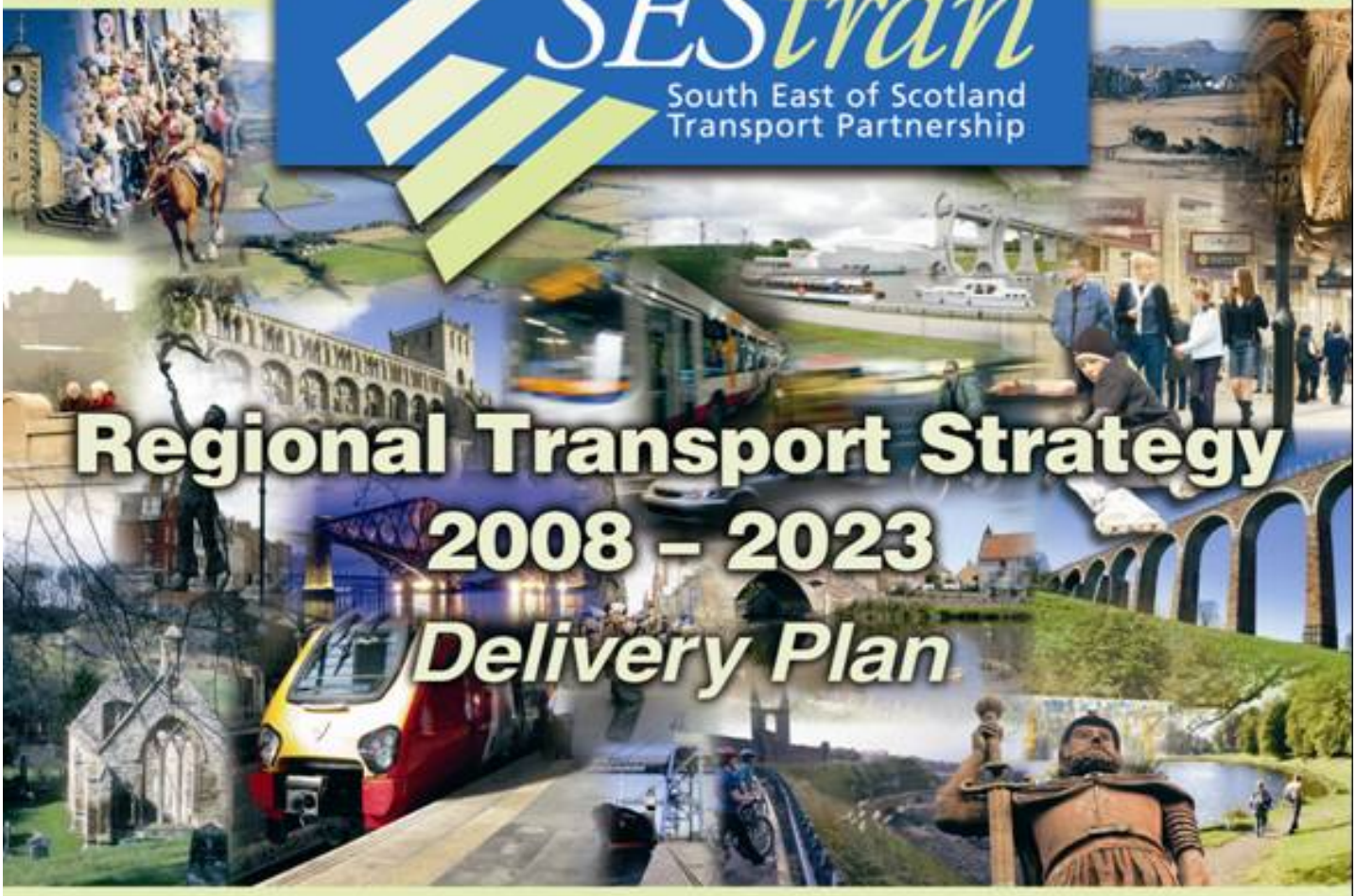
SEStran
South East of Scotland Transport Partnership



Regional Transport Strategy 2008 – 2023

Delivery Plan

EDINBVRGH
East Lothian Council
Fife
Midlothian
Scottish Borders Council
West Lothian

Contents

1 Introduction 1.2

1.1 Background 1.2
1.2 Structure 1.2

2 Total RTS Spending 2.3

2.1 Introduction 2.3
2.2 RTS Delivery Plan – Summary 2.3

3 Region-Wide & Specific Areas and Groups 3.4

3.1 Description 3.4
3.2 Cost Assumptions 3.4
3.3 Description 3.4
3.4 Cost Assumptions 3.4

Appendices

Appendix D - Stag Appraisal Summary Table

Appendix E – Region Wide Measures and Measures for Specific Areas and Groups, Appraisal

Appendix F – Mode Share Targets

Appendix G – Network Measures Description

Appendix H – Network based Measures+ appraisal against RTS objectives

Tables

Table 2.1 Summary of RTS Delivery Plan (£'000) 2.3
Table 3.1 Region-Wide Measures – Implementation & Cost 3.1
Table 3.2 Measures for Specific Areas and Groups – Implementation & Cost 3.2
Table 3.3 Network-based measures, Years 1-3 and Total RTS Spending 3.3
Table 3.4 Network-based measures, Years 4-9 and 10+ RTS Spending 3.4

1 Introduction

1.1 Background

1.1.1 This Delivery Plan has been produced to accompany the main South East Scotland Transport Partnership (SEStran) Regional Transport Strategy (RTS) document. It provides further details of the measures which are proposed within the RTS, in terms of their costs and the timing of their implementation (including prioritisation), and should be used in conjunction with the main RTS document. The delivery of projects will be wholly dependent on the level of funding that the Scottish Government and constituent councils might choose to contribute.

1.1.2 An outline cost for the measures proposed in the RTS has been established based on either previous cost estimates for proposals already under development, or new estimates for the RTS. A systematic approach has been taken in establishing new costs based on the best available evidence. The Delivery Plan and costs established at this stage will be used as a starting point for the implementation of the RTS. The costs for the first three years are consistent with the SEStran Business Plan 2008/09 – 2010/11.

1.1.3 The tables contained in this document have been extracted from a 'live' spreadsheet which contains all the details of the costing of the measures, including links to the various underlying cost assumptions.

1.1.4 In each of the tables which follow, delivery details are split into a short (1-3 years) and longer (4-15) term timescale. This allows the proposed early actions to be easily identified.

1.2 Structure

1.2.1 The RTS is split into three main themes of actions. These are:

- **Region-wide initiatives** – measures affecting the whole SEStran area:
- **Initiatives for specific areas and groups** – aimed primarily at accessibility and providing minimum levels of service to specific localities and groups, and rural areas more generally: and
- **Network-based initiatives** – covering carefully targeted physical infrastructure schemes and public transport supply on the principal travel corridors.

1.2.2 Chapter 2 contains a summary of the total RTS funding package.

1.2.3 Chapter 3 contains details of the implementation of the proposed Region-Wide Measures and Measures for Specific areas and groups.

1.2.4 Chapter 4 contains details of the delivery of the Network-Based Measures.

2 Total RTS Spending

2.1 Introduction

2.1.1 Chapters 3 and 4 contain details of the breakdown of potential spending in the SEStran RTS. This chapter provides a summary table of this spending.

2.2 RTS Delivery Plan – Summary

2.2.1 Table 2.1 below provides a summary of the RTS Delivery Plan, splitting out revenue and capital spending by theme by time period. Note that the figures here exclude capital spending on national schemes. The proposed spending complies with the current understanding of the Scottish Budget Spending Review 2007 as referred to in Chapter 11 of the RTS.

Table 2.1 Summary of RTS Delivery Plan (£'000)

	Years 1-3		Years 4-15		
	Revenue	Capital	Revenue	Capital	Total
Region-wide measures	1,540	6,770	6,980	6,000	21,290
Measures for specific areas & groups	4,600		18,400		23,000
Network-based measures		24,808		136,414	161,222
Total	**6,140**	**31,578**	**25,380**	**142,414**	**205,512**

3 Region-Wide & Specific Areas and Groups

3.1 Description

3.1.1 For each of the Region-Wide Measures, Table 3.1 overleaf shows the level of RTS priority (see Chapter 6 of main RTS for details), followed by, for each time period (short, medium, long term):

- Action – either:
  - Reviewing / scoping / specification;
  - Framing policy;
  - Producing guidance / best practice, ensuring consistency of approach; and / or;
  - Implementation
- Total revenue cost;
- Total capital cost
- For years 1-3 and years 4-15;
- Total funding for RTS measure together with implied average funding per annum; and.
- Total spending by time period.

3.1.2 Table 3.2 contains the same information for the Measures for Specific Areas and Groups.

3.1.3 Note that Appendix E of the main RTS document contains an indication of the RTS Objectives to which each of the Region-Wide Measures and Measures for Specific Areas and Groups make a positive contribution.

3.2 Cost Assumptions

Region-wide measures

3.2.1 In building up the costs for the Region-Wide Measures, a mixture of published sources, existing funding and professional judgement has been used. For example, the 'Smarter Choices' report[1] contains detailed costs of many 'soft factor' interventions which have been implemented. These costs have been use as a basis for building up the required spend in the SEStran area for this type of project.

3.2.2 The spending in Region-Wide Measures is a mix of capital and revenue spending. Many of the measures involve an element of regional coordination, followed by some capital spending.

[1] Smarter Choices – Changing the Way We Travel, Cairns, Sloman, Newson, Anable, Kirkbride & Goodwin, July 2004

Measures for Specific Areas and Groups

3.2.3 There is a strong rural and community transport element to this measure. Costs for measures to support access to health and employment, community transport and rural transport have been derived from 'typical' spending in existing rural transport funding. Published figures for spending on the Rural Transport Fund, in particular the Rural Community Transport Initiative and the Rural Public Passenger Transport Grant have been analysed on a 'per project' basis, as was typical spending via the Bus Route Development Grant. These figures were used as a basis to inform the level of spending required.

Table 3.1 Region-Wide Measures – Implementation & Cost

		RTS Years 1-3								RTS Years 4-15						RTS TOTAL	
	PRIORITY (from main RTS	Reviewing / Scoping /	Framing Policy	Produce Guidance	Implementation			2008-2011 (£, revenue), not per annum	2008-2011(£,capital)	Reviewing / Scoping / Specification	Framing Policy	Produce Guidance	Implementation	2011 to 2023, (£, revenue), not	2011-2023(£,	TOTAL RTS Cost (£)	Total Cost (£) / Annum
1 Travel Plans: facilitation of widespread workplace and school travel plans	HIGH	✓		✓	✓			300,000				✓	✓	1,200,000		**1,500,000**	**100,000**
2 Developing sustainable travel through frameworks for development control / company including the enforcement of travel plans	MEDIUM	✓		✓								✓	✓	120,000		**120,000**	**8,000**
3 Regional Car Sharing, residential travel planning etc, personal travel planning	HIGH / MEDIUM			✓	✓			150,000				✓	✓	600,000		**750,000**	**50,000**
4 Promotion and facilitation of tele-working as a substitute for travel	MEDIUM-LOW			✓	✓							✓	✓	120,000		**120,000**	**8,000**
5 Use of awareness campaigns to increase the use of sustainable transport modes, reduce overall travel and encourage active travel	MEDIUM			✓	✓			150,000				✓	✓	600,000		**750,000**	**50,000**
6 Promoting through ticketing and OneTicket in SEStran and beyond	MEDIUM / HIGH	✓			✓			75,000					✓	300,000		**375,000**	**25,000**
7 Regional Rail Concessions scheme	MEDIUM	✓	✓														
8 Regional Freight Partnership, supporting region-wide approach to freight management	HIGH		✓		✓			120,000					✓	240,000		**360,000**	**24,000**
9 HGV Park, route bans and signing strategy	MEDIUM		✓		✓			see 8			✓		✓	see 8		**see 8**	**see 8**
10 Consistently developed framework for maximum parking standards - new developments	MEDIUM		✓		✓						✓		✓				
11 Regional parking management policy, decriminalised parking enforcement	MEDIUM / HIGH		✓		✓			100,000			✓		✓	60,000		**160,000**	**10,667**
12 Park and ride / share - region-wide strategy	HIGH		✓		✓			80,000					✓	160,000		**240,000**	**16,000**
13 Congestion charging & tolls	NA															**na**	**na**
14 Regional road safety/ AIP programmes	LOW	✓										✓	✓				
15 Safer routes to schools	MEDIUM			✓	✓								✓				
16 Urban cycle networks - inc integration & parking[2]	HIGH	✓			✓			150,000		✓			✓	600,000		**750,000**	**50,000**
16a Safer Routes to stations/interchanges					✓				245,000								
16b Cycling key connections, Edinburgh					✓				525,000								
16c Cycling key connections West Lothian					✓												
16d Kirkcaldy pedestrian links					✓												
16e NCN1in Dunfirmline																	
16f Waverley Railway ped/cycle links																	
17 Rural cycle networks - inc integration & parking	MEDIUM	✓			✓			See 16		✓			✓				
17a Round the Forth Cycle Route					✓												
17b Eskbank to Dalkeith Cycleway					✓												

[2] Note that sustrans could be a delivery partner in RWM 16-18.

		RTS Years 1-3								RTS Years 4-15						RTS TOTAL	
	PRIORITY (from main RTS	Reviewing / Scoping /	Framing Policy	Produce Guidance	Implementation			2008-2011 (£, revenue), not per annum	2008-2011(£,capital)	Reviewing / Scoping / Specification	Framing Policy	Produce Guidance	Implementation	2011 to 2023, (£, revenue), not	2011-2023(£,	TOTAL RTS Cost (£)	Total Cost (£) / Annum
17c NCR 75 cycle path lighting					✓												
17d NCN76 Fife extension					✓												
17e A1 cycle path					✓												
18 Cycling infrastructure - best practice	MEDIUM			✓	✓							✓	✓	see 16		**see 16**	**see 16**
19Support for improved off peak and non-commercially viable services	HIGH	✓	✓														
20 Alternative fuels	MEDIUM	✓						30,000			✓					**30,000**	**2,000**
21 Minimum standards for PT vehicles	MEDIUM	✓	✓					30,000			✓		✓	60,000		**90,000**	**6,000**
22 Fares Measures: costs of public transport fares	MEDIUM	✓	✓														
23 Bus / Rail timetable integration	MEDIUM	✓						45,000					✓	120,000		**165,000**	**11,000**
24 Improved pedestrian/cycle access to PT network	MEDIUM	✓			✓					✓			✓	360,000		**360,000**	**24,000**
25 Region-wide programme of bus stop infrastructure improvements	MEDIUM	✓		✓				75,000					✓	180,000		**255,000**	**17,000**
26 Public Transport Information Strategy	HIGH		✓	✓	✓												
27Real Time Information, including rural	MEDIUM-HIGH	✓		✓	✓				6,000,000				✓		6,000,000		
28 Regional Taxicard	MEDIUM	✓						30,000					✓	360,000		**390,000**	**26,000**
29 Mobility impaired transport info services	MEDIUM-HIGH	✓			✓			70,000					✓	200,000		**270,000**	**18,000**
30 Framework for design standards - sustainable settlements / city streetscape	LOW	✓		✓								✓	✓	300,000		**300,000**	**20,000**
31 Town / City Centre Urban Realm Improvements	MEDIUM	✓											✓				
32 Bus lane compliance and enforcement	MEDIUM	✓			✓								✓				
33 Tourist signing strategy	LOW	✓										✓	✓	60,000		**60,000**	**4,000**
34 Regional coordination of community and accessible transport	MEDIUM	✓			✓			60,000			✓		✓	300,000		**360,000**	**24,000**
35 Regional ITS Framework	LOW / HIGH	✓										✓		60,000		**60,000**	**4,000**
36 City Car Club systems	LOW	✓						15,000			✓		✓	120,000		**135,000**	**24,333**
37 Land-Use Planning Coordination	HIGH				✓			60,000					✓	800,000		**860,000**	**57,333**
38 Region-wide specialist provision for powered two wheelers	LOW	✓	✓									✓	✓	60,000		**60,000**	**4,000**
TOTAL 2008 onwards (£'000)								**£1,540**	**£6,770**					**£6,980**	**£6,000**	**£21,290**	**£1,419**

Table 3.2 Measures for Specific Areas and Groups – Implementation & Cost

		RTS Years 1-3								RTS Years 4-15						RTS TOTAL	
	PRIORITY	Reviewing / Scoping / Specification	Framing Policy	Produce Guidance / consistency	Implementation			2008-09 to 2010-11 (£, revenue), not per annum	2008-09 to 2010-11 (£, capital)	Reviewing / Scoping / Specification	Framing Policy	Produce Guidance / consistency	Implementation	2011 to 2022, (£, revenue), not per annum	2011-2023 (£, capital)	TOTAL RTS Cost (£)	Total Cost (£) / Annum
Access to Health measures	HI GH	✓	✓		✓			4,500,000					✓	18,000,000		**22,500,000**	**1,500,000**
Access to Employment measures	HI GH	✓	✓		✓			See health					✓	See health			
Community transport funding	HI GH	✓	✓		✓			See health					✓	See health			
Rural public transport hierarchy	HI GH	✓	✓		✓			100,000					✓	400,000		**500,000**	**33,300**
TOTAL 2008 onwards (£'000)								**£4,600**						**£18,400**		**£23,000**	**£1,533**

Network-Based Measures

3.3 Description

3.3.1 The costs and delivery of the proposed network-based measures are shown in Tables 4.1 and 4.2 below. The schemes appear in the same order as found in Appendix G (ie prioritised by corridor) of this document which also contains more details of the schemes themselves. Appendix H shows how the various Network-Based Measures contribute to meeting the RTS objectives.

3.3.2 Table 4.1 provides details of RTS years 1-3 and the total proposed RTS spending for each measure which reflects our current Business Plan. Table 4.2 provides more details of years 4-15. Each table is divided into the following five main sections, containing different types of scheme:

- Measures to meet mode share targets by corridor;
- Other Network Measures & Wider Economic Network;
- Other On-Going SEStran Capital Programme projects (not included above); and
- Development led proposals - of regional significance.

3.3.3 In each case, for each time period, an outline 'status' indicator is identified for each proposed project. These are:

- Support only – SEStran supports the proposed measure and no other direct action is required;
- Influence – SEStran supports and wishes to influence the form of the scheme as it progresses, these will typically be national or other schemes;
- Feasibility – review – SEStran will facilitate the feasibility of the proposal, following the stag process;
- Detailed design – the project is at detailed design stage, having completed STAG; and
- Implementation – the scheme is under construction or in operation.

3.3.4 Funding levels are then given for each proposed measure in each time period. The prioritisation of projects reflects the strategic corridor work described in Chapter 8 of the main RTS document).

3.4 Cost Assumptions

3.4.1 Where projects are already under development, current construction cost estimates have been obtained from published sources. For bus priority projects, generic costs have been estimated based on a per kilometre cost of typical schemes. Similarly, common assumptions have been used regarding the revenue support required for the provision of new bus services. If no costs were available, as estimate has been made or the proposal has not been costed for construction costs. These instances are noted in the spreadsheet.

Table 3.3 Network-based measures, Years 1-3 and Total RTS Spending

	RTS Years 1-3					Cost – Years 1-3		
Measure	support only	influence	feasibility- review	detailed design	implementation	Study / design	Implement - Capital	Funded by third party
Measures to meet mode share targets by corridor								
Further bus priority, on key routes in the north Edinburgh corridor, eg Inverleith Row, Queensferry Road, Dundas Street, Crewe Road South			✓	✓	✓		1,611,000	
Cross Forth ferry			✓	✓		1,800,000		5,000,000
Expanded park and choose at Inverkeithing & Dalgety Bay				✓	✓	50,000		
Dunfermline - Inverkeithing / Dunfermline Halbeath Bus Priority measures				✓	✓		2,488000	
A90 / M90 HOV Priority Measures - 3rd (priority) lane on A90/M90 between Halbeath and FRB, and associated traffic management measures scheme development				✓			1,400,000	14,000,000
Park and Choose at Rosyth and Halbeath				✓	✓		1,800,000	12,000,000
Outer Orbital Buses			✓	✓		150,000		6,000,000
Greendykes / ERI bus link & services				✓	✓		2,559,000	
Glasgow Edinburgh High Speed Rail			✓			25,000		
'Hub and spoke' PT to serve dispersed employment locations in Livingston			✓	✓		75,000		

	RTS Years 1-3					Cost – Years 1-3		
Measure	**support only**	**influence**	**feasibility- review**	**detailed design**	**implementation**	**Study / design**	**Implement - Capital**	**Funded by third party**
Improved bus services from Livingston North station to employment locations			✓		✓	25,000		
Livingston bus priority measures			✓			25,000		
Expanded station car parks at Livingston North, South, Bathgate and Linlithgow			✓	✓	✓	650,000		200,000
New park and ride facilities - West Calder, Kirknewton, Uphall Station,			✓	✓		650,000		100,000
New bus based park and ride sites - Heartlands, Winchburgh, Deer Park, Linlithgow			✓			750,000		
Fastlink Phase 2 - Kirkton Campus to Edinburgh			✓	✓		100,000		
Further bus priority, eg Bridges, A702, A70, A701, A7, junction measures and bus lanes			✓				2,467,000	
Infrastructure to complement Waverley Railway					✓		400,000	
Improved bus links between Falkirk and North Lanarkshire			✓			50,000		
Improved bus links to stations and parking at stations - eg Bo'ness-Linlithgow, Grangemouth to Falkirk High, Polmont area			✓	✓	✓	50,000		
A92 based express buses, links at key interchanges - plus bus priority on routes in 3 main towns			✓		✓	50,000		
Levenmouth line re-opening, with re-			✓			55 ,000		

	RTS Years 1-3					Cost – Years 1-3		
Measure	**support only**	**influence**	**feasibility- review**	**detailed design**	**implementation**	**Study / design**	**Implement - Capital**	**Funded by third party**
jigged Fife Circle services feasibility								
M9 Bus Lane (Linlithgow and Winchburgh), plus new motorway junctions feasibility		✓	✓			75,000		
A71 Bus Priority measures / Greenway				✓	✓		100,000	
Park and choose at Wallyford					✓		1,000,000	
New stopping service to Dunbar, Reston, Berwick upon Tweed, East Linton		✓	✓			75,000		
Tay Bridge park and choose			✓	✓		50,000		
Other Network Measures & Wider Economic Network								
Signalisation of Pitreavie roundabout				✓		50,000		
M9 Junction 6 upgrade		✓	✓			25,000		
Kirknewton - replacement of level crossing with underpass / bridge				✓	✓		400,000	500,000
A92 Redhouse Interchange - grade separation and associated highway improvements				✓	✓		750,000	
Other On-Going SEStran Capital Programme projects (not included above)								
Leadburn Junction				✓	✓		150,000	750,000
Lothianburn park and ride site				✓	✓		550,000	6,000,000

	RTS Years 1-3					Cost – Years 1-3		
Measure	**support only**	**influence**	**feasibility- review**	**detailed design**	**implementation**	**Study / design**	**Implement - Capital**	**Funded by third party**
A701 MMS measures				✓	✓		320,000	1,200,000
A801 Avon Gorge				✓	✓		400,000	20,000,000
Blackridge station				✓	✓		300,000	5,000,000
East Lothian station car park extension				✓		25,000		
NCR1 in Midlothian				✓	✓		300,000	
SEStran Capital Programme - scheduled to Complete during 2008								
Stirling Alloa Quality Bus Corridor					✓		140,000	
Hillfoots Quality Bus Corridor					✓		30,000	
West Fife QBC					✓		128,000	
Straiton park and ride					✓		2,060,000	
Falkirk High station car park improvement					✓		500,000	
Borders Bus quality corridor				✓	✓		150,000	
TOTAL 2008 onwards (£'000)						**£4,805**	**£20,003**	

Table 3.4 Network-based measures, Years 4-15 RTS Spending

	RTS Years 4-15							
Measure	support only	influence	feasibility- review	detailed design	implementation	monitoring	Study / Design	Implement - Capital
Measures to meet mode share targets by corridor								
Tackle remaining bus priority bottlenecks				✓	✓		1,000,000	5,500,000
Barnton interchange [with Outer Orbital buses]				✓	✓		125,000	2,000,000
A90 northbound bus priority				✓	✓		434,700	2,970,000
Completion of SITCoS Comprehensive bus rights-of-way network (inc A907, A823, Rosyth) - additional to 104				✓	✓		250,000	2,500,000
Expanded park and choose at Inverkeithing & Dalgety Bay					✓		50,000	5,000,000
Park and Choose at Rosyth and Halbeath					✓	✓		
Outer Orbital Buses				✓	✓		1,000,000	20,000,000
New bus services - south to east Edin						✓		
A8 Gogar bus priority				✓	✓		100,000	1,900,000
Livingston bus priority measures				✓	✓		827,000	4,400,000
Expanded station car parks at Livingston North, South, Bathgate and Linlithgow				✓	✓			1,500,000
New park and ride facilities - West Calder, Kirknewton, Uphall Station,					✓			4,500,000

	RTS Years 4-15							
Measure	support only	influence	feasibility- review	detailed design	implementation	monitoring	Study / Design	Implement - Capital
Niddrie Mains Road bus priority measures, etc				✓	✓		400,000	8,000,000
Gilmerton Road bus priority				✓	✓		352,750	1,430,000
South East Edinburgh bus priority, eg Bridges, A702, A70, A701, A7, junction measures and bus lanes				✓	✓			6,000,000
Sheriffhall bus priority				✓	✓		200,000	1,800,000
A7/A68 Bus Priority Schemes							300,000	3,000,000
A92 based express buses, links at key interchanges - plus bus priority on routes in 3 main towns					✓	✓	350,000	3,500,000
Network of PT 'hubs'				✓	✓	✓	300,000	3,000,000
A71 Bus Priority measures / Greenway						✓	900,000	9,000,000
A702 bus priority (inc Fairmilehead junction)				✓	✓		400,000	4,100,000
Musselburgh QBC - significant programme of measures through Musselburgh to link with existing Greenways on Willowbrae Road / Milton Road				✓	✓		1,000,000	9,500,000
Bankton P&R - [rail link into Blindwells as long term aspiration]				✓	✓		225,000	3,000,000
Improved interchange, bus priority on A907				✓	✓	✓	300,000	2,700,000
Tay Bridge park and choose				✓	✓	✓	500,000	3,000,000

	RTS Years 4-15							
Measure	**support only**	**influence**	**feasibility- review**	**detailed design**	**implementation**	**monitoring**	**Study / Design**	**Implement - Capital**
Other Network Measures & Wider Economic Network								
Ongoing support for development of external (road) links - appraisal, design, construction (non trunk)				✓	✓		100,000	
Support for development of external (rail) links - feasibility (no capital)		✓	✓				400,000	
Signalisation of Pitreavie roundabout				✓	✓		50,000	300,000
TOTAL (£'000)							**£9,564**	**£126,850**

Projects to be delivered by others for which SEStran expresses support:-

Tram: Roseburn-Granton, Granton- Newhaven tram

Tram: Newhaven – Airport

A90 / M90 HOV Priority Measures - 3rd (priority) lane on A90/M90 between Halbeath and Forth Road Bridge, and associated traffic management measures.

New stations at Dunfermline West, Kirkcaldy East, Newburgh, Wormit

Airdrie Bathgate railway re-opening

M8 Bus Lane

Tram: 'Line 3' - & review options for extensions to Musselburgh, Dalkeith, Penicuik

Borders Rail

A7 / A68 bus priority schemes

Levenmouth line re-opening, with re-jigged Fife Circle services

M9 Bus Lane (Linlithgow and Winchburgh), plus new motorway junctions

Shotts Line improvements, Caledonian Express

New station at Cambus

Rosyth port rail link

Charleston Rail Chord

Edinburgh Airport Rail access

New road links to Edinburgh airport

M9 Junction 6

Upgrade Rail infrastructure enhancements to allow 9 ft 6 inch containers

Kirknewton - replacement of level crossing with underpass / bridge

Rosyth Bypass

A92 Redhouse Interchange - grade separation and associated highway improvements

A92 Junction improvements

Direct trains from Edinburgh Park to Glasgow Queen Street

A801 Avon Gorge Bridge and Approach Roads

A89 Corridor Improvements

Electrification of Edinburgh Glasgow Railways

South Suburban Railway

Glasgow Edinburgh High Speed Rail

New station at Blackridge on A2B line

Tram: Extension to Livingston

New stopping service to Dunbar, Reston , Berwick upon Tweed, East Linton

Development led proposals - of regional significance

New station at Winchburgh

New motorway junction at Winchburgh

Upgraded motorway junction at M876 J2

Package of measures to accompany Shawfair development

New M8 Motorway Junction @ Whitburn

Musselburgh Parkway Station

Haymarket Interchange

APPENDIX D Summary Assessment Table

<table>
<tr><th colspan="4">Proposal Details</th></tr>
<tr><td colspan="2">Name and address of authority or organisation promoting the proposal:
(Also provide name of any subsidiary organisations also involved in promoting the proposal)</td><td colspan="2">South East Scotland Transport Partnership (SEStran)</td></tr>
<tr><td>Proposal Name:</td><td>Regional Transport Strategy</td><td>Name of Planner:</td><td>SEStran</td></tr>
<tr><td rowspan="3">Proposal Description:</td><td rowspan="3">The Regional Transport Strategy (RTS) is a comprehensive package of measures which are designed to address the transport issues affecting the SEStran area over the life of the strategy (15 years)</td><td rowspan="3">Estimated Total Public Sector Funding Requirement:</td><td>Capital costs/grant: see below</td></tr>
<tr><td>Annual revenue support – see below</td></tr>
<tr><td>Present Value of Cost to Govt. na</td></tr>
<tr><td>Funding Sought From: (if applicable)</td><td>Scottish Executive</td><td>Amount of Application:</td><td>£916m over 15 years – £511m Capital, £405m Revenue</td></tr>
<tr><th colspan="4">Background Information</th></tr>
<tr><td>Geographic Context:</td><td colspan="3">The SEStran area comprises eight local authority areas in south east Scotland: Clackmannanshire, East Lothian, Edinburgh (City of), Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. As such, it covers a diverse geographical area, ranging from highly urbanised areas to small towns to highly rural areas. Just under ¾ of the population live in urban areas though (settlements with >10,000 population), with around 14% living in small towns (settlements with 3,000-10,000 population), with a further 14% living in rural areas (settlements with <3,000 population). There are areas classed as ‘remote rural’ in East Lothian and Scottish Borders.</td></tr>
</table>

Social Context:	Again, there are a wide variety of social contexts within the SEStran area. In terms of the social context, the best measure of 'deprivation' is the Scottish Indices of Multiple Deprivation (SIMD). A commonly accepted benchmark is if an area is in the top 15% of the 6,505 data zones in Scotland in terms of deprivation (these areas are eligible for Community Regeneration Funding (CRF)). In 2006, the SEStran area accounts for 17% of these 'most deprived' data zones, yet has 28% of Scotland's population. Therefore there is relatively little deprivation compared to many other areas of Scotland. Clackmannanshire has the highest concentration of deprivation, with almost ¼ of its data zones being classed as deprived, followed by City of Edinburgh and Fife. In the other areas, less than 10% of data zones are classed as deprived with the lowest levels being found in East Lothian and Scottish Borders.
Economic Context:	The SEStran area is characterised by economic growth and continued development of commercial, retail and residential sites. The population is projected to increase by 10% (2004-24), and the area is one of the most significant drivers of economic growth in Scotland. In 2004, service industries accounted for around 83% of total employment, with Edinburgh's Banking / Finance / Insurance and Public Admin / Education / Health sectors alone accounting for over ¼ of all jobs in the SEStran area. The City of Edinburgh is home to 45% of the area's jobs, yet only 31% of its population – it therefore acts as a major draw for commuter travel in the SEStran area. Nearly 70% of the area's Banking / Finance / Insurance jobs are located in Edinburgh. Manufacturing now represents only 10% of employment in the area, ranging from 19% in West Lothian to 5% in Edinburgh.

Planning Objectives	
Objective:	Performance against planning objective:
1. Economy - To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner: 1.1 to maintain and improve labour market accessibility to key business / employment locations. 1.2 to maintain and improve connectivity to the rest of Scotland, the UK and beyond. 1.3 to support other strategies, particularly land use planning, and economic development. 1.4 to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight.	**1.1** The RTS measures would significantly improve labour market accessibility in south east Scotland, when travelling by public transport. The range of interventions will create new opportunities for travel by public transport, and help make existing travel faster, more reliable, cheaper, better quality, more convenient. Reductions in congestion would also be of benefit to those travelling by car. **1.2** The RTS recognises the importance of connectivity to areas outwith SEStran. These 'key economic links' will be maintained and enhanced. **1.3** There is a strong emphasis in the RTS on working in particular with City Region and other development plan teams to integrate the planning of land use and transport, targets. Other strategies will be supported building on links established through the RTS. **1.4** Mode share targets have been set to reduce the share of 'car driver' in terms of commuter travel in particular. If these targets are met, congestion would be reduced significantly compared to a 'business as usual' scenario. These reductions in congestion would also significantly improved journey time reliability.

Planning Objectives	
Objective:	Performance against planning objective:
2. Accessibility - To improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas: 2.1 to improve access to employment. 2.2 to improve access to health facilities. 2.3 to improve access to other services, such as retailing, leisure and education. 2.4 to make public transport more affordable and socially inclusive.	**2.1** The RTS has identified geographical areas of deprivation which also have relatively poor access to employment opportunities across central Scotland. Actions have been proposed to improve access by public transport to jobs for these communities. **2.2** The RTS has identified geographical areas where there are concentrations of households without access to a car, with poor access by public transport to a range of key hospitals. Targeted actions have been proposed which would lead to improved hospital access for these communities. **2.3** There are a wide range of measures which will improve public transport in the SEStran area, and hence accessibility to other services using public transport. The targeted measure in 2.1 and 2.2 will also improve accessibility for these communities to other services. **2.4** The RTS commits SEStran to (i) address anomalies in public transport fares in the region, and (ii) making public transport cheaper in real terms over time. Other barriers to public transport use such as vehicle standards will also be addressed.

Planning Objectives	
Objective:	Performance against planning objective:
3. Environment - To ensure that development is achieved in an environmentally sustainable manner: 3.1 to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions. 3.2 to minimise the negative impacts of transport on natural and cultural resources. 3.3 to promote more sustainable travel. 3.4 to reduce the need to travel. 3.5 to reduce the dependency on the private car. **4. Safety and Health -** To promote a healthier and more active SEStran area population**:** 4.1 to improve safety (accidents) and personal security. 4.2 to increase the proportion of trips by walk/ cycle. 4.3 to meet or better all statutory air quality requirements. 4.4 to reduce the impacts of transport noise.	3.1 At the heart of the RTS is a comprehensive set of measures to improve public transport, encouraging modal shift and reducing car traffic. The mode share targets, if met, would significantly reduce greenhouse gas emissions compared with the do minimum. 3.2 The RTS is not proposing the construction of major new pieces of road infrastructure. The RTS targets to reduce car travel, and the minimisation of the construction of new infrastructure, are in line with this objective. 3.3 The RTS sets out to promote sustainable travel through a wide variety of means, including the provision of good public transport, widespread use of travel planning and promotion of safe routes to school. 3.4 The travel planning initiatives (workplace, school, personalised) are aimed in part at reducing the need to travel, by making people aware of alternative courses of action. A more integrated approach to land use and transport planning will also reduce the requirement for non-sustainable travel. 3.5 Many of the RTS initiatives are aimed at providing or improving alternatives to the use if the private car, in terms of the level and quality of public transport. In doing this, the level of car dependency is predicted to be reduced. The travel planning initiatives will also assist in reducing car dependency. 4.1 The RTS is committed to taking a regional view on road safety, identifying good and bad practice to facilitate improvements. Challenging accident reduction targets have been set. Personal security for users of public transport is an important issues and can be a major barrier to the use of public transport for certain groups and at certain times of the day. The RTS is promoting several new high-quality interchanges throughout the area which would provide a high degree of security for users of public transport. 4.2 It is recognised that there are health as well as transport benefits from the increased use of walk / cycle modes. The RTS is encouraging this by improving walking and cycling facilities across the region. 4.3 The reduction of road traffic is an overarching aim of the RTS. In urban areas

Planning Objectives	
Objective:	Performance against planning objective:
Rationale for Selection or Rejection of Proposal:	Select Proposal- The proposal has been selected because it contributes to the planning objectives, particularly in relation to reducing congestion and promoting inclusion.

Implementability Appraisal	
Technical:	The only technical issues in the RTS will be associated with the infrastructure or information measures. In particular, there will be technical issues with some of the bus priority and traffic management measures proposed in the RTS. Chief amongst these could be the issue of bus priority on Edinburgh City Bypass, perhaps using hard shoulder running. Other bus priority / traffic management proposals could present particular technical challenges but would not necessarily be using novel or untried technologies.
Operational:	A range of operational issues will require to be addressed in the development of the individual RTS measures.
Financial:	The RTS represents a long term view of the development of transport in the SEStran area. As such it involves a complex mix of revenue and capital spending, providing new infrastructure, supporting public transport services and creating new policy frameworks and institutional arrangements. Each element of the RTS has been provisionally costed.
Public:	The proposals have been developed with a major emphasis on public and stakeholder consultation. Two major public consultations have been held. In the summer of 2006, the public and stakeholders were consulted primarily on the issues / objectives via a web-based questionnaire. In December 2006 and January 2007, public and stakeholders had the opportunity to comment on the Draft RTS itself. This extensive consultation was again predominantly internet-based, but also included the distribution of hard copies of the documents to public libraries. Paper copies of the questionnaire were also made available for those with access to the internet.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor benefit	One of the two main focuses of the RTS is on facilitating development of the SEStran area in a less car dependent manner. The RTS has targets for reducing the car's mode share in terms of travel to work specifically. Many of the measures aimed at achieving this will be beneficial in terms of travel by other modes. Meeting these mode share targets would reduce greenhouse gases significantly (by 8%) compared to a 'business as usual' situation although CO2 emissions will increase in real terms from 2001 to 2015. The RTS is not promoting large-scale new infrastructure measures which would have significant negative impacts on natural heritage and cultural resources although national schemes which are supported by the RTS (eg the Forth crossing) will have significant environmental effects.
Safety:	Moderate benefit	Regional safety initiatives will be supported by the RTS, both in terms of accident prevention and the personal security of those travelling by public transport. Reduced traffic levels will result in fewer accidents. There are specific measure to address areas with very poor overtaking opportunities, and to develop a 'regional' approach to road safety.
Economy:	Major benefit	Improved access to labour markets is essential for the economic development of SEStran, both from the point of view of individual firms, and the inter-connectedness of the area overall. The RTS contains an extensive range of measures which will improve access to labour by public transport, including significant new initiatives around the region. The resulting reductions in car traffic and congestion will be a benefit to the 'essential' economic traffic which remains on the areas roads. The RTS recognises the importance of good external connectivity and this will be promoted.
Integration:	Major Benefit	Many of the RTS measures promote greater transport integration, from integrated ticketing initiatives through to the construction of high quality public transport interchanges. A key area of policy integration is with the forthcoming City Region and other development plans.

Accessibility & Social Inclusion:	Major Benefit	A specific 'theme' of the RTS is aimed at improving access (by public transport) to health facilities (for those without access to a car), and access to employment (for those living in deprived areas with relatively poor access to jobs). This theme also seeks to build a consistent provision of transport services across the rural areas of SEStran and also meet the needs of those with mobility difficulties across the area.

APPENDIX E - Region-Wide Measures and Measures for Specific Areas and Groups, Appraisal

In the following tables, note that a black tick (✓) indicates a direct positive impact on the RTS objective. A red tick (✓) indicates an indirect positive impact, generally via the measures impact on encouraging modal shift away from the private car.

Table A Region-Wide Measures – Appraisal against RTS Objectives

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
1. Travel Plans: facilitation of widespread workplace and school travel plans	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	6, 7, 11, 13, 21, 24, 25, 30, 32, 40
2. Developing sustainable travel through frameworks for development control / company including the enforcement of travel plans	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	6, 7, 11, 13, 21, 24, 25, 30, 32, 40
3. Regional Car Sharing, residential travel planning etc, personal travel planning	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	6, 7, 11, 13, 21, 24, 25, 30, 32, 40
4. Promotion and facilitation of tele-working as a substitute for travel				✓					✓	✓		✓	✓	✓		✓	✓	6, 7, 11, 13, 25, 30, 32, 40
5. Use of awareness campaigns to increase the use of sustainable transport modes, reduce overall travel and encourage active travel				✓					✓	✓	✓	✓	✓	✓	✓	✓	✓	6, 7, 11, 13, 24, 25, 32, 34, 35, 40

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
6. Promoting through ticketing and OneTicket in SEStran and beyond	✓	✓		✓	✓	✓	✓	✓	✓		✓			✓		✓	✓	1, 3, 25, 40
7. Regional Rail Concessions scheme			✓	✓		✓	✓	✓	✓		✓		✓	✓		✓	✓	1, 3, 5, 13, 25.40
8. Regional Freight Partnership, supporting region-wide approach to freight management		✓	✓	✓					✓	✓	✓			✓		✓	✓	4, 11, 13, 15, 16, 22, 25, 29, 30, 31, 40
9. HGV Park, route bans and signing strategy		✓	✓	✓						✓				✓		✓	✓	11, 16, 22, 25, 40
10. Consistently developed framework for maximum parking standards - new developments			✓	✓					✓	✓	✓			✓	✓	✓	✓	8, 13, 20, 24, 25, 30, 40
11. Regional parking management policy, decriminalised parking enforcement			✓	✓					✓	✓	✓			✓	✓	✓	✓	9, 10, 13, 22, 25, 30, 40
12. Park and ride / share - region wide strategy	✓	✓		✓	✓	✓	✓		✓		✓		✓	✓		✓	✓	1, 2, 3, 4, 11, 13, 14, 22, 23, 25, 29, 30, 31, 35, 36, 37, 40
13. Congestion charging & tolls	✓			✓	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	NA

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
14. Regional road safety/ AIP programmes														✓				15, 25, 33, 34, 36, 40
15. Safer routes to schools				✓			✓		✓		✓		✓	✓	✓	✓	✓	11, 21, 24, 25, 30, 32, 34, 35, 36, 37, 40
16. Urban cycle networks - inc integration & parking	✓			✓	✓	✓	✓		✓		✓		✓	✓	✓	✓	✓	14, 21, 23, 24, 25, 30, 32, 34, 35, 37, 40
17. Rural cycle networks - inc integration & parking	✓				✓	✓	✓		✓		✓		✓	✓	✓	✓	✓	19, 21, 24, 25, 30, 32, 34, 35, 36, 40
18. Cycling infrastructure - best practice											✓			✓				24, 25, 34, 36, 40
19.Support for improved off peak and non-commercially viable services	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓				1, 2, 11, 17, 18, 19, 25, 35, 40
20. Alternative fuels									✓	✓	✓					✓		25, 29, 30, 32, 33, 37, 40
21. Minimum standards for PT vehicles	✓		✓					✓	✓	✓	✓		✓	✓		✓		1, 2, 25, 26, 29, 30, 32, 36, 37, 38, 40
22. Fares Measures: costs of public transport fares	✓			✓	✓	✓	✓	✓	✓		✓		✓	✓		✓	✓	1, 2, 5, 11, 13, 17, 18, 19, 25, 40

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
23. Bus / Rail timetable integration	✓	✓		✓	✓	✓	✓				✓							1, 2, 3, 17, 18, 19, 25, 40
24. Improved pedestrian/cycle access to PT network	✓				✓	✓	✓	✓	✓		✓		✓	✓	✓			1, 2, 19, 21, 24, 25, 35, 40
25. Region wide programme of bus stop infrastructure improvements	✓							✓			✓		✓	✓	✓			1, 14, 25, 26, 35, 36, 40
26. Public Transport Information Strategy	✓			✓				✓			✓		✓					1, 2, 6, 7, 13, 17, 18, 25, 40
27.Real Time Information, including rural											✓			✓				1, 2, 6, 7, 18, 25, 36, 40
28. Regional Taxicard	✓							✓					✓	✓				25, 26, 40
29. Mobility impaired transport info services	✓							✓					✓					25, 26, 27, 40
30. Framework for design standards - sustainable settlements / city streetscape			✓						✓		✓	✓	✓	✓	✓	✓	✓	21, 25, 26, 36, 40
31. Town / City Centre Urban Realm Improvements			✓								✓			✓	✓	✓	✓	14, 24, 25, 35, 36, 37, 40

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
32. Bus lane compliance and enforcement	✓			✓							✓							1, 2, 25, 40
33. Tourist signing strategy			✓															22, 25, 40
34. Regional coordination of community and accessible transport	✓		✓					✓					✓	✓				25, 26, 40
35. Regional ITS Framework			✓															25, 39, 40
36. City Car Club systems				✓		✓	✓		✓				✓			✓		11, 25, 32, 40
37. Land-Use Planning Coordination	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	3, 11, 13, 20, 21, 22, 23, 25, 29, 30, 31, 32, 39, 40
38. Region wide specialist provision for powered two wheelers					✓	✓	✓		✓		✓		✓	✓				13, 14, 25, 40

Table B Measures for Specific Area and Groups – Appraisal against RTS Objectives

	To ensure transport facilitates 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 rural areas….				To ensure development is achieved in an environmentally sustainable manner….					To promote a healthier and more active SEStran population….				
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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	**Policy Links**
Access to Health measures	✓		✓	✓	✓	✓		✓	✓		✓		✓	✓		✓	✓	1, 2, 5, 10, 11, 17, 18, 19, 23, 25, 26, 27, 28, 30, 40
Access to Employment measures	✓		✓		✓			✓			✓							1, 2, 5, 17, 18, 19, 23, 25, 26, 40
Community transport funding	✓		✓		✓	✓	✓	✓			✓		✓	✓				1, 2, 17, 18, 19, 25, 26, 27, 28, 40
Rural public transport hierarchy	✓	✓	✓		✓	✓	✓	✓			✓		✓	✓				1, 2, 17, 18, 19, 25, 26, 27, 40

APPENDIX F – Mode Share Targets

2001 Cencus Car Driver Mode Share	1 Edinburgh City Centre	2 Edinburgh North	3 Edinburgh East	4 Edinburgh South	5 Edinburgh West	6 East Lothain East	7 East Lothain West	8 Midlothian East	9 Midlothian West	10 Borders Galashiels	11 Borders Kelso	12 Borders Peebles	13 West Lothian Mid	14 West Lothian North	15 West Lothian South	16 Falkirk	17 Clackmannanshire	18 Fife Bridgehead	19 Fife Central	20 Fife East	25 Dundee City	26 Glasgow City	36 North Lanarkshire	37 Perth & Kinross	40 South Lanarkshire	41 Stirling
1 Edinburgh City Centre		23	27	35	36	70	65	64	66	100	100	100	73	61	63	71	100	66	81	80	29	28	69	67	82	68
2 Edinburgh North	19		42	57	55	83	81	76	70	88	na	100	75	76	80	77	100	74	87	78	82	36	82	96	91	83
3 Edinburgh East	22	41		50	59	74	65	76	73	90	100	100	73	80	80	82	100	82	70	50	na	36	86	56	85	92
4 Edinburgh South	26	48	57		59	82	85	79	77	88	100	77	86	86	83	86	90	81	88	89	43	50	92	73	93	76
5 Edinburgh West	27	53	60	58		68	73	92	79	78	na	100	85	75	84	93	92	82	91	100	100	55	94	89	90	85
6 East Lothain East	46	64	69	83	77		70	89	94	80	78	40	81	71	76	78	100	78	67	na	100	60	100	75	81	100
7 East Lothain West	32	55	58	75	76	67		78	78	89	na	100	82	100	70	75	50	82	86	50	na	71	86	50	86	100
8 Midlothian East	40	61	72	69	79	79	80		73	97	na	71	88	100	88	83	100	88	100	50	na	62	94	60	100	86
9 Midlothian West	39	61	71	69	81	82	90	75		100		81	81	86	88	100	100	89	86	50	0	73	100	100	100	100
10 Borders Galashiels	77	75	93	81	86	68	100	89	74		78	76	100	100	90	86	na	100	80	na	67	73	100	50	100	100
11 Borders Kelso	78	74	100	73	94	85	88	86	60	84		18	67	na	na	100	na	100	100	na	na	75	100	na	na	100
12 Borders Peebles	78	81	84	87	87	71	94	98	85	80	57		100	100	91	100	na	100	80	100	na	80	100	na	88	100
13 West Lothian Mid	34	58	68	71	72	78	88	70	79	100	na	75		83	67	92	100	90	94	100	89	75	90	100	88	94
14 West Lothian North	29	55	67	67	74	75	100	88	82	100	na	100	76		86	85	100	94	88	na	100	44	97	100	67	88
15 West Lothian South	40	62	72	71	72	80	90	92	85	100	na	100	70	86		93	80	96	93	na	88	68	89	100	92	96
16 Falkirk	32	61	69	79	74	80	88	93	91	100	na	100	89	70	89		86	84	80	59	80	54	85	90	95	75
17 Clackmannanshire	57	71	73	88	89	100	100	100	100	na	na	na	97	83	94	83		81	77	57	71	67	84	80	97	74
18 Fife Bridgehead	24	57	56	73	68	100	60	83	82	100	na	100	89	75	93	81	88		79	73	95	63	90	90	100	83
19 Fife Central	33	60	65	76	72	67	83	71	85	100	na	na	92	87	88	80	79	69		78	83	70	91	78	87	79
20 Fife East	44	65	82	81	65	na	100	0	100	na	na	100	78	100	100	78	80	68	84		78	68	100	87	100	80
25 Dundee City	40	67	100	83	71	50	na	100	67	100	na	na	100	100	75	71	50	92	79	77						
26 Glasgow City	26	42	42	66	70	na	100	100	75	50	na	na	86	84	88	76	81	81	78	100						
36 North Lanarkshire	57	61	78	79	80	75	50	100	100	100	na	na	78	95	79	85	93	94	84	83						
37 Perth & Kinross	55	76	85	90	86	100	50	100	100	100	na	na	97	89	97	89	98	93	94	95						
40 South Lanarkshire	70	76	82	94	83	100	82	100	81	83	na	81	92	93	89	92	96	94	81	50						
41 Stirling	41	59	81	77	85	na	100	100	80	na	na	na	93	89	92	82	85	92	69	75						

red small sample size
na no movements in census

RTS Target Car Driver Mode Share	1 Edinburgh City Centre	2 Edinburgh North	3 Edinburgh East	4 Edinburgh South	5 Edinburgh West	6 East Lothain East	7 East Lothain West	8 Midlothian East	9 Midlothian West	10 Borders Galashiels	11 Borders Kelso	12 Borders Peebles	13 West Lothian Mid	14 West Lothian North	15 West Lothian South	16 Falkirk	17 Clackmannanshire	18 Fife Bridgehead	19 Fife Central	20 Fife East	25 Dundee City	26 Glasgow City	36 North Lanarkshire	37 Perth & Kinross	40 South Lanarkshire	41 Stirling
1 Edinburgh City Centre		18	22	30	31	65	60	59	61	85	85	85	67	56	56	56	85	56	67	75	24	23	56	62	67	63
2 Edinburgh North	14		37	46	46	77	69	69	65	77	na	85	70	67	75	72	85	69	77	67	67	31	77	81	77	68
3 Edinburgh East	17	36		45	46	69	60	69	68	77	85	85	68	67	75	77	85	67	65	45	na	31	80	51	77	77
4 Edinburgh South	21	43	46		54	77	76	74	72	83	85	72	81	81	78	81	85	76	83	84	38	45	85	68	85	71
5 Edinburgh West	22	46	46	53		63	68	85	74	73	na	85	80	70	76	85	85	76	85	85	85	50	85	84	85	80
6 East Lothain East	41	59	64	78	72		65	84	85	75	73	35	76	66	71	73	85	73	62	na	85	55	85	60	76	85
7 East Lothain West	27	50	53	70	71	62		73	73	84	na	85	77	85	65	70	45	77	71	45	na	66	71	45	81	85
8 Midlothian East	35	56	67	64	74	74	75		68	85	na	66	83	85	83	78	85	83	85	45	na	57	85	55	85	71
9 Midlothian West	34	56	66	64	76	77	76	70		85	0	76	76	81	83	85	85	84	81	45	0	67	85	85	85	85
10 Borders Galashiels	62	70	78	76	81	63	85	84	69		73	71	85	85	85	81	na	85	75	na	62	68	85	45	85	85
11 Borders Kelso	63	67	85	58	85	80	83	81	55	79		13	62	na	na	85	na	85	85	na	na	70	85	na	na	85
12 Borders Peebles	63	76	77	82	82	66	85	85	80	75	52		85	85	85	85	na	85	75	85	na	67	85	na	83	85
13 West Lothian Mid	29	53	63	66	67	73	83	65	74	85	na	70		76	62	85	85	85	85	85	77	67	85	85	83	85
14 West Lothian North	24	50	62	62	69	70	85	83	77	85	na	85	71		76	80	85	85	83	na	85	39	85	85	52	83
15 West Lothian South	32	56	67	66	67	75	85	85	80	85	na	85	65	81		78	75	85	85	na	80	56	84	85	85	85
16 Falkirk	27	56	56	74	69	65	83	85	85	85	na	85	84	65	76		81	79	75	54	75	49	80	85	85	70
17 Clackmannanshire	44	66	68	83	84	85	85	85	85	na	na	na	85	78	85	78		76	72	52	66	62	79	75	85	69
18 Fife Bridgehead	19	52	51	58	53	85	51	78	77	85	na	85	84	70	85	76	83		74	68	80	56	85	85	85	78
19 Fife Central	28	55	60	71	57	62	78	66	80	85	na	na	85	82	83	75	74	64		73	77	65	85	73	82	74
20 Fife East	39	60	77	66	51	na	85	na	85	na	na	85	73	85	85	73	75	63	79		69	63	85	82	85	75
25 Dundee City	32	62	85	78	56	45	na	85	62	85	na	na	85	85	70	66	45	80	74	69						
26 Glasgow City	21	37	37	56	56	na	85	85	70	45	na	na	77	77	80	71	76	76	73	85						
36 North Lanarkshire	42	56	73	74	75	70	45	85	85	85	na	na	73	85	74	80	85	85	79	78						
37 Perth & Kinross	44	71	77	85	81	85	45	85	85	85	na	na	85	74	85	84	85	85	85	85						
40 South Lanarkshire	55	67	67	85	78	85	77	85	76	78	na	76	85	85	84	85	85	85	76	45						
41 Stirling	36	54	76	62	80	na	85	85	75	na	na	na	85	84	85	77	76	85	64	70						

'Underperforming' movement
red Small sample size
na no movememnts in census

APPENDIX G – Network Measures, Description

Table 1a Description of possible measures – Measures to Meet Mode Share Targets

Note – not all of these measures below are reflected in the spending profiles in Table 3.3 and 3.4

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
Tram: Roseburn-Granton, Granton- Newhaven tram	Links Edin west / north via interchange @ Roseburn / Haymarket	**Edin north**	**1**	**1**	No issues for SEStran	Source: Tram draft final business case and tie
Improved bus links from south (south west) to north (north west) Edinburgh	Provides more direct PT links between areas not currently well served	Edin south, Edin south west, **Edin north**	4, 5, **1**	15, 19, **1**	Engage with bus operators - pre STAG	revenue cost
West End / Haymarket interchanges for bus / tram (to Granton & Ocean Terminal)	Bus / Tram links at formal interchange	Edin south west, **Edin north**, Edin south	5, **1**, 4	18, **1**, 15	Implemented as part of Haymarket redevelopment	Source: CEC
Tram: Newhaven - Airport	New high quality / fast tram linking key destinations	**Edin north**, Edin west	**1**, 6	**1**, 2	No issues for SEStran	Funded
Further bus priority, on key routes in the north Edinburgh corridor, eg Inverleith Row, Queensferry Road, Dundas Street, Crewe Road South	Improves bus journey times and reliability, re-allocates roadspace away from private car	**Edin north**	**1**	**1**	No significant issues identified - pre STAG	
New bus routes from east to Edin park / Gyle (west Edin locations)	Provides more direct buses between east Edin residential and west Edin employment areas	Edin east, Edin south east, **Edin west**	2, 3, **6**	16, 7, **2**	Engage with bus operators - pre STAG	
Bus Tram Interchanges at key locations in West Edinburgh	Provides quality interchange between tram and bus at key locations - eg Lothian Road / West end, Balgreen / Inner orbital bus	**Edin west** / Edinburgh orbital	**6**	**2**	pre STAG	Source: CEC
Dalry Road / Gorgie Road bus priority, including SVD	Improves bus journey times and reliability, re-allocates roadspace away from private	**Edin west**, Edin south west	**6**, 5	**2**, 18	No technical issues - pre STAG	

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
	car					
Tackle remaining bus priority bottlenecks, eg Corstorphine (traffic management), Drum Brae, Calder Road, Dalry / Gorgie, Queensferry Road	Improves bus journey times and reliability, re-allocates roadspace away from private car	**Edin west**, Edin south west	**6**, 5, 7	**2**, 18, 24	Technical issues in Corstorphine - pre STAG	
Barnton interchange [with Outer Orbital buses]	Provides a formal interchange for Fife / Ferrytoll bus passengers to access west Edinburgh destinations [via outer orbital or other frequent bus services]	**Queensferry**, Edinburgh outer orbital	**18**, 8	**3**, 4	Land issues? - pre STAG	Bus stop based, or land take £1.4m for St Andrews bus station
A90 northbound bus priority	Reduces bus journey times and improves reliability for northbound PT, similar to southbound scheme, queue re-allocation etc, to allow buses to bypass queuing traffic	**Queensferry**	**18**	**3**	Some technical issues - pre STAG	
Bus priority on additional Forth Crossing	Provides dedicated bus lanes across the Forth on the new crossing	**Queensferry**	**18**	**3**	Develop as part of design for new crossing	Will be included in cost for proposed new crossing
Cross Forth ferry - depending on landside buses	New ferry link between Fife and Edinburgh	**Queensferry**	**18**	**3**	Some technical issues - STAG underway	Scotsman, (2004) included in cost for proposal
NR Route Utilisation Strategy - Fife measures	Restructures / improves Edinburgh-Fife-Aberdeen services, splits Fife circle	Fife central, **Queensferry**	17, **18**	12, **3**	No issues - service reconfiguration only	funded by Network Rail - studies?
Tram extensions to Fife	links Fife directly into the Edinburgh tram network	**Queensferry**	**18**	**3**	Considered in SITCoS - significant issues of deliverability	develop in conjunction with 2nd Forth crossing work? - feasibility
Completion of SITCoS Comprehensive bus rights-of-way network (inc A907, A823, Rosyth) -	Provides high quality bus priority linking Fife, West Lothian and Edinburgh (west, north, centre)	**Queensferry**	**18**	**3**	SITCoS recommendation, well progressed, STAG complete	develop in conjunction with 2nd Forth crossing work?
Additional cross Forth bus services	Provides direct bus services between Fife and non-Edinburgh city centre destinations	**Queensferry**	**18**	**3**	SITCoS recommendation, well progressed, STAG complete	See Figure 7.6 of SITCoS Report

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
Expanded park and choose at Inverkeithing & Dalgety Bay	Provides more parking capacity at these PT interchanges	**Queensferry**	**18**	**3**	SITCoS recommendation, well progressed, STAG complete	
Dunfermline - Inverkeithing / Dunfermline Halbeath Bus Priority measures	Improves bus journey times and reliability, re-allocates roadspace away from private car	**Queensferry**	**18**	**3**	SEStran current commitment	
A90 / M90 HOV Priority Measures - 3rd (priority) lane on A90/M90 between Halbeath and FRB, and associated traffic management measures	Priority for buses / HOVs signalisation at on-ramps in Bridgehead area (NTS para 104)	**Queensferry**	**18**	**3**	SEStran current commitment	
New stations at Dunfermline West, Kirkcaldy East, Newburgh, Wormit		**Queensferry**	**18**	**3**	Dunfermline West - very early stage, No STAG (Kirkcaldy East)	
Park and Choose at Rosyth and Halbeath	Provides further flexible park and ride opportunities for travel from Fife and beyond	**Queensferry**	**18**	**3**	SEStran current commitment, detailed design stage in both cases	
Inner Orbital buses	Improves inner orbital pt, with extensive bus priority	Edin **orbital** - inner (north-west)	**8**	**4**	No technical issues - pre STAG, proposals are developed by CEC	Successful PTF bid, 2001 - check with CEC, WSP
Outer Orbital Buses	New high quality outer orbital pt, with extensive bus priority - linking Waterfront-Gyle (Edin park)	Edin **orbital** - outer (north-west)	**8**	**4**	Issues with City Bypass priority - pre STAG	city bypass hard shoulder, interchange, 'on-street sections' Gogar-Newcraighall
Bus Priority Schemes eg Ferry Road, Maybury Road, Drum Brae South (roundabout) bus lanes and junction measures	Improves bus journey times and reliability, re-allocates roadspace away from private car	Edin **orbital** - inner & outer (north-west)	**8**	**4**	No technical issues - pre STAG	
Barnton / Maybury bus priority	Improves bus journey times and reliability, re-allocates roadspace away from private car	Edin **orbital** (outer)	**8**	**4**	No technical issues - pre STAG	Junctions and bus lanes, services issues at Maybury

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
South Suburban Railway	Provides an east-west heavy rail route around the southern suburbs of Edinburgh, to / from Haymarket or Slateford	Edin **orbital** - inner (east-west)	**8**	**4**	Significant issues on deliverability - STAG complete	Significant uncertainty must surround this, although it is still being pursued by CEC, new business case requested by Exec (11/01/07) - cap costs assumed to be met by SE
New bus services - south to east Edin	Links south and east Edinburgh with more direct buses	Edin **orbital** - inner (south-east)	**8**	**4**	Engage with bus operators - pre STAG	
Greendykes / ERI bus link & services	Allows south-east bus services to avoid the Cameron Toll area	Edin **orbital** - inner (south-east)	**8**	**4**	No issues for SEStran	funded?, press figure
Glasgow Edinburgh High Speed Rail	Provides dramatically reduced travel times between Scotland's two main cities	**West Lothian M8 External**	**E1**	**5**	Long term aspiration	feasibility
New station at Blackridge on A2B line	New station - possibly built during main construction	**West Lothian M8 External**	**E1**	**5**	No physical issues	Scottish Executive have committed to review the case for a station
Airdrie Bathgate railway re-opening	Double tracks the line between Bathgate and Edinburgh, with train frequency rising from 2 to 4 trains per hour	**West Lothian M8 External**	**E1**, 15	**5**	Currently being considered by the Scottish Parliament	
Tram: Extension to Livingston	New tram link between West Lothian and Newbridge	**West Lothian M8**	**15**	**6**	Feasibility - pre STAG, significant uncertainty	feasibility / design - could cover other tram line extensions
Support for development / marketing of Edin Airport (EARL) as a strategic PT interchange	If fully developed, would improve links to west Edinburgh from Fife via train / bus, train / tram / bus	**West Lothian M8**	**15**	**6**	Implement as part of EARL project	Nominal contribution to 'promote' the idea of interchange here
A8 Gogar bus priority	Re-organises traffic management at the Gogar roundabout to allow bus priority through underpass - eastbound and westbound, other A8 bus priority measures	**West Lothian M8**	**15**	**6**	No technical issues - pre STAG	road markings plus traffic management

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
'Hub and spoke' PT to serve dispersed employment locations in Livingston area, throughout day and evening	Reduces reliance on private car for TTW in Livingston, attempts to 'link up' dispersed employment locations	**West Lothian M8**	**15**	**6**	Engage with bus operators - pre STAG	
Improved bus services from Livingston North station to employment locations	Makes PT interchange a realistic option, builds on Airdrie-Bathgate access to / from North Lanarkshire	**West Lothian M8**	**15**	**6**	Engage with bus operators - pre STAG	
Livingston bus priority measures	Improves bus journey times and reliability, re-allocates roadspace away from private car	**West Lothian M8**	**15**	**6**	No significant issues - pre STAG	study under way?
A89 Corridor Study measures - bus services & infrastructure improvements	Bus priority, improved bus services and infrastructure improvements - improved PT between West Lothian and west Edinburgh / Edinburgh cc	**West Lothian M8**	**15**	**6**	STAG study complete & recommendations made	Study complete
Expanded station car parks at Livingston North, South, Bathgate and Linlithgow	Eases parking at overcrowded station car parks, reduces local parking conflicts	**West Lothian M8**	**15**	**6**	pre STAG	Wwest Lothian council scheme
New park and ride facilities - West Calder, Kirknewton, Uphall Station,	Provides substantively new rail-based park and ride	**West Lothian M8**	**15**	**6**	pre STAG	West Lothian council scheme, Uphall station - new site north of M8
New bus based park and ride sites - Heartlands, Winchburgh, Deer Park, Linlithgow	Provides new bus-based park and ride, combined with new bus priority measures	**West Lothian M8**	**15**	**6**	pre STAG	west Lothian council scheme
Fastlink Phase 2 - Kirkton Campus to Edinburgh	Improves quality of bus services / facilities along this route, building on earlier A899 measures	**West Lothian M8**	**15**	**6**	Bus infrastructure and priority	RTS estimate, based on ph1 costs
M8 Bus Lane	Provides hard shoulder running on the M8 between	**West Lothian M8**	**15**	**6**	Objections from TS on the principle of hard shoulder based bus	Project currently with SPT

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
	Livingston and Edinburgh				priority - these may be softening	
Tram: 'Line 3' - & review options for extensions to Musselburgh, Dalkeith, Penicuik	Provides north/south tram link, possibly via interchange	**Edin south east**	**3**	**7**	Project well advanced prior to congestion charging referendum - STAG2	Edin lts
Further development of 'Crossrail'	Provides a better cross city rail service, current frequency is too low	**Edin south east**	**3**	**7**	Major issues of station capacity and service configuration - pre STAG	depends on timetabling review, additional operating cost, STPR issue
Niddrie Mains Road bus priority measures, etc	Provides bus priority on a key corridor with very limited current provision	**Edin south east** / east	**3**, 2	**7**, 16	proposals will be well developed during 2007/08 - current SEStran project	
Gilmerton Road bus priority	Improves bus journey times and reliability, re-allocates roadspace away from private car	**Edin south east**	**3**	**7**	No technical issues - pre STAG	
Further bus priority, eg Bridges, A702, A70, A701, A7, junction measures and bus lanes	Improves bus journey times and reliability, re-allocates roadspace away from private car	**Edin south east**, Edin south, Edin south west	**3**, 4, 5	**7**, 15, 18	No technical issues - pre STAG	
Sheriffhall bus priority	Allows buses to bypass queuing traffic on approaches to junction (esp A7 / A68), improving bus journey times and reliability	**Midlothian east / Borders**	**11**	**8**	Implement as part of junction re-configuration	£0.5m per arm
Infrastructure to complement Waverley Railway	improves pedestrian and cycling facilities in advance of Borders rail	Midlothian east / Borders	11	**8**	well progressed	current scheme
Borders Rail	Brings a major improvement in terms of rail and park and ride opportunities for Midlothian and the central Borders, including Shawfair	**Midlothian east / Borders**	**11**	**8**	No issues for SEStran	press
A7 / A68 bus priority schemes	Improves bus journey times and reliability at congestion hot-spots on these routes	**Midlothian east / Borders**	**11**	**8**	No technical issues - pre STAG	

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
Kincardine Interchange, Park and Choose	Provides new public transport and park and ride opportunities at Kincardine, with associated measures	**Cross Forth (Kincardine)**	**21**	**9**	Appraised - SITCoS proposals	
Improved cross-Forth bus services at Kincardine	Provides improved bus services linking towns in Clacks and West Fife with Falkirk and West Lothian	**Cross Forth (Kincardine)**	**21**	**9**	no technical issues	
Improved bus links between Falkirk and North Lanarkshire	Improves links between Falkirk, and employment areas in Cumbernauld / Airdrie / Coatbridge, providing alternatives to the car	**M876 External**	**E2**	**10**		
Improved bus links to stations and parking at stations - eg Bo'ness-Linlithgow, Grangemouth to Falkirk High, Polmont area	improves pt access and park and ride options for train services to Glasgow	**Edinburgh - Linlithgow - Falkirk**	**E2**, E4, 16	**10**	No implementability issues	
Bus improvements - Cupar / St Andrews / Dundee	Increases range and frequency of buses	**Fife central**, External Fife-Dundee	**17**	**12**	Engage with bus operators - pre STAG	revenue
A92 based express buses, links at key interchanges - plus bus priority on routes in 3 main towns	Provides fast, direct A92-based buses along this key Fife triangle - Dunfermline, Kirkcaldy, Glenrothes	**Fife central**	**17**	**12**	Engage with bus operators - pre STAG	Central Fife Quality Partnership?
Network of PT 'hubs'	Creates key PT interchanges for Express services at Kirkcaldy, Markinch and Dunfermline	**Fife central**	**17**	**12**	No technical issues - pre STAG	Quality interchanges currently being taken forward
Levenmouth line re-opening, with re-jigged Fife Circle services	Connects Buckhaven/Methil/Leven into the rail network - improves efficiency on Fife Circle	**Fife central**	**17**	**12**	Pre STAG feasibility study complete	MVA costs, Rail scheme
Markinch Interchange	Provides a focus for east Fife buses, links to express services and heavy rail	**Fife central**	**17**	**12**	Under construction	Under construction
M9 Bus Lane (Linlithgow and Winchburgh), plus	Hard shoulder running on M9,	**Edinburgh - Linlithgow -**	**16**	**13**	Issues with motorway	West Lothian council

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
new motorway junctions	new junctions at access per	**Falkirk**			bus priority	proposal
A71 Bus Priority measures / Greenway	Improves bus journey times and reliability, re-allocates roadspace away from private car	**West Lothian south**	**14**	**14**	STAG complete - proposals will be well developed during 2007/08 - current SEStran project	outside City Bypass
Shotts Line improvements, Caledonian Express - from recent report	General service improvements, quality, frequency, timetables etc	**West Lothian south**	**14**	**14**	No significant issues - STAG complete	capital only, revenue? tbc
A702 bus priority (inc Fairmilehead junction)	Provides bus priority on a key corridor with very limited current provision	**Edin south**	**4**	**15**	No technical issues - pre STAG	
Musselburgh QBC - significant programme of measures through Musselburgh to link with existing Greenways on Willowbrae Road / Milton Road	Improves bus journey times and reliability, re-allocates roadspace away from private car	East Lothian coastal, **east Edin**	**2**, 9	**16**, 26	No technical issues - pre STAG	5km @ £400k * 2
Expanded park and choose at Wallyford	Provides high quality, high volume rail / bus based park and choose option	East Lothian coastal, **East Lothian A1 / Borders**	9, **10**	26, **17**	no technical issues - STAG complete	press
Bankton P&R - [rail link into Blindwells as long term aspiration]	Additional park and ride, would serve Blindwells development in longer term	East Lothian coastal, **East Lothian A1 / Borders**	9, **10**	26, **17**	no technical issues, pre STAG	Bus based
New stopping service to Dunbar, Reston , Berwick upon Tweed, East Linton	Improves frequency at Dunbar, stopping service to Berwick. possible new station at East Linton	**East Lothian A1 / Borders**	**10**	**17**	Significant operational issues - pre STAG	Stations, signalling, franchise adj?
Stirling-Alloa line re-opening	Provides new heavy rail link, frees up paths on Forth Bridge	**Stirling - Alloa**	**E3**	**19**	No issues for SEStran	public domain
New station at Cambus	provides an additional station on the new section of line between Stirling and Alloa	**Stirling - Alloa**	**E3**	**19**	Feasibility underway (Clackmannanshire Council)	
New bus services, improved interchange,	Serves a greater range of origins / destinations in	**Stirling -**	**E3**	**19**	Engage with bus	revenue

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability Issues	comment
bus priority on A907	Stirling and Clackmannan	**Alloa**			operators - pre STAG	
Tay Bridge park and choose	Provides a park and ride / choose option at the south end of the Tay Bridge	Fife central, **External Fife-Dundee**	**E7**	**20**	No technical issues – pre STAG	depending on size
Improved bus services - Falkirk-Livingston	Gives better PT access between Falkirk and Livingston, more frequent and direct services	A801	oth	na	Engage with bus operators - pre STAG	
Miscellaneous, generally small scale infrastructure improvements and revenue support - other corridors or new schemes	to be determined					

Table 1b Description of possible measures – Other Network-Based Measures

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability	comment
Other Network Measures & Wider Economic Network						
Ongoing support for development of external (road) links - appraisal, design, construction (non trunk)	maintains road based connectivity to rest of Scotland and UK					no specific schemes at present
Support for development of external (rail) links - feasibility (no capital)	enhances rail based connectivity to rest of Scotland and UK					no specific schemes at present
Signalisation of Pitreavie roundabout	Improves traffic flow and safety at key junction	Queensferry			no issues identified to date	STAG 1 as part of Rosyth Bypass
Rosyth port rail link	Provides an improved rail link into the port to support the expansion of the port	external			Feasibility undertaken by SE Fife, pre STAG	
Charleston Rail Chord	Avoids freight trains having to reverse at Charleston junction en route to Longannet	Alloa - Dunfermline			Feasibility undertaken by SE Fife, pre STAG	Only an issue for long term Stirling - Alloa – Edinburgh & retaining flexibility
Edinburgh Airport Rail Link (EARL)	Provides direct heavy rail access to Edinburgh Airport from a wide range of destinations across Scotland	various			Currently being considered by the Scottish Parliament	
New road links to Edinburgh airport	provides relief / alternatives to existing Eastfield Road by adding new airport access roads via Gogar and Newbridge	West Lothian M8			Included in BAA surface access strategy and wepfr - to be determined	
M9 Junction 6 upgrade	Improves access to Grangemouth - for new freight facilities	Edinburgh - Linlithgow - Falkirk				
Rail infrastructure enhancements to allow 9 ft 6 inch containers	Allows modern 'boxes' to be transported on SEStran rail network	various			Significant issues	Requirement for this in SEStran area is not currently known
Kirknewton - replacement of level crossing with	Replaces level crossing with poor safety record - impact of replacement barriers on	West Lothian M8			STAG Complete	

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability	comment
underpass / bridge	traffic movements - excessive delay, and pedestrian access issues					
Rosyth Bypass	Provides a bypass for Rosyth	Alloa - Dunfermline			Longstanding scheme, land safeguarded, STAG 1 complete, with TS	
A92 Redhouse Interchange - grade separation and associated highway improvements	Improves traffic management and safety at key junctions on the A92 - Redhouse, key to strategic developments	Fife central			STAG 2 - proposals with TS	A92 is a Trunk Road
A92 Junction improvements - Other	Improves traffic management and safety at key junctions on the A92 - Bankhead, Preston	Fife central			pre STAG	A92 is a Trunk Road
Direct trains from Edinburgh Park to Glasgow Queen Street	Connects Edinburgh's prime business park to Glasgow without changing train	Edinburgh west			Some difficulties with service reconfiguration	
Other On-Going SEStran Capital Programme projects (not included above)						
A801 Avon Bridge and Approach Roads	Relieves a major bottleneck on this key M8-M9 Link	'other strategic corridor'	OTH		STAG complete - Scheme is well progressed	current SEStran scheme - from spreadsheet
Leadburn Junction	Reconfigures dangerous junction	Midlothian West / Borders	12	11	Scheme is well progressed	current SEStran scheme - from spreadsheet
Expand P&R at Sheriffhall	More parking capacity at new P&R (delayed)	Midlothian East / Borders	12	11	Initial car park is not yet built	current SEStran scheme - from spreadsheet
Lothianburn park and ride site	Provides new park and ride option south of Edinburgh - serving Penicuik and beyond	Midlothian West / Borders	12	11	Scheme is well progressed	current SEStran scheme - from spreadsheet
A701 MMS measures	Walking, cycling and PT improvements	Midlothian West / Borders	12	11	Scheme is well progressed	current SEStran scheme - from spreadsheet

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability	comment
SEStran Capital Programme - scheduled to Complete during 2007/2008						
Bus Tracker	Real time information for buses	various			well progressed	current scheme
Stirling Alloa Quality Bus Corridor	Improved PT facilities	Stirling - Alloa - Dunfermline	20	21	well progressed	current scheme
Hillfoots Quality Bus Corridor	Improved PT facilities	Stirling - Alloa - Dunfermline	20	21	well progressed	current scheme
West Fife QBC	Improved PT facilities	various Fife	20, 17, 19	21, 17,22	well progressed	current scheme
Cycle network improvements	Various national cycle network improvement schemes	various			well progressed	current scheme
Monitoring of Edinburgh P&R	Considers potential P&R expansions	various	15, 14, 12, 11, 10	6,14,11, 8,17	feasibility & monitoring	current scheme
Expand Ingliston P&R	provides additional parking capacity	West Lothian M8	15	6	well progressed	current scheme
Wallyford park and choose	extends current facility at Wallyford	East Lothian A1 / Borders	10	17	well progressed	current scheme
Straiton park and ride	Provides new park and ride option south of Edinburgh - serving Penicuik and beyond	Midlothian West / Borders	12	11	well progressed	current scheme
Falkirk High station car park improvement	provides more parking capacity	Edinburgh - Linlithgow - Falkirk	16	13	well progressed	current scheme
Uphall Station park and choose	provides more parking capacity	West Lothian M8	15	6	well progressed	current scheme
New UTE & C System	Improves traffic management & parking information	Edinburgh			well progressed	current scheme
Development led proposals - of regional significance						
New station at	Provides a new station for the major settlement expansion	Edinburgh - Linlithgow –	16		In Masterplan	Developer funded

Measure	What does it do?	Primary Corridor for intervention	Corridor No.	Corridor Priority	Implementability	comment
Winchburgh	at Winchburgh	Falkirk				
New motorway junction at Winchburgh	provides new high quality access to above development	Edinburgh - Linlithgow - Falkirk	16		In Masterplan	Developer funded
Upgraded motorway junction at M876 J2	provides east-facing slips to give all ways access to strategic development site at Larbert / Stenhousemuir	Edinburgh - Linlithgow - Falkirk	16		In Masterplan	Developer funded
Package of measures to accompany Shawfair development	ensures high quality public transport access to new development in Edinburgh's south east wedge	Edin south east	3		In Masterplan	Developer funded
New M8 Motorway Junction @ Whitburn	Provides strategic access for new development at Heartlands	West Lothian M8	15		Approved by Transport Scotland	Developer funded
Musselburgh Parkway Station	new stop on ECML, links to new QMU and new business land	East Lothian A1 / Borders	10		Was previously proposed in GNER franchise bid	Could be developer funded, longer term aspiration

APPENDIX H – Appraisal of Generic and other Network Based Measures against RTS Objectives

In the following tables, note that a black tick (✓) indicates a direct positive impact on the RTS objective. A red tick (✓) indicates an indirect positive impact, generally via the measures impact on encouraging modal shift away from the private car.

Table A - Appraisal of Generic Network-Based measures against RTS Objectives

	To ensure transport facilitates 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 rural areas....				To ensure development is achieved in an environmentally sustainable manner....					To promote a healthier and more active SEStran population....			
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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
Measures aimed at achieving mode share targets																	
Any measure speeding up existing PT - eg bus priority, also adds to reliability	✓	✓		✓	✓	✓	✓		✓	✓	✓					✓	✓
Any measure providing new PT services - ie linking new origins and destinations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	·	✓			✓	✓
Any measure which improved interchange - facilities & service integration	✓	✓	·	✓	✓	✓	✓	✓	✓	✓	✓	·	·	✓		✓	✓

Table B - Appraisal of Other Network-Based measures against RTS Objectives

	To ensure transport facilitates 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 rural areas....				To ensure development is achieved in an environmentally sustainable manner....					To promote a healthier and more active SEStran population....			
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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
Other Network Measures & Wider Economic Network																	
Ongoing support for development of external (road) links - appraisal, design, construction (non trunk)	✓	✓	✓	✓	✓		✓										
Support for development of external (rail) links - feasibility (no capital)	✓	✓	✓	✓	✓		✓		✓		✓		✓	✓			
Signalisation of Pitreavie roundabout	✓			✓										✓			
Rosyth port rail link		✓	✓	✓							✓			✓			
Charleston Rail Chord		✓									✓						
Edinburgh Airport Rail Link (EARL)	✓	✓	✓	✓	✓		✓		✓		✓			✓			
New road links to Edinburgh airport	✓	✓	✓	✓	✓									✓			

	To ensure transport facilitates 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 rural areas....				To ensure development is achieved in an environmentally sustainable manner....					To promote a healthier and more active SEStran population....			
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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
M9 Junction 6 upgrade		✓	✓	✓	✓									✓			
Rail infrastructure enhancements to allow 9 ft 6 inch containers		✓	✓	✓					✓					✓			
Kirknewton - replacement of level crossing with underpass / bridge																	
Rosyth Bypass	✓	✓		✓	✓									✓			
A92 Redhouse Interchange - grade separation and associated highway improvements	✓	✓	✓	✓										✓			
A92 Junction improvements - Other	✓	✓		✓										✓			
Direct trains from Edinburgh Park to Glasgow Queen Street		✓		✓	✓				✓		✓		✓	✓			
Other On-Going SEStran Capital Programme projects (not included above)																	
A801 Avon Bridge and Approach Roads	✓	✓	✓	✓					✓					✓			
Leadburn Junction														✓			

	To ensure transport facilitates 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 rural areas....				To ensure development is achieved in an environmentally sustainable manner....					To promote a healthier and more active SEStran population....			
Measure	to maintain and improve labour market accessibility to key business/ employment locations, from all communities and localities	to maintain and improve connectivity to the rest of Scotland, the UK and beyond	to support other strategies, particularly land use planning and economic development	to reduce the negative impacts 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	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 car	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
Expand P&R at Sheriffhall	✓		✓	✓	✓	✓	✓		✓		✓			✓		✓	✓
Lothainburn park and ride site	✓		✓	✓	✓		✓		✓		✓			✓		✓	✓
A701 MMS measures	✓		✓	✓	✓		✓	✓	✓		✓		✓	✓	✓	✓	✓
Other Network Measures & Wider Economic Network																	
Ongoing support for development of external (road) links - appraisal, design, construction (non trunk)	✓	✓	✓	✓	✓		✓										
Support for development of external (rail) links - feasibility (no capital)	✓	✓	✓	✓	✓		✓		✓		✓		✓	✓			
Signalisation of Pitreavie roundabout	✓			✓										✓			
Rosyth port rail link		✓	✓	✓							✓			✓			
Charleston Rail Chord											✓						