							
27							
3647	3631		0	-797	0		

Falkirk

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Falkirk High Station Car Park	Construction of Car Park at Slamannan Road for Falkirk High Station		755	660			
Total			755	660	0	0	0

East Lothian

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Wallyford Park and Choose	Construction of a 337 space car park adjacent to Wallyford station and bus stops on the services to/from Edinburgh.		900	895	5		
Total			900	895	5	0	0

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
0	20	735	-660	20	735	The Japanese Knotweed remediation process may up to three years. Project will still appear in Falkirk Council's capital programme.	Work has yet to start due to the discovery of Japanese Knotweed.
0	20	735	-660	20	735		

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
895	5		0	0			Opened on June 23rd 2008
895	5	0	0	0	0		

Fife

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Cross Forth Ferry	Run a passenger only ferry service between Burntisland and Granton						
Park & Choose Rosyth & Halbeath	Rosyth – Construction of 500 space car park, landscaping, drainage, lighting, CCTV, bus turning facilities, bus stances and shelters, DDA access to both rail platforms at Rosyth Rail Halt, signals for access to site, signals at Pitreavie Roundabout and pedestrian and cycle access to site.Halbeath – Construction of 1000 space car park, landscaping, drainage, lighting, CCTV, bus turning facilities, bus stances, facilities building and pedestrian and cycle access to site. Site to give option of future expansion for rail halt and freight facilities.						
HOV Lane on M90/A90	Provision of HOV lanes to discourage single occupancy cars crossing the Forth and encourage the use of the park and choose sites in Fife.						
Real Time Information (Region Wide Measure)							
Expanded Park & Choose in South Fife	Develop existing park and choose facilites at Inverkeithing and Dalgety Bay						
South Fife Bus Priority Measures	Dunfermline – Inverkeithing/Dunfermline Halbeath bus priority measures to improve access to Forth Road Bridge.						
Fife Express Buses	A92 based express buses, links at key interchanges and bus priority links to main towns.						

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
	7,420			-7,420			Feasiblity study currently under way STAG 1 & 2
	4,500	7,000		-4,500	-7,000		Rosyth has gone for planning. Halbeath still at pre planning
							Transport Scotland considering New Forth Crossing
	6,000			-6,000			
	50			-50			
	2,488			-2,488			
	50			-50			

continues on p58

Fife (cont'd)

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Signalisation of Pitreavie Roundabout	Traffic signalisation of this major junction in Dunfermline.						
A92 Redhouse Interchange	Develop proposals for grade separqation and associated highway improvements at this main regional interchange.						
West Fife Quality Bus Corridor	Develop proposal for quality bus corridor in West Fife.						
Cross Forth Hovercraft	The project is for 2 hovercrafts, maintenance facilities, terminal facilities, parking and landing works at Kirkcaldy and temporary landing works at Portobello. A ramp and landing strip are also required at Leith. Subsidy will be required for the initial few years until service becomes viable.					1,000	
Cross Tay Park & Choose	Provision of park & choose sites to discourage single occupancy cars crossing the Tay and encourage modal shift for travel between Dundee and Fife.						
Levenmouth Passenger Rail	The re-opening of the existing rail line from Leven to Thornton, to connect Levenmouth to the national rail network					2,000	
Total				0	0	3,000	0

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
	50			-50			
		45,000			-45,000		
	128			-128			
	6,000			-6,000	1000		Feasibility
							Feasibility STAG 1 &2
		2000		-48,000			Feasibility STAG 1 &2
0	26,686	54,100	0	-74,686	-51,000		

Midlothian

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Lothianburn P&R	750 space park & ride (500 in phase 1 and 250 in phase 2) @ Lothianburn including bus turning circle and waiting facilities		4000 (phase 1)				
Leadburn Crossroads	Construction of a new roundabout at existing crossroads						
NCR1	Completion of National Cycle Route 1 through Midlothian						
A701 Phase2	Public transport and road safety improvements on A701 corridor between Penicuik and Edinburgh City boundary						
Total				0	0	0	0

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
500	1500	2000	500	1,500	2,000	No budget identified	Scheme designed and has planning consent
0	0	0	0	0	0		Scheme partly designed
0	0	0	0	0	0		Scheme partly designed
0	0	0	0	0	0		Phase 1 complete. No progress on future phases
500	1500	2000	-500	-1,500	-2,000		

Scottish Borders

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
Waverley railway – Black Path Replacement	Improvements to existing "Black Path" through Galashiels town centre following re-introduction of Waverley railway and measures to address the issue of severance within the town.		520	5	95	420	0
Strategic Routes – PT Improvements	Infrastructure improvements on strategic bus network		270	270	0	0	0
Residual spend from 2007/8 SEStran projects	Continuation of spend from last years schemes		10	10	0	0	0
Reston Station STAG 2	Provisional allocation to take forward to STAG 2		25	25	0	0	0
Galashiels Transport Interchange	Development of a state of the art Interchange for proposed Gala Railway Station		1500	0	0	900	600
Strategic Cycle route improvements	Development of key cycling routes in the Scottish Borders including Peebles to Innerleithen and Peebles to Penicuik		257	55	100	102	0
Total			2582	365	195	1422	600

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forcast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
8	92	420	3	-3	0	Minor Variance based on actual spend to date	Development Brief Stage
270	0	0	0	0	0	N/A	Completed
10	0	0	0	0	0	N/A	Completed
0	25	0	25	-25	0	Allocation slipped into 2009/10 as still awaiting Transport Scotland decision.	Transport Scotland decision still outstanding
0	0	900	0	0	0	N/A	Development Brief Stage
28	127	102	27	-27	0	Slippage incurred as a result of additional match funding available in 2008/9	Development Brief Stage
316	244	1422	55	-55	0		

West Lothian

			Approved Budget				
Project Name	Project Description	Project Status	Total	2008-9	2009-10	2010-11	Later Years
			£'000				
A71 Bus Corridor	Design of improvements measures for buses along the A71		30	5	25	0	0
A801 Avon Gorge	Construction of 3km of carriageway and high level multi-span viaduct		3400	0	100	2475	825
Bus Park and Ride Kilpunt, Broxburn	Design of a park and ride site at Kilpunt, Broxburn		90	10	80	0	0
Kirknewton Level Crossing	Removal of the existing half-barrier level crossing at Kirknewton (Shotts Line / B7031)		400	0	185	215	0
Livingston North Car Park Decking	Design of an additional level to the existing station car park		70	10	60	0	0
Real Time Bus Information	Implement real time bus information		200	0	100	100	0
Total				25	550	2790	825

Status Key:

On track for successful completion as programmed (or ahead of programme)

Issues have arisen which may delay completion or require discussion/direction

Issues have arisen which will delay completion

Forecast			Forecast Variance				
2008-9	2009-10	2010-11	2008-9	2009-10	2010-11	Explanation of any significant variances	Description of Progress to Date
£'000			£'000				
5	25	0	0	0	0	None	Some feasibilty design and traffic modelling work has been carried out.
0	100	2475	0	0	0	None	Expenditure to be matched with Falkirk Council's current construction programme.
10	80	0	0	0	0	None	Feasibilty design to commence January 2009
0	185	215	0	0	0	None	Expenditure to be matched with Network Rails current construction programme.
10	60	0	0	0	0	None	Archtects to be commissioned to design scheme
0	100	100	0	0	0	None	Scope of agreed project to be finalised with all authorities.
25	550	2790	0	0	0		

	Approved Budget			Forecast			Forecast Variance		
	£,000			£,000			£,000		
Councils	2008/09	2009/10	20010/11	2008/09	2009/10	20010/11	2008/09	2009/10	20010/11
Clackmannanshire	0	0	0	0	0	0	0	0	0
Edinburgh	3647	2834	0	3647	3631	0	0	-797	0
Falkirk	660	0	0	0	20	735	-660	20	735
East Lothian	895	5	0	895	5	0	0	0	0
Fife	0	0	0	0	26,686	54,100	0	-74,686	-51,000
Midlothian	0	0	0	500	1500	2000	-500	-1,500	-2,000
Scottish Borders	365	195	1422	316	244	1422	55	-55	0
West Lothian	25	550	2790	25	550	2790	0	0	0
Total	5592	3584	4212	5383	32636	61047	-1105	-77018	-52265

Notes:

1. The approved budget figures are as presently formally approved by local authorities.
2. The Forecast figures include approved budgets (adjusted as necessary) and Forecast expenditure not yet formally approved by local authorities.
3. The Variance is the difference between approved budget and forecast expenditure. A negative variance indicates a shortfall in approved budget.
4. Expenditure is in £,000.

Project Ref.	Delivery	Project Name	2009/10 £000	2010/11 £000	2011/12 £000	Post 2011/12 £000	Total £000
EU C1	SEStran	RTPI East Lothian	75	425	350	275	1,125
EUC2	SEStran	RTPI Borders	100	150	125	137	512
		Total Expenditure					**1,637**

Funding

Project Ref.	Source	Project Name	2009/10 £000	2010/11 £000	2011/12 £000	Post 2011/12 £000	Total £000
EU C1	EU	RTPI East Lothian	30	170	140	70	410
EU C1	SEStran	RTPI East Lothian	45	100	85	108	338
EU C1	East Lothian Council	RTPI East Lothian	0	155	125	97	377
EU C1		**Total**					**1,125**
EU C2	EU		40	60	50	50	200
EU C2	SEStran		60	90	75	87	312
EU C2		**Total**					**512**
		Total EU C1 and EU C2					**1,637**

Appendix 7 – Revenue Projects Budget 2008/09

SEStran Revenue Projects Budget Monitoring Statement to 31/03/09

Centre	Description	CY Budget	Actual
92009	R13 Outbound Bus Priority A90	6,301	6,302
92010	R14 Stirling To Clack Bus SVCS	5,000	8,910
92011	R15 Park & Choose Sth Tay Bridge	57,000	6,250
92013	R17 Sustainable Travel Awareness	50,000	46,914
92014	R18 Freight Facilities	50,000	20,357
92016	R20 Regional Parking Mngmt	50,000	64,330
92017	R21 Cycle Initiatives	30,000	27,291
92018	R22 Bus Information	4,102	4,102
92019	R23 Bus Realtime Information	0	72,668
92020	R24 Bus Initiatives Study	0	5,000
92021	Legal Advisors Ferry	14,000	9,744
92023	R27 Levenmouth Rail Study	55,000	29,363
92024	R28 Dunfermline Bus/Light Rail	3,988	3,988
92026	R30 Edin Sth Suburban Railway	-8,197	-8,197
92027	R5 Edin Glasgow High-Speed Rail	25,000	25,000
92029	R12 Edinburgh Orbital Bus Project	150,000	160,195
92032	Expert Rail/Bus Advice	35,000	35,200
92032	R34 Project Management Costs	35,001	38,269
92036	Norshukon Project	-6,010	-6,010
92040	R35 Park And Ride Strategy	30,000	26,555
92041	R36 Sustainable Development	20,000	20,229
92042	R37 RTS Monitoring	30,000	34,005
92043	R38 One Ticket Market Research	2,506	2,505
92044	Dryport Project	0	24,476
92045	Alloa Rosyth Transport Study	39,954	6,000
92046	BRT/LRT South Of Forth Road Bridge	39,954	15,791
92047	Additional Functionality Project	0	10,866
92047	Strategic Transport Planning	0	2,924
		718,597	**693,026**

Note: The projects with £0 CY budget did receive board approval before expenditure was incurred.

Project Code	Projects	Proposed Budget 2009/10 £'000	Notes
EU1	Dryport	214	
R12	Edinburgh Orbital Bus Project	150	
R15	Park and Choose on South Side of Tay Bridge	10	
R17	Sustainable Travel	130	
R39	Travel Planning	53	Note 1
R40	Cross Forth Ferry	0	Note 2
R41	Specialist Rail/Bus Advice	25	
R34	Project Management	25	
R35	Park and Ride Strategy	54	
R42	Regional Development Plan Input	55	Note 3
R37	RTS Monitoring	10	
R43	BRT/LRT Feasibility South of Forth	30	Note 4
R44	Extension of Stirling/Alloa rail to Dunfermline/Rosyth	70	Note 5
	Develop a Regional Transport Model	80	
	Total Expenditure	**906**	Note 6
	Funding		
	SESPLAN	55	Note 3
	Dryport	107	
	Scottish Government – Travel Planning Grant	53	Note 1
	Scottish Government – Revenue Grant	570	
	Edinburgh and West Lothian contributions to R43	20	Note 4
	Fife and Clackmannanshire contributions to R44	60	Note 5
	Transfer from core	15	
	Total Funding	**880**	

Notes

1 Scottish Government funding reduction of £105,000 from 2008/09 budget.

2 The previous budget of £40k will now be utilised to develop a Regional Transport Model

3 SESplan income recycled to provide support to SESplan on RDP.

4 Verbal agreement with West Lothian Council and City of Edinburgh Council to split the costs

5 Verbal agreement with Fife and Clackmannanshire Councils to split the costs

6 Once any financial contributions towards the Regional Transport Model have been included this figure will be matched to the total funding currently available by reducing the proposed expenditure on the Edinburgh Orbital Bus project

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