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*SEStran*  
**Annual Report**  
2015-16



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# Foreword

## This year has signalled a time of change for SEStran.

In December 2015 long-standing Chair, Cllr Russell Imrie, stepped down from the post after serving his maximum permissible term. I am pleased that Cllr Imrie has agreed to continue his distinguished work with SEStran as the Senior Vice Chair and, as the newly appointed Chair, I look forward to using this opportunity to help re-establish the strategic role of SEStran in planning for and delivering the policy context for the inclusive and sustainable growth of the South East of Scotland in the coming years.

In April 2016 SEStran's Partnership Director, Alex Macaulay, bid farewell to the partnership after 10 years when he retired. The Board has expressed their thanks and appreciation for his work.

Alex's ability to make a positive change to the transportation sector in the last decade was highlighted, for example through the implementation of the RTPi project as well as his work as an ambassador and champion for SEStran through networking and advocacy.

SEStran has continued to make positive progress in developing and delivering the Regional Transport Strategy (RTS) through a number of projects: the continued growth of Tripshare - SEStran's car sharing initiative, the fastest growing of its kind in the region; real-time passenger information hit a landmark when all First and Stagecoach buses in the SEStran area were able to provide real-time data; we continued to work with European partners on various transport projects, including three new secured funding bids.

One of our latest projects is Regio-Mob where SEStran is contributing and sharing ideas and experience in order to improve strategies for citizens and communities.

One of our highlights of 2015/16 has been working in partnership with Young Scot on a match-funded study looking at young people's views on active travel and the barriers they face. As a result of the positive engagement with young people, SEStran will look to continue to seek the views of children and young people in the planning and development process of the new Regional Transport Strategy

I'd like to thank all of those who have worked with us over the past year. We look forward to continuing working together over the next year which will be a time of fundamental change for the partnership.



**Councillor  
Lesley Hinds**  
Chair

A handwritten signature in black ink that reads "Lesley Hinds".

0131 524 5150  
@SEStran

# Introduction

## About Us

SEStran is the statutory Regional Transport Partnership for the south east of Scotland. We are one of seven Regional Transport Partnerships in Scotland established under the Transport (Scotland) Act 2005. SEStran encompasses eight local authorities.



## Local Authority partners

City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

## SEStran Team

SEStran has a core staff of 10, as of August 2016:

- Partnership Director, George Eckton
- Office Manger/PA to Director, Angela Chambers
- Strategy Manager, Alastair Short
- Programme Manager, Jim Grieve
- Strategy Liaison Officer, Lisa Freeman
- Project Officer, Catriona Macdonald
- Marketing & Project Support Officer, Moira Nelson
- Communications Officer, Andrew Dougal
- Administrator, Emily Whitters
- Clerical Assistant, Nikki Boath

## Headquarters

SEStran's operational and administrative premises are based in Edinburgh. In February 2016 the office was relocated to the Scottish Government building, Victoria Quay.

## Partnership Board

The board consists of 20 elected members from the partnership local authorities and nine appointed members. The Partnership Board meet quarterly.

## Equalities

In April 2015 SEStran published a progress report on our Equality Outcomes, originally published in 2013, in line with our Public Duties requirements. These outcomes ensure that equality issues are fully addressed in the exercising of our functions and working environment and how and who will achieve them.

## Groups & Sub-Groups

SEStran has a number of forums and groups which meet throughout the year to discuss a number of issues. Groups that have met in 2015/16:

- Access to Health Care
- Air Forum
- Bus Forum
- Chief Officers Liaison Group
- Equalities Forum
- Freight Quality Partnership
- Performance & Audit Committee
- Rail Forum
- South Tay P&R Steering Group
- Sustainable Transport Forum



# Partnership Board\*



**Chair**  
**Cllr Lesley Hinds**  
City of Edinburgh  
*Labour*



**Vice Chair**  
**Cllr Pat Callaghan**  
Fife  
*Labour*



**Cllr Nick Gardner**  
City of Edinburgh  
*Labour*



**Cllr Adam McVey**  
City of Edinburgh  
*SNP*



**Cllr Norman Hampshire**  
East Lothian  
*Labour*



**Cllr Kenneth Earle**  
Clackmannanshire  
*Labour*



**Senior Vice Chair**  
**Cllr Russell Imrie**  
Midlothian  
*Labour*



**Vice Chair**  
**Cllr Gordon Edgar**  
Scottish Borders  
*Independent*



**Cllr Bill Henderson**  
City of Edinburgh  
*SNP*



**Cllr Nick Cook**  
City of Edinburgh  
*Conservative*



**Cllr Michael Veitch**  
East Lothian  
*Conservative*



**Cllr Derek Stewart**  
Clackmannanshire  
*Labour*

\* as of August 2016

# Partnership Board\*

## cont'd...



**Cllr Joe Rosiejak**  
Fife  
*Liberal Democrat*



**Cllr Tony Boyle**  
West Lothian  
*Labour*



**Cllr Jim Bryant**  
Midlothian  
*SNP*



**Cllr Stephen Bird**  
Falkirk  
*SNP*

### **Non-Elected Board Members**

Mr Charlie Anderson  
Mr Graham Bell  
Mr Phil Flanders  
Mr John Jack  
Mr John Martin  
Mr Neil Renilson  
Mr Sandy Scotland  
Mr Tom Steele  
Mr Barry Turner



**Cllr Ian Chisholm**  
Fife  
*SNP*



**Cllr Cathy Muldoon**  
West Lothian  
*Labour*



**Cllr Jim Fullarton**  
Scottish Borders  
*Conservative*

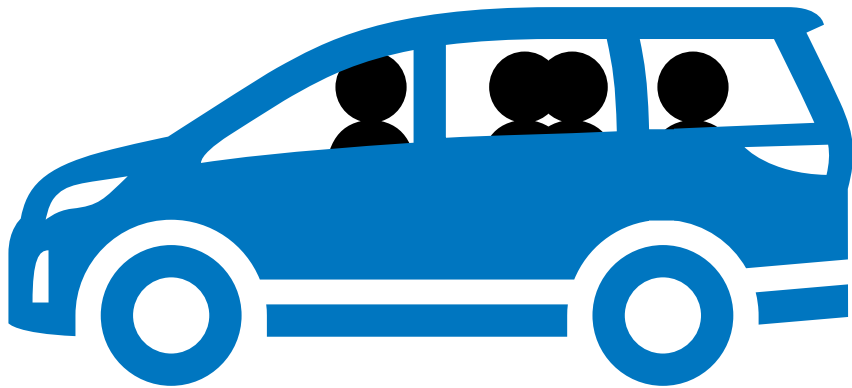


**Cllr Tom Coleman**  
Falkirk  
*SNP*

\* as of August 2016

# SEStran's Vision

**“A regional transport system that provides all citizens of South East Scotland with a genuine choice of transport which fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis.”**



## **Aims/Objectives**

- Allow all groups in society to share in the region's success through high quality access to services and opportunities including healthcare, education, public services and employment opportunities
- Reducing the number of commuter journeys by single occupancy vehicles within south east Scotland
- Maximising public transport provision and achieving public transport integration and intermodality
- Improving safety for all road and transport users
- Enhancing community life and social inclusion
- Maintaining existing infrastructure to a standard that ensures that it can be fully utilised
- Enhancing movement of freight, especially by rail and other non-road modes

## **Target**

“By 2022, to reduce the percentage of people commuting to Edinburgh by single occupant car from each local authority area in south east Scotland by 10% compared to a 2001 base. For Edinburgh residents working outwith the city council area, to reduce their reliance on the single occupant car for commuting by 10% also over the same period.”

# What we do

**SEStran contributes to a varied range of transport projects and events.**

This year we have been involved in partnerships with Young Scot, provided funding to organisations such as Changeworks, sponsored a range of active travel events and been successful in securing three new European projects.



# What we do European Projects

## European Projects

SEStran has been involved in various European projects over the years and this has been no different in 2015/16. Following three successful bids for European funding this year, SEStran is pleased to continue to be involved in working closely with European partners on innovative and progressive transport projects, contributing and sharing ideas to help benefit our own regional transport network.

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### **SHARE North: Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region** **Interreg North Sea Region**

The Interreg North Sea Region programme supports transnational partnerships to address some of the most important challenges facing the area. SHARE North, which began in December 2015, falls under the 'Green Mobility and Transport' theme which aims to develop innovations to reduce emissions, improve air quality and relieve congestion which threatens the efficient flow of goods and people around the region and beyond.

The Interreg North Sea Region Project '**SHARE North: Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region**' involves nine European partners and includes activities

for developing, implementing, promoting and assessing car sharing, bike sharing, car clubs and other forms of shared mobility in urban and rural areas and employment clusters. The planned living labs will integrate modern technology with activities to support changes in mobility behaviour.

The **SHARE North** partners are as follows:

- The City of Bremen, Germany (Lead Partner)
- Advier, The Netherlands
- Autodelen.net, Belgium
- City of Bergen, Norway
- Leiedal, Belgium
- Lund University, Sweden
- Taxisstop, Belgium
- West Yorkshire Combined Authority, England
- Invited expert: The Mobility Academy, Switzerland

The objectives of the project are resource efficiency, improving accessibility, increased efficiency in the use of transport infrastructure, reduction of space consumption for transport, improving quality of life and low carbon transport. SEStran's role in the project will involve joint working with Enterprise Car Club and Edinburgh College along with other organisations to address Electric Vehicle (EV) use in the region, promotion of SEStran Tripshare, work to discuss and define the role of shared mobility for different modes of transport in combination with public transport, and to support electric bike use in the region. SEStran is also leading on the coordination of a shared mobility manual for local governments and municipalities across Europe.

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# What we do European Projects

## **REGIO MOB** **Interreg Europe**

The Interreg Europe programme helps regional and local governments across Europe to develop and deliver better policy. By creating an environment and opportunities for sharing solutions, Interreg Europe aim to ensure that government investment, innovation and implementation efforts all lead to an integrated and sustainable impact for people and place. Interreg Europe offers opportunities for regional and local public authorities across Europe to share ideas and experience on public policy in practice, therefore improving strategies for their citizens and communities.

The REGIO MOB project involves seven European partners with the main objective being to ensure sustainable growth in Europe by promoting sustainable mobility and improving the relevant policy instruments in each of the participating regions. The REGIO MOB project partners are as follows:

- Andalusian Institute of Technology, Spain (Lead Partner)
- Institute of Traffic and Transport Ljubljana, Slovenia
- Regional Association of Lazio Municipalities, Italy
- Niepolomice Municipality, Poland
- Regional Development Agency South-West Oltenia, Romania
- Region of Western Macedonia, Greece

The project contributes to the consolidation of regional sustainable mobility in the participating regions, improving the way they articulate and implement their policies. During the first stage of the project, the partners aim to develop the regions through mutual learning, benchmarking and regional analysis. In the second phase, the partners will focus on the implementation of derivative actions and the promotion of regional plans of mobility and new policies on sustainable mobility.

SEStran's role in the project will involve a SWOT analysis of the Regional Transport Strategy and a series of stakeholder workshops to determine best practice examples from the SEStran region that can be shared with the REGIO MOB partners. SEStran will use the REGIO MOB opportunity to begin the process of writing a completely new Regional Transport Strategy which incorporates outcomes from stakeholder workshops and best practice examples from other REGIO MOB partners.



# What we do European Projects

## Social Car Horizon 2020

Funded (100%) under the Horizon 2020 programme until December 2017, SocialCar aims to integrate public transport information, car-pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services. This will be achieved through the development of algorithms and the integration of 'big data' related to public transport, carpooling and crowd sourcing in order to provide the final user with a simplified travel experience. Allowing comparison and choice between multiple options/services,

SocialCar will take advantage of Social Media to communicate, share information and provide notifications to travellers. The project aims to capitalise on a pan European team with a background in social, psychological and economic sciences. The involvement of 10 European urban sites will prove the concept, validity and business case.

### SocialCar Objectives:

- Contribute to the EU2020 targets on energy efficiency and renewable energy sources reducing congestion by improving and maximising connectivity and information
- Overcoming the limitations of current carpooling practices moving from long trips to effective urban and peri-urban use
- Validate green driving support systems, active management based on European GNSS (global navigation satellite system)
- Identify suitable 'big data' management architecture for integrating mobility data
- Produce a city-based open integrated mobility repository of public transport and traffic city-based data



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 636427.

# What we do European Projects

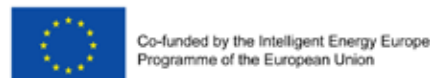
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## **CHUMS** Intelligent Energy Europe

Funded (75%) through the Intelligent Energy Europe STEER Programme until August 2016, the CHUMS (Changing Habits for Urban Mobility Solutions) Project looks at a behaviour change strategy. Measures within the strategy include: the promotion of a car share week, personalised travel plans (which also include car sharing options), a mobility 'jackpot lottery' to incentivise people to alter their travel behaviour. Throughout the project, SEStran will be working closely with Edinburgh University, Edinburgh Park, City of Edinburgh Council and Liftshare UK to implement these measures to employees and students.

The overall aim of the project was to apply the CHUMS behavioural change strategy, developed by the consortium and to transfer these measures to the rest of Europe. This was done through the 5 demonstration or 'champion' cities: Craiova (RO), Edinburgh (UK), Leuven (B), Toulouse (FR) and Perugia (IT).

All of the 5 'champion cities' used web-based car share systems, at various stages of maturity, many of which served 'closed' target groups such as work-places, large employers or Universities. The project developed a European car sharing stakeholder group with members from 19 member states; where further take-up of the CHUMS measures is to be delivered after the completion of the project.



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## **Real-Time Passenger Information**

SEStran's Real-Time Passenger Information (RTPI) initiative, part-funded by the European Regional Development Fund (ERDF) and by Transport Scotland's Bus Investment Fund (BIF), has been one of our flagship projects over the previous years. Over £5million has been invested in the system since 2009 to bring real-time information to south east Scotland, with the aim of making public transport an easier and more accessible choice. The initial funding from ERDF and BIF 1 and 2, allowed SEStran to start the fitment of buses and develop a back-office system, including website and mobile app, in partnership with INEO.

In early 2016, SEStran reached a landmark; all First and Stagecoach fleets, in the region, were fully equipped to provide real-time passenger information. This means that their passengers can now access live bus times through the dedicated bustracker website and mobile app and the bus companies also have a sophisticated fleet management system.





# What we do European Projects

## Digital Signage

In 2014, SEStran succeeded in winning £500k from the Government's Bus Investment Fund (BIF) for the implementation of digital screens in public places to increase the availability and accessibility of RTPI. SEStran used the funding to buy the necessary equipment and hopes to have this distributed by the end of the financial year.

There are currently 150 screens committed throughout the region in locations such as: primary schools, libraries, shopping centres and universities.

One of the most prominent locations is Waverley Mall, where the screens display bus, tram, rail and airtlink services. SEStran will continue to rollout the digital screens throughout commercial and public organisations as negotiations progress.





# What we do Changing Travel Behaviour

## Tripshare

Life's more fun when you share! TripshareSEStran has continued to grow in popularity since its launch in 2006. With current membership at over 8,800 people it is the region's fastest growing car share scheme, encouraging people to share the cost of a journey and reduce the amount of single-occupancy commuters on the road.

During the Forth Road Bridge closure in December, 2015, and following endorsement from the Transport Minister, car-sharing popularity saw an increase. One member from Edinburgh Park highlighted the effectiveness of car sharing during the closure:

*"Unfortunately, living in a rural area, public transport just wasn't an option to me. My employer was very supportive and allowed me to work from home two days out of the working week. But, for the days I had to be at work, Tripshare helped me to save money on the additional miles on my journey due to the bridge closure".*

Tripshare can offer those who do not have access to a car a low cost alternative to access to services and resources that may not have been attainable otherwise, as well as reducing the harmful effects of vehicle emissions on the environment and the congestion on our roads.

However, reducing the number of cars on the region's roads remains a high priority to SEStran. When leaving the car behind is not an option, Tripshare could provide those driving on their own a more sustainable, economic and social way of getting from A to B.

**If people who routinely drove to work shared their journey just once a week it would take up to 20% of cars off the region's roads**



**20% Less**



TripshareSEStran.com  
Start the day with a pick me up.

# What we do Changing Travel Behaviour

## SEStran Sustainable and Active Travel Grant Scheme (SATGS)

The SEStran Sustainable and Active Travel Grant Scheme aims to support and encourage Travel Planning and Active Travel measures. SATGS can be used to support physical measures implemented as part of a Travel Plan and provide support for organisations actively developing a Travel Plan. Grants may range from £500 to £25,000 and will normally be up to a maximum of 50% of any proposal, although in exceptional circumstances higher awards may be made.

The grant scheme is administered on a match-funded basis. Therefore, applicants must secure the remaining 50%, which should include a contribution directly from the applicant and not solely from another grant scheme. In 2015/16 SEStran provided match funding for a number of organisations and local authorities including: East Lothian Council, Scottish Borders, Edinburgh College, Police Scotland, University of Edinburgh and Changeworks. As well as helping to fund cycling improvement projects, electric vehicles and walking projects were also supported.



# What we do Changing Travel Behaviour

## Thistle Card

The SEStran Thistle Card was recognised by the Scottish Accessible Transport Alliance (SATA) when it received the Achievement Award 2015. The award was presented to SEStran 'in recognition of outstanding achievement in facilitating transport services for disabled people.' Since being taken up by SEStran, and relaunched in 2011, 8,000 cards have been distributed.

The Thistle Card is an aid for those with disabilities or illness or who may require assistance or more time when using public transport. It quickly alerts the driver of this, making the travelling experience that bit easier.

Thanks to the input of the Equalities Forum who have supported and advised on the Thistle Card.

Taking the Thistle Card forward, in early 2016, SEStran began the process of creating an app so people could use their mobile phone to indicate their needs to the driver. The app is currently in development and is due for release in Autumn 2016.





# What we do Events

## Events

SEStran continues to sponsor and support sustainable, non-competitive, active travel and transport events throughout the region, by providing funding to help facilitate and encourage participation for all-abilities.

Sponsorship from 2015/16 includes:

- Tweedlove Family Ride
- Edinburgh Festival of Cycling Commuter Challenge
- Pedal from the Meadows
- Borders Walking Festival



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## Transport for Regional Growth

In November 2015, SEStran hosted its first major transport conference, Transport for Regional Growth. The conference brought together stakeholders from all aspects of regional transportation including public transport, freight, road, rail, sea and air to discuss the future of regional transport planning. The day-long event was opened with a keynote speech from the Transport Minister, who was followed by a host of industry professionals sharing perspectives from industry, national, regional, local government, sustainable transportation initiatives, transport planning and major transportation infrastructure projects.

SEStran would like to thank those who attended on the day, and especially the speakers who offered an insightful and interesting contribution.

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# Updates

## Park & Ride

Progress was made on the implementation of the South Tay Bus P&R project in that we are now close to a lease agreement with the Tay Road Bridge Joint Board for the relevant land just south of the Bridge and we are also negotiating a possible detailed design agreement with Fife Council.

## Rail

There was significant progress on the implementation of rail projects in the SEStran area, in particular the provision of rail stations at East Linton and Reston. We completed the initial business case study for a station in Newburgh and we were successful in obtaining funds from the 'Station fund' towards station car parks at Falkirk High and Leuchars stations.

## High Speed Rail

SEStran has been active in promoting High Speed Rail to (and within) Scotland and SEStran chaired the High Speed Rail Scotland Group. Over the year, we became active in the HS2East group, representing Councils up the East Coast of the UK that are advocating the continuation of the High Speed Rail network (HS2) beyond Leeds and towards Edinburgh.





# Strategy

## RTS Refresh

In July 2015 SEStran completed a refresh of its Regional Transport Strategy initially developed in 2008.

The refreshed strategy reflects the impacts of the recession on the strategy and updated travel statistics. One of the issues highlighted was the divergence of travel choice trends in Edinburgh compared to the rest of the SEStran area. The refresh looked at the implications of new national objectives and gave greater emphasis to developing greater connectivity both nationally and internationally to the SEStran region to reflect the growing importance of economic growth.

One of the advantages of refreshing the strategy at this time was the ability to influence and tie in with the SESplan Strategic Development Plan and reflect the implications of potential future development.

In association with the refreshed strategy a refreshed Delivery Plan was also produced. This plan identified the lack of available capital funding to directly fund projects but clear priorities were identified for development when resources become available. The Delivery Plan also identified priorities for strategy development in order to achieve our objectives.

Both these documents are available on our website.

## The Future of the RTS

During our Regional Strategy Refresh process it was appreciated that any further "refresh" would have to involve a total re-write of the strategy starting from first principles, to reflect the changed circumstances that the new strategy will have to address especially in light of the changed financial and policy context since the first Regional Transport Strategy in 2008.

Our involvement in the REGIO-MOB project gives us a great opportunity to work with others to develop the basis of a new strategy.

## Regional Cycle Network Grant Scheme (RCNGS)



In partnership with Sustrans, SEStran continue to appoint an Active Travel Officer to work with partner councils and stakeholders to provide support and guidance on active travel infrastructure throughout the region. The Sustrans funded Regional Cycle Network Grant Scheme aims to encourage the development of the Cycle Network throughout the Region.

The allocated £100k budget can be used to support feasibility studies, design work, the development of infrastructure and monitoring, as well as supporting innovation and public engagement. Grants may range from £500 to £25,000 and will normally be up to a maximum of 50% of any proposal, although in exceptional circumstances higher awards may be made. This year's budget was spent on a number of projects with **Clackmannanshire Council, West Lothian Council, Falkirk Council, Transition St Andrews, City of Edinburgh Council and East Lothian Council.** The grant scheme has helped to fund feasibility studies for creating cycle corridors and cross-boundary links, and lighting and infrastructure improvements.

# Young Scot

One of the highlights of this year's grant scheme was the opportunity to work in partnership with Young Scot to fund a feasibility study encouraging young people to co-design their Regional Cycle Network.

The study engaged with groups of young people throughout the region and brought them together to discuss their views and experiences of active travel. The groups shared their experiences and the problems they faced, and as a result were tasked with designing solutions to these barriers. Following on from this a meeting with a range of stakeholders took place to discuss the outcomes of the workshops and to offer input and advice for the final report.



There were four key findings from the report that highlighted the barriers to young people using active travel:

- Social barriers (e.g. peer pressure)
- 'Typical' barriers (i.e. fear of cycling on busy roads)
- Lack of confidence/skills
- Lack of information provision

From these key findings, SEStran is looking to achieve tangible outcomes in their recommendations going forward, such as turning some of the young people's solutions into a reality.

The study has proved invaluable in utilising the voices of children and young people to help influence and plan the transport network they will be using in the future.

Going forward, SEStran believes that through working with Young Scot, young people will be able to contribute to shaping the new RTS. At the time of publishing the X-Route study was still in draft stages but will be available on the SEStran website in November 2016. Copies will also be available on request.

**Over 75%**  
of young people surveyed had never heard the term 'active travel'.



# RTS Monitoring

The purpose of monitoring the RTS is to identify trends and indicators relating to the objectives set out in the RTS thus setting out conclusions in terms of the need for action.

Some key points to note are:

**Indicator: To maintain and improve labour market accessibility to key business/employment locations**

Compared to the TRACC base of 2012 it can be seen that in terms of the 60 minute WA population catchment, access has improved across the overall SEStran area. Of particular note is access to Edinburgh city centre (+15%), as well as Edinburgh Park/Gyle accessibility (+20%).

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**Indicator: To maintain and improve connectivity to the rest of Scotland, the UK and beyond.**

The number of direct coach/bus services between the SEStran settlements has increased by 15% since 2009. The largest improvements since the base year have been between Dunfermline and Kirkcaldy (approx. +50 each way), Kirkcaldy and Glenrothes (+50, +30 in the reverse). Significant increases have also been seen between Edinburgh and Falkirk (approx. +20 each way), Glenrothes (approx. +11, and +20 in reverse), Dalkeith (approx. +25 each way), and Tranent (approx. +50 each way).

Against the overall increase there have been notable decreases too, particularly between Falkirk and Alloa (-20, -27 in the reverse), and Dunfermline and Glenrothes (-26, -45 in the reverse) since the base year.

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**Indicator: To reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight**

Overall within the SEStran area there has been a very slight increase of 1% in the proportion of households with three cars since the base year and slight fall of 2% in one car households. Compared to Year 6 there has been a slight increase in the number of zero and three car owning households and a fall in the number of one and two car owning households.

Bike availability has remained the same as Year 6 at 38% of households. This is a marginal increase of 3% from the base year.

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**Indicator: To improve access to employment**

A comparison of access to employment measure for all areas with high Jobseeker Allowance (JSA) claimants derived from TRACC shows a trend of improving access between 2012 and 2016. Overall, there has been a 4% increase in the Hansen score for access to employment from the SEStran region overall. The most notable improvements are observed in Midlothian and the Scottish Borders.

# RTS Monitoring

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## Indicator: To improve access to health facilities

Overall, access to hospitals for non-car owning households shows slight improvement across the SEStran area from the base. In terms of access from each local authority Fife, Edinburgh, Midlothian, East Lothian, and West Lothian have all seen accessibility improvements since the 2012 base year across each time period. The Scottish Borders has seen a deterioration since the 2012 base year, with a slight reduction in accessibility in the evening peak. Clackmannanshire has seen little change from the base (other than a major reduction in accessibility on Sundays), however, this is a large improvement on accessibility from 2015.

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## Indicator: To make public transport more affordable and socially inclusive

67% of adults (16+) who used a bus service in the past month (based on latest available data for 2012/2013) found the bus fares good value. This is 2% less compared to the base year (2005/2006).

46% of adults (16+) who used a train service in the past month (based on latest available data for 2012/2013) found the bus fares good value. This is 6% less compared to the base year (2005/2006).

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## Indicator: To contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions

Traffic levels in the SEStran area have reduced by just under 1% between 2007 and 2014. However, this figure is still 10% higher than traffic levels in 2001. Fuel consumption in the area has decreased by 9% between 2006 and 2013, this is also a 15% reduction on 2002 figures.

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## Indicator: To promote more sustainable travel

Mode choice for commuting has remained relatively unchanged from the base year across the SEStran area as a whole, however, there are some notable changes at Local Authority level. For example, the City of Edinburgh Council experienced an increase in cycling for travel to work from 3% to 12%.

There has also been a notable fall (8%) in people driving to work in Edinburgh and Midlothian while in contrast there has been an increase of between 8% and 10% in Fife and Clackmannanshire.

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## Indicator: To increase the proportion of trips by walk / cycle

There has been a significant increase in the percentage of adults reporting that they walked as a means of transport, with a rise from 57% in the base year to 75%. This is also an increase (5%) compared to Year 6. New figures for cycling are unavailable within this SHS release.

**The full monitoring report is available on our website: [sestran.gov.uk](http://sestran.gov.uk)**

## Annual Accounts

SEStran's Annual Accounts can be accessed online here:

[www.sestran.gov.uk/publications/4/financial-statements/](http://www.sestran.gov.uk/publications/4/financial-statements/)

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## Climate Change Report

The Climate Change (Scotland) Act 2009 introduced targets and legislation to reduce Scotland's carbon emissions by at least 80% by 2050. Part 4 of the act places duties on public bodies to act in the way best calculated to contribute to the delivery of emissions reduction targets, to help deliver any statutory climate change adaptation programme, and in a way that it considers is most sustainable.

Further to these duties, the Scottish Government introduced in 2015 an Order requiring all 151 public bodies that appear on the "Major Player" list to submit an annual report to the Sustainable Scotland Network (SSN), detailing their compliance with the climate change duties. SEStran appear on this list and are therefore required to submit a report.

SEStran voluntarily completed a trial report in 2014/15 and are now required to submit the first annual report for 2015/16 by 30th November 2016.

The full report will be available on the SEStran website from December 2016

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## Public Services Reform Act

Sections 31 and 32 of the Public Services Reform (Scotland) Act 2010 ("the Act") impose duties on Scottish public bodies to publish information on expenditure and certain other matters as soon as is reasonably practicable after the end of each financial year. This statement is produced by the South East of Scotland Transport Partnership (SEStran) to ensure compliance with the requirements of the Act.

We work hard to be a transparent, responsive, best value organisation and to deliver our vision for the transport network of south east of Scotland as outlined in our statutory Regional Transport Strategy.

The full report is available on our website: [sestran.gov.uk](http://sestran.gov.uk)



**sestran.gov.uk**

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