



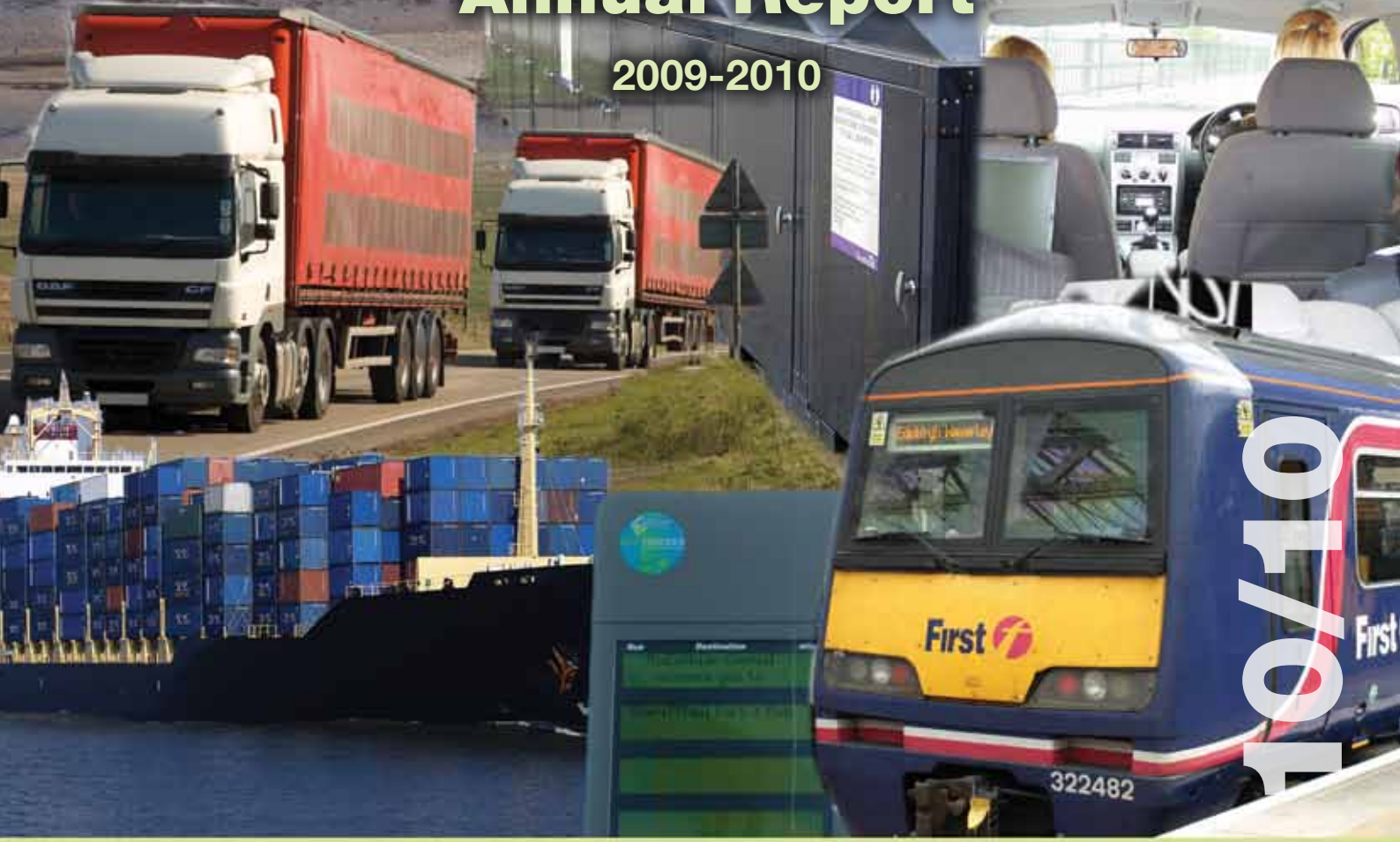
SEStran

South East of Scotland
Transport Partnership



Annual Report

2009-2010



2010



EDINBURGH
THE CITY OF EDINBURGH COUNCIL



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Section 1 Foreword by Chairman and Partnership Director



Russell Imrie, SEStran Chair



Alex Macaulay, SEStran Director

The past year has seen major progress on the proposal to roll out **Real Time Passenger Information** for bus travellers across the region. Funding is now in place for developments in East Lothian, Scottish Borders and Fife to link into the existing systems operational in Edinburgh and Midlothian. The project will see real time information available for services provided by First and Stagecoach as well as the existing information for Lothian Buses and operating agreements are in place with the two major bus companies for implementation and future maintenance. The total project value at present is £2.3m with £886,000 coming from the European Regional Development Fund. The contract for delivery of the system has been awarded to INEO and delivery is scheduled over a three year period to tie into availability of funding. Applications for further ERDF funding have been made for extensions into West Lothian in partnership with West Lothian Council and into Dumfries and Galloway in Partnership with SWESTRANS. The implementation of this project will overcome a major barrier to increased modal shift from car to bus through the provision of reliable real time information on bus arrival times available through a combination of bus stop and bus station signs, web based information, iPhone applications and screens in shops and cafes. The bus operators will also see a significant improvement in the quality of information available to them for better and more efficient fleet management.

SEStran has achieved considerable success in attracting funding from the EU Interreg IV fund for projects designed to improve freight logistics and passenger travel within the region. Three new projects are now approved for funding, these being:

- **“Connecting Food Port Regions”** designed to provide better levels of accessibility and connectivity between ports in the SEStran area and those throughout the North Sea region
- **Lo-Pinod**, which will provide a trial barge/freight ship service in partnership with Forth Ports linking Leven to Grangemouth harbour for onward export of goods replacing truck based movements across the Forth Road Bridge
- **I-Transfer** which will part fund the introduction of a passenger hovercraft service between Kirkcaldy and Portobello in partnership with Stagecoach.

In addition to the three new projects above work has continued on the **Dryport** project, part funded by EU Interreg IVB North Sea Region Programme. This has seen analysis work progressed on Consolidation Centres, Rail Freight Development and Marketing and Sustainable Distribution Centres in addition to the previous work on Levenmouth railway, extension of Stirling/Alloa railway to Dunfermline, Rosyth and Edinburgh and publication of a Freight routing map for the region.

The above four projects together have attracted £1.05m of EU funding and £623,000 of Private partner match funding and will act as a catalyst for significant further private sector investment in the region.

On the theme of partnership we have completed the STAG appraisal, preliminary design and the business case for a **Park and Ride site on the south side of the Tay Bridge** in partnership with TACTRAN, Fife and Dundee Councils and Transport Scotland. Transport Scotland have now agreed that this site is the preferred site for the proposal in the STPR in preference to the site identified further south at Forgan. It is intended to press for inclusion of this site in the St. Andrews and East Fife Local plan that is in process at the moment with a view to bidding for EU funding next year.

In partnership with Transport Scotland we have developed a **regional transport model** as a sub model to the transport model for Scotland. The regional model is currently being used to analyse the transport impact of the strategic development plan being developed by SESplan and is supplementing the input on accessibility analysis we have already provided to encourage new development allocations in sustainable locations.

Significant progress has been made on the development of the **Edinburgh outer orbital bus rapid transit** project through the completion of the STAG appraisal, business case and reference design for stage 1 at the western end.

On the **sustainable travel** front we have continued to support both public and private sector bodies in implementing travel plans, have continued to see growth in TripshareSEStran with over 5000 members now actively car sharing, we have co-funded a study on introduction of car clubs outwith the main cities, have carried out a study on DRT in East Lothian and co-funded a study on DRT for the new Falkirk Royal Infirmary. We have established an NHS travel liaison group and instigated a trial of patient travel planning for outpatients within NHS Lothian with similar trials to follow in the three other health boards within the SEStran area. We have also established an Equalities Forum that provides the necessary liaison to ensure we are addressing the travel needs of minority groups.

SEStran's **influence on other transport providers** has played an important role in ensuring the needs of the region are addressed. We provided input to Transport Scotland and the Scottish parliament on the need and form of a public transport strategy for Cross-Forth travel in association with the proposals for a replacement Forth crossing and this has been successful in that Transport Scotland are now actively pursuing the strategy. We provided input to the Scottish parliament on the budget and Active Travel, input to the independent budget review group of the Scottish Government, the Office of Fair Trading and the Competition Commission on the review of bus services, Greengauge 21 and Transport Scotland on high speed rail and to our partner Local authorities on local plans and SOAs. We continue to work closely with the other RTPs and Scottish Government through the joint lead officers meetings and the Joint Chairs meetings and with COSLA through the joint RTP/COSLA Transport Strategy Group and regular liaison at official level.

Our work on **strategy development** has seen the publication of a Park and Ride Strategy for the region and the case for BRT/LRT south of the Forth both of which formed part of the input to the Forth Replacement Crossing public transport strategy presented to the Parliament. We have also developed the case for Decriminalised Parking Enforcement in the region as background information for consideration by our partner authorities and developed the case for extension of the Stirling/Alloa railway to Dunfermline and Rosyth.

Our partner local authorities have continued to make limited progress on the **capital projects** in the RTS delivery plan. However, as a result of restricted budgets and local priorities in favour of other services, the progress has been significantly less than anticipated when the RTS was published. The lack of available funding for regional transport capital projects will, if not corrected, represent a significant constraint on the ability of the Scottish economy to recover from the recession it has suffered. Investment in transport capital projects not only has the direct effect of providing jobs but has the equally important effect of making transport of goods and people more efficient with knock on benefits to business. Companies consistently identify transport as a major area of concern when considering the wellbeing of their businesses and it is to be hoped that transport will not be expected to bear a disproportional share of the cuts in public expenditure that the country now faces.

This is the first year of **monitoring the RTS against the range of indicators** identified in last year's annual report and it is fair to say that results have been mixed. On the positive side there has been an improvement in accessibility to employment at key locations although a degree of caution is required in interpreting these results due to data changes. Connectivity to the rest of the UK and beyond has improved through increased rail and air services. Although levels of road congestion have generally increased, the level of concern about congestion among the travelling public has gone down indicating a higher tolerance level. General levels of access to employment show a decrease although again caution is required in interpreting these results due to changes in location of jobseekers allowance claimants. Access to health facilities leisure, retailing and education show a general improvement. Although traffic levels have reduced, fuel consumption has increased which reflects the increase in congestion experienced. However good progress has been made on sustainable travel through increased use of local buses, cycling, car sharing, and rail and good progress continues to be made on road safety.

Finally, it is important to note that this review represents only one year of monitoring of the key indicators and that changes in transport trends tend to emerge only over a longer time period. We will continue to monitor the trends and take the necessary action to respond to significant changes. Meantime our strategy of encouraging more sustainable travel, seeking alternative funding sources for transport investment and influencing other transport providers to continue investment in transport will continue.



Russell Imrie
Chair



Alex Macaulay
Partnership Director

1. Guidance

The Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31st March 2010. It should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent councils and others who have provided funding.

2. Period covered by report

This is the fourth annual report which focuses on the monitoring the delivery of the RTS. The RTS was approved by the SEStran board on 18th April 2008 and by the Scottish Government on 24th June 2008. Additionally the implementation of the capital and revenue programme for 2009/10 are covered.

3. Board Establishment

During 2009/10, the Partnership had a full quota of 20 councillor members and had 8 non-councillor members.

4. Meetings

During 2009/10 the Partnership Board has met bi-monthly.

The Board met on the following occasions:

- 3rd April 2009
- 16th June 2009
- 14th September 2009
- 16th October 2009
- 4th December 2009
- 12th February 2010

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

- 5th June 2009
- 2nd October 2009
- 27th November 2009
- 26th March 2010

5. Meeting Attendance

Attendance at meetings is shown in the following tables:

| Attendees (Councillors) | | Partnership Board – Meeting date | | | | | | |
|--------------------------------|------------------|----------------------------------|------------|------------|------------|------------|------------|--|
| Name | Council | 03/04/2009 | 19/06/2009 | 14/09/2009 | 16/10/2009 | 04/12/2009 | 12/02/2010 | |
| Cllr Donald Balsillie | Clackmannanshire | | | | | | | |
| Cllr Alex Bennett | Midlothian | | | | | | | |
| Cllr Tom Buchanan | Edinburgh | | | ✓ | | | ✓ | |
| Cllr William Buchanan | Falkirk | | | | ✓ | | ✓ | |
| Cllr Neil Calvert | Scottish Borders | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Cllr Eddie Carrick | Clackmannanshire | ✓ | ✓ | ✓ | ✓ | | | |
| Cllr Ian Chisholm | Fife | | ✓ | | | ✓ | | |
| Cllr Martyn Day | West Lothian | ✓ | ✓ | | | ✓ | | |
| Cllr Jim Fullarton | Scottish Borders | ✓ | ✓ | ✓ | | ✓ | | |
| Cllr Russell Imrie (Chair) | Midlothian | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Cllr Joe Lemetti | Falkirk | | | | | | ✓ | |
| Cllr Craig Martin | Falkirk | | | | | | | |
| Cllr Tony Martin (Vice Chair) | Fife | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Cllr Greg McCarra (Vice Chair) | West Lothian | ✓ | | ✓ | ✓ | | ✓ | |
| Cllr Mark McInnes | Edinburgh | | | | | | | |
| Cllr Gordon McKenzie | Edinburgh | | | | | ✓ | | |
| Cllr Paul McLennan | East Lothian | | ✓ | | | | | |
| Cllr Ian Perry | Edinburgh | | | | ✓ | | | |

█ were not members at this time

| Attendees (Councillors) | | Partnership Board – Meeting date | | | | | | |
|--------------------------------|----------------|----------------------------------|--------------------------------|--------------------------------|--|------------|-------------------------------|---|
| | | 03/04/2009 | 19/06/2009 | 14/09/2009 | 16/10/2009 | 04/12/2009 | 12/02/2010 | |
| Name | Council | | | | | | | |
| Cllr Mike Rumney | Fife | ✓ | | ✓ | | | ✓ | ✓ |
| Cllr Conor Snowden | Edinburgh | | | | | | | |
| Cllr Barry Turner | East Lothian | ✓ | ✓ | | ✓ | | ✓ | ✓ |
| Cllr Phil Wheeler (Vice Chair) | Edinburgh | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| | | | Subs: Cllr Robert de Bold (WL) | Subs: Cllr Robert de Bold (WL) | Subs: Cllr Robert de Bold (WL) Cllr Charles Dundas (CEC) Cllr Rob Munn (CEC) | No Subs | Subs: Cllr Kenneth Earle (CC) | |

| Attendees (Non Elected Members) | | Partnership Board – Meeting date | | | | | | |
|---------------------------------|--------------------|----------------------------------|------------|------------|------------|------------|------------|---|
| | | 03/04/2009 | 19/06/2009 | 14/09/2009 | 16/10/2009 | 04/12/2009 | 12/02/2010 | |
| Name | Designation | | | | | | | |
| Charlie Anderson | | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Graham Bell | | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| Bill Cantley | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Phil Flanders | | | | ✓ | ✓ | ✓ | ✓ | ✓ |
| John Martin | | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |
| James McCafferty | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Neil Renilson | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Sandy Scotland | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

█ were not members at this time

| Attendee | | Performance and Audit Committee Meeting date | | | | |
|--------------------------------|------------------|--|------------|------------|------------|--|
| Name | Council | 05/06/2009 | 02/10/2009 | 27/11/2009 | 26/03/2010 | |
| Cllr Eddie Carrick | Clackmannanshire | | | | | |
| Cllr Paul McLennan | East Lothian | | | | | |
| Cllr Phil Wheeler (Vice Chair) | Edinburgh | ✓ | ✓ | ✓ | ✓ | |
| Cllr Craig Martin | Falkirk | | ✓ | ✓ | ✓ | |
| Cllr William Buchanan | Falkirk | ✓ | | | | |
| Cllr Ian Chisholm | Fife | ✓ | | ✓ | | |
| Cllr Alex Bennett | Midlothian | | | | | |
| Charlie Anderson | Non Councillor | ✓ | ✓ | ✓ | ✓ | |
| Sandy Scotland | Non Councillor | ✓ | | ✓ | ✓ | |
| Cllr Neil Calvert | Scottish Borders | | ✓ | ✓ | ✓ | |
| Cllr Greg McCarra (Vice Chair) | West Lothian | | ✓ | ✓ | | |

■ were not members at this time

6. Good Governance

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

7. Standing Orders

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

8. Financial Regulations

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

9. Scheme of Delegation

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

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

10. Performance and Audit Committee

At its meeting of 16th February 2007, the Board agreed to set up a Performance and Audit Committee to meet at least twice yearly, composing of one Board Member from each Authority and two non-Councillor members to ensure appropriate representation of geographical and other interests. Since then, during financial year 2009/10, it has met on four occasions; business transacted included consideration of HR policies, Risk Management, Audited Accounts for 2008/09 with the External Auditor's Report.

11. Human Resources policies/procedures

SEStran now has a regular programme for reviewing HR policies. The review was carried out in August 2009.

12. Liaison with Partner Authorities

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

13. Liaison Groups

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

The following seven Liaison Groups were in operation:

- Chief Officer Liaison Group
- Strategy Liaison Group
- Bus Liaison Group
- Rail Liaison Group
- Sustainable Transport Liaison Group
- Equalities Forum
- Freight Quality Partnership

14. Chief Officers Liaison Group

The Chief Officers Liaison group met six times during 2009/10, three weeks prior to the SEStran Partnership Board. Each meeting allowed officers at the partner authorities to discuss items on the agenda for the forthcoming Partnership Board.

15. Bus Liaison Group and Bus Forum

Two meetings of the Bus Forum and two Bus Liaison Meetings were held during the period. The Liaison Group consists of SEStran and Local Authority Officers, Scottish Government and Confederation of Passenger Transport (CPT) and Traveline. In addition, invitees to the Forums also included the three main bus operators in the SEStran area (First Edinburgh, Lothian Buses and Stagecoach). During the year, the Forum invitee list was widened to include the smaller operators, the Community Transport Association and Bus Users UK.

The meetings discussed and monitored progress on key SEStran projects such as the SEStran Bus Passenger Information Strategy, Real Time Information and the joint SEStran Database and Information System (Routewise). Progress on SEStran studies that involved bus – such as Edinburgh Orbital Bus Study, South of Forth BRT/LRT study, SEStran Park and Ride Strategy,

Cross Tay Sustainable Transport Study (incorporating the South Tay Park & Ride project) – were reported to the meetings. The progress of the Government's Bus Action Plan and the Government's proposal for a Forth replacement crossing, in particular the arrangement for buses, were also main topics.

Topical issues that were also considered by the Forum included how the Bus Networks were affected by the recession, the cost of fuel and the construction of the Edinburgh Tram Network. Transport Scotland also gave a presentation on the Governments Bus Travel Concession Scheme, Bus Service Operator's Grant and Integrated Ticketing.

The Bus Issues Working Group that was established the previous year continued into 2009/10 to consider specific Bus Issues as and when they arose. The Group consisted of one elected Member from each authority and one non-elected member. The Group met twice during the year to particularly deal with two issues; the Regulation of Bus Services Bill promoted by Charlie Gordon MSP and the Office of Fair Trading Market Study into Local Bus Services.

16. Rail Liaison Group and Rail Forum

The Rail Liaison Group had the same remit and partner authority representation as the other liaison groups. Where it differs is that the membership also includes representatives of Transport Scotland, Network Rail and the train operating companies serving Scotland (First ScotRail, GNER/ National Express (East Coast), Arriva (Cross Country), First Transpennine (Edinburgh – Manchester) and Virgin (Edinburgh – Birmingham)) as well as a representative from the rail freight industry. A representative of Passenger Focus is also invited.

Under the terms of the franchise agreement for the Scotrail Franchise, First Scotrail is required to have biannual liaison meetings with local authorities. SEStran has facilitated that through the management of the Rail Forum. Membership includes the partner authorities, the five train operating companies, the rail freight industry, Network Rail and representatives from SEStran, including Board members.

There has been one meeting of the Liaison Group and two Forums held since March 2009. All the meetings included updates on performance and developments by the operators.

A key issue throughout the year was the extension of the First ScotRail Franchise and the provision of a local ScotRail services between Edinburgh and Dunbar and possibly beyond.

The UK Government's proposal for High Speed Rail and the involvement of SEStran on various groups/studies on this issue also featured prominently.

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

During the year, it was decided that the Rail Liaison Group should be merged with the Rail Forum and that three Rail Forums should be held each year.

21. Strategy Liaison Group

This group of lead officers from the constituent councils and SEStran officers meets on a “when required basis” to review progress on the Regional Transport Strategy and to consider strategic issues of mutual interest.

The main issues considered by this group during this year were the inclusion of SEStran in the Development Planning process, the Regional Transport Model and progress with the Dryport studies.

22. Sustainable Transport Liaison Group

The Sustainable Transport Liaison Group was set up whilst SEStran was a voluntary partnership. It consists of representatives of all eight local authorities and has worked in partnership to exchange best practice in travel plans for public and private sector, promote ‘TripshareSestrans.com’ - a car sharing scheme, and prioritise investment in urban cycling projects.

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

23. Equalities Forum

Following the inaugural meeting of the Equalities Forum in April 2009, two further meetings of the Forum have taken place. At the meetings, matters of concern and mutual interest were discussed with the main focus being the development of an Action Plan to address pertinent issues. The forum represents a wide range of interests as indicated by the bodies represented below.

- East Lothian Access Panel
- Falkirk & District & Assessment Group
- Fife Independent Disability Network
- Lothian & Borders Police
- Lothian Community Transport Services
- Midlothian Voluntary Action Panel
- ECAS
- People First Scotland
- RNIB
- SATA
- Scottish Accessible Transport Alliance
- Scottish Disability Equality Forum
- Tweeddale Access Panel
- West Lothian Access Panel

24. Freight Quality Partnership

The Freight Quality Partnership holds its meetings on a six monthly basis bringing together all elements of the freight industry from the producers to the retailers. One of the main issues being input and comment on the Dryport studies, namely The Freight Routing Study, The Rail Freight Study, Consolidation Centre Study and The Sustainable Freight Distribution Study. These studies are a key element of our Freight Action Plan. Also topics of current interest were discussed including lorry parking provision, HGV priority lanes, pollution reduction and the impact of maintenance works on the Forth road and rail bridges.

25. RTP Joint Chairs/Lead Officers meetings

The Chairs of the seven RTPs, supported by the RTP lead officers, have met quarterly during 2009/10. The agendas for these meetings have allowed discussion and agreement on issues of mutual concern. The joint Transport Strategy Group of RTP chairs and senior COSLA members which was established to create closer liaison between the parties continues to meet regularly and deal with areas of mutual interest.

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

SEStran has now taken on the role as secretary to the Joint Chairs group including chairing the RTP Liaison Group.

26. Establishment as at 31st March 2010

During 2009/10 the SEStran offices were home to 9 paid employees.

- Alex Macaulay Partnership Director
- Alastair Short Strategy Manager (2/5th FTE)
- Ian Mathie Programme Manager
- Lex Harrison Strategy Manager (3/8th FTE)
- Lisa Black Travel Plan Officer
- Andrew Dougal Communications Officer
- Rachael Chambers Office Manager
- Cassie Robertson Administrator
- Lisa Hogg Receptionist

In addition support was provided from the Lindean Partnership Ltd. in the management of specific projects and provision of advice.

27. Single Outcome Agreements and Community Planning

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

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

The level of representation on the eight community planning partnerships is as follows:-

| Partnership | Level of representation | SEStran representative |
|------------------|------------------------------|---------------------------|
| Edinburgh | Partnership Board | SEStran Vice Chairman |
| Fife | Partnership Board | SEStran Director |
| West Lothian | Steering Group/Working Group | SEStran Strategy Manager |
| Midlothian | Steering Group/Working Group | SEStran Programme Manager |
| East Lothian | SOA Theme Group | SEStran Strategy Manager |
| Falkirk | Steering Group/Working Group | SEStran Programme Manager |
| Clackmannan | Environmental Partnership | SEStran Strategy Manager |
| Scottish Borders | Theme Group | SEStran Strategy Manager |

Some highlights of involvement are:

Fife. A major effort this year has gone into a scenario planning exercise to develop the next community plan. This has been facilitated by St. Andrews University and has involved a series of workshops with elected members, officials and representative of community partners. The current financial climate has been a major influencing factor in the work along with the objective of sustainable economic development and meeting the Government's climate change targets.

West Lothian. SEStran is represented in the Community Planning Partnership at a working group and steering group level in West Lothian. The main focus has been trying to develop an effective partnership and to progress initiatives of mutual interest and benefit. The updating of the SOA to reflect changing financial conditions and also reflect current priorities has also been a major issue.

Clackmannanshire. SEStran has been involved in the Environmental Partnership Group, playing a significant role in considering the environment impact of transport related to the implementation of Development plans and other policies including the SOA.

Falkirk. SEStran is represented on the Falkirk Community Planning Partnership at both Working Group and Steering Group level and has contributed to the discussions on Sustainable Transport. A recent topic has been the movement of freight around Grangemouth.

Midlothian. SEStran has been attending meetings of both the Steering Group and Working Groups of Midlothian Community Planning Partnership and has contributed to the development of the council's SOA, Recent discussions have centred on sustainable travel and the use of electric vehicles and the installation of power points for these vehicles.

East Lothian. SEStran's representation in Community Planning in East Lothian has been through the Environment Housing and Places (EHP) Theme Group. This is one of 6 Theme Groups, each focussing on one particular aspect of the Single Outcome Agreement. The EHP particularly focuses on environment, ecosystems, food, green-space, transport, resource use, sustainability, housing, heritage, and land use. SEStran has contributed to the refinement of logic models which plot the activities aimed at achieving the desired outcomes. SEStran has contributed to the preparation of the Environment Strategy and participated in a workshop involving all Theme Groups and the Community Planning Working Group.

Scottish Borders. The Scottish Borders approach to Community Planning is taken under the banner New Ways. Under the leadership of The Borders Strategic Board, three individual Theme Groups (Competitive Borders, Healthy Borders and Strong and Safe Borders) and one cross cutting Group (Fairer Borders) work towards achieving the outcomes of the Single Outcome Agreement. SEStran's involvement to date has focussed on participation in the Competitive Borders group.

Section 7 RTS Monitoring

Using the Regional Transport Strategy (RTS) as a base, SEStran has been examining freight distribution and the role of Demand Responsive Transport.

This year, as part of the European funded Dryport project, we have been examining Rail Freight movement in the SEStran area, and the role and viability of Consolidation and Distribution centres. Although these studies are part of the Dryport project they originally emanate from our Regional Freight Strategy and our RTS as priority projects. These studies provide a good indication on the role and viability of Consolidation Centres and Distribution Centres linked to Sustainable delivery, for future development.

Constituent local authorities have been looking at ways to reduce expenditure on supported bus services as part of a cost cutting exercise and have been interested in exploring the role of Demand Responsive Transport (DRT) as a means of retaining and possibly improving accessibility, especially to rural areas. In line with our RTS, this year we have examined the potential viability of DRT services in East Lothian and also as complementary services to the new Forth Valley Royal Hospital.

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

28. Monitoring and Reporting

In August we received our first update of the monitoring programme which indicates a mixed picture of increasing car ownership and congestion but increasing access to public transport. The monitoring spreadsheet is attached as appendix 1, indicating where targets are being achieved (green), where there has been no progress, (orange) and where negative progress (red), in comparison with last year's base figures. As indicated in the foreword, the results have to be interpreted with caution, but they do give a good indication of general trends.

The monitoring is based on our key objectives within our RTS with indicators reflecting regionally available data and data obtained from our regional accessibility model.

Although the objectives referred to may be SEStran objectives, it does not necessarily follow that SEStran has direct influence over all factors influencing the indicators and factors such as the recession and increased fuel prices can have significant impacts on achieving our objectives. Therefore in interpreting the results it is necessary to consider the potential impact of other influences and whether those impacts are short term or will have a longer term impacts. However, it is hoped that the work that SEStran carries out will influence peoples travel choice, through improved access to work, healthcare, education, retail and leisure and increased attractiveness and use of sustainable and public transport.

The monitoring carried out is indicating some encouraging trends:

- Improved accessibility to jobs and to the rest of Scotland and the rest of the UK by public transport

There have been changes to the input data which gives a better representation of accessibility to bus services in rural areas. This has exaggerated the improvements in accessibility. Improvement of accessibility to the rest of Scotland and the UK is mainly based on improved air connections.

- As predicted, overall congestion is still increasing but hopefully at reducing rates.

Although overall congestion at key locations has increased slightly in line with the increased car ownership, general traffic levels have decreased and congestion at the Kincardine Bridge with the opening of the Clackmannanshire Bridge has been significantly reduced.

- Improved accessibility to health care facilities, although off peak access is not improving

With the increase in the numbers and locations of people on Job Seekers Allowance, the accessibility measures to employment and health care have been influenced.

- Improved access to retailing leisure and education

- The numbers of people using rail stations in the SEStran area have increased but the numbers using local public transport have decreased.

- The numbers of people using Liftshare is increasing

- The number of accidents on our roads is decreasing

- The proportion of walking and cycling trips is increasing

However, not so encouraging is the reduction in bus usage, which in Edinburgh could be attributed to the disruption caused by the tramworks, and the increased reliance on car as the main form of transport. Also people's perception of public transport has deteriorated.

Although monitoring is useful in evaluating the effectiveness of our policies, the main aim is to identify where we should be focusing our future efforts in terms of achieving our overall aims. This will influence allocations of future budgets to address the areas where we are not achieving our aims and the review of our RTS in 2012.

Finally, it is important to note that this review represents only one year of monitoring of the key indicators and changes in transport trends tend to emerge only over a longer time period. We will continue to monitor the trends and take the necessary action to respond to significant changes. Meantime our strategy of encouraging more sustainable travel, seeking alternative funding sources for transport investment and influencing other transport providers to continue investment in transport will continue.

Section 8 Capital Projects

The only capital project currently being delivered directly by SEStran is the Regional Real Time Passenger Information System other capital projects are being delivered by the partnership authorities and Appendix 2 details actual & proposed expenditure on these projects in financial years 2008/09–2010/11. These projects are currently being progressed towards delivery of the RTS utilising what was the Regional Transport Partnership's capital grant and a spreadsheet monitoring the delivery of these projects is presented to every meeting of the Partnership Board.

There has been minimal capital expenditure on the transport projects that are contained in the Regional Transport Strategy Delivery Plan and minimal capital expenditure on transport projects throughout the region utilising what was the capital grant from government to SEStran. The last year that SEStran received a capital grant from government, financial year 2007/08, total capital expenditure on strategic regional transport projects was £14.75 million, in 2008/09 only £4.924 million was committed to transport projects by the partnership authorities and in 2009/10 only £4.939 million of expenditure was spent on strategic transport projects. It should be noted that capital expenditure detailed in the Delivery Plan for the first 3 years of the RTS was as follows; Region Wide and Specific Groups and Areas £6.77 million, Network Based Measure £24.808 million giving an overall total of £31.58 million. This means that to date only 31% of the funding that was previously allocated to SEStran is being utilised for strategic transport projects within the region.

SEStran is however delivering the regional Real Time Passenger Information System and the contract was awarded to Ineo Systrans from Paris in June 2010. Ineo are the supplier who delivered the Edinburgh Bustracker system. The bus operators Stagecoach and First Edinburgh have signed legal agreements with SEStran which cover the contractual issues of the project including financial contributions from the bus operators towards the revenue costs of the system operations and data sharing. Meetings are now underway with SEStran, the bus operators and Ineo to agree the final system design.

To date European Regional Development Funding (ERDF) has been granted to enable delivery of this project in East Lothian, Scottish Borders and Fife and there is a live application that has been made jointly with SWESTRANS to provide funding for real time information on buses that provide cross border services between Dumfries and Galloway and Scottish Borders.

A further bid for ERDF was prepared for West Lothian and a Stage 1 application submitted in August was approved. The more detailed Stage 2 application for this proposal will be submitted in October. This bid will have the same timescale as last year with the successful proposals being announced by the First Minister in April 2011. SEStran will work with the authorities to ensure that appropriate levels of match funding are available.

SEStran Revenue Projects Budget Monitoring Statement to 31/03/10

| Project Code | Projects | Proposed Budget 2009/10 £'000 | Actual £ | Notes |
|--------------|---|-------------------------------|----------------|--------|
| EU1 | Dryport | 284 | 238,941 | Note 1 |
| R12 | Edinburgh Orbital Bus Project | 150 | 130,922 | |
| R15 | Park and Choose on South Side of Tay Bridge | 35 | 73,034 | Note 8 |
| R17 | Sustainable Travel | 130 | 131,689 | |
| R20 | Regional Parking Management | 0 | 3,904 | |
| R23 | Bus Real Time Information | 0 | 91,650 | Note 7 |
| | Curacao | 0 | 3,150 | |
| | Ferry Bus | 0 | 6,000 | Note 2 |
| R41 | Specialist Rail/Bus Advice | 25 | 41,710 | |
| R34 | Project Management | 25 | 25,950 | |
| R35 | Park and Ride Strategy | 54 | 3,500 | |
| R42 | Regional Development Plan Input | 55 | 22,688 | Note 3 |
| R37 | RTS Monitoring | 10 | 8,840 | |
| R43 | BRT/LRT Feasibility South of Forth | 30 | 33,938 | Note 4 |
| | LA Joint Projects | 0 | 65,923 | Note 5 |
| | Develop a Regional Transport Model | 80 | 81,000 | Note 6 |
| | Term Commission Management | 0 | 25,291 | |
| | Total Expenditure | 878 | 987,134 | |
| | Funding | | | |
| | LA joint projects | 0 | 62,098 | Note 5 |
| | SESplan | 55 | 51,677 | Note 3 |
| | Dryport | 107 | 113,110 | |
| | Park and Choose at Tay Bridge | 25 | 55,230 | Note 8 |
| | Scottish Government - Revenue Grant | 570 | 570,000 | |
| | Curacao | 0 | 4,939 | |
| | Edinburgh and West Lothian contributions to R43 | 20 | 20,000 | Note 4 |
| | Fife and Clackmannanshire contributions | 61 | 58,365 | |
| | TS funding for Regional Transport Model | 40 | 40,000 | |
| | Tactran contribution to DRT at Larbert Hospital | 0 | 10,000 | |
| | Total Funding | 878 | 985,419 | |

Overspend on Revenue Projects Budget 2009/10 was £1,714

Notes

1 Project budget 50% match funded from EU

2 Contribution to ferry shuttle bus from Rosyth to Ferrytoll

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

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

5 LA projects utilizing the Sustran Term Framework contracts

6 Transport Scotland grant of £40K towards the cost of the model

7 Project 40% match funded by ERDF

8 Additional funding provided by Tactran, Transport Scotland, Dundee Council and Fife Council

29. Details of Revenue Budget 2009/10

The majority of the projects in last financial year's revenue programme are now complete and the table above contains the financial details of these projects.

The spreadsheet highlights the slight over-spend of £1,714.

The details of the Revenue Projects undertaken in 2009/10 are as follows:

■ **Dryport**

The Dryport project is 50% matched funded by the EU and this has enable several freight projects to be undertaken in the last financial year. Studies into Consolidation Centres, Sustainable Distribution and Rail Freight Developing and Marketing were completed as was a STAG appraisal of the Alloa/Rosyth transport corridor. In October 2010 the annual conference of this European project was held in Edinburgh and over 130 delegates from 28 countries attended.

■ **Edinburgh Orbital Bus Project**

Work has continued on this project to develop a Bus Rapid Transit system around the south side of the city.

■ **Park and Choose on the South Side of the Tay Bridge**

A Business Case for the Park and Choose project at the Tay Bridge has been develop with support and finance also provided by Transport Scotland, Tactran, Fife and Dundee councils

■ **Sustainable Travel**

Detail of how this funding has been utilised are described in paragraphs 29 – 31 however within the package of projects delivered is a feasibility study into a Demand responsive Transport solution for the new Larbert Hospital with Tactran also contributing £10K towards the costs of this study.

■ **Regional Parking Management**

This study was completed in 2009/10 and developed a parking strategy which took into account accessibility and economic activity and provided overall guidance on the type of controls that should be employed.

■ **Bus Real Time Information**

The costs of the consultancy support provided by WYG for this project have been drawn from the non core revenue budget and this includes for preparation of tender documentation, support during the procurement process and compliance with CDM regulations.

- **Ferry Bus**

SEStran and Fife Council have co-funded the costs of the shuttle bus which operates between the ferry terminal at Rosyth and the Ferrytoll Park and Ride site.

- **Park and Ride Strategy**

This project which developed a regional Park and ride strategy was completed in 2009/10

- **Regional Development Plan Input**

This work stream was undertaken to support the work of SESplan in preparing a Regional development Plan

- **RTS Monitoring**

A framework has now been developed to allow the delivery of the RTS to be monitored more detail on this appears in Section 7 of this report.

- **BRT/LRT Feasibility South of the Forth**

The study into potential route alignments of a BRT/LRT to link West Lothian and Edinburgh to the proposed public transport corridors that will be developed with the introduction of the new Forth Crossing was completed in 2009/10 with financial contributions from both West Lothian and City of Edinburgh Councils.

- **LA Joint Projects**

Over the course of financial year 2009/10 several of the Partnership authorities and SESplan made use of the SEStran consultancy framework contracts and almost £66K of work was undertaken in this manner.

- **Develop a Regional Transport Model**

This project developed a Regional Transport Model with 50% of the funding provided by Transport Scotland

- **Term Commission Management**

These are accumulated costs from SEStran's three term consultants Scott Wilson, MVA and Buchanans for undertaking smaller studies, attendance at management meetings and other consultancy services.

30. Sustainable Transport: Travel Plans

During 2008-09 and 2009-10, the Scottish Government had set targets for the public sector to develop their travel plans and encouraged them to continue to lead by example. The targets included: the implementation of a comprehensive monitoring scheme, provide case studies on their travel plan measures, increase coverage of travel plan to 80%. As part of this requirement SEStran offered Travel Plan Grants to Local Authorities and Health Boards to achieve these goals. Amounts claimed in 2009-10 are outlined in the following table:

| Local Authority | Activity | Amount Claimed (£) |
|--------------------------|---|--------------------|
| Edinburgh Council | Travel plan promotion, intranet page, providing display panels at council offices, organising events and providing incentives | 3,130 |
| Borders Council | Implementation of Travel Plan – Employment of a Travel Plan Officer to be shared with Midlothian Council | 10,000 |
| Midlothian Council | Cycle parking and sustainable travel information stands at council offices | 3,200 |
| Falkirk Council | Additional cycle parking facilities at council buildings | 2,270 |
| Fife Council | Promotion of car sharing website | 3,200 |
| Fife Council | Grass roots cycle training campaign | 3,200 |
| West Lothian Council | Cycle storage at the Civic Centre and sustainable travel maps | 3,200 |
| Clackmannanshire Council | Travel Plan promotional material and display cases | 3,200 |
| Health Board | Activity | Amount Claimed (£) |
| NHS Fife | Cycle racks and storage facilities | 1,600 |
| NHS Forth Valley | Travel planning and car parking review for Larbert Hospital | 3,200 |
| NHS Lothian | City Car Club membership, bike storage and the addition of 'bike budi' to the private Tripshare site | 3,200 |
| NHS Borders | Implementation of travel plan outlined by JMP and the set up of a private Tripshare site | 10,000 |

Direct funding from Scottish Government for the promotion of Travel Plans and Sustainable Transport will cease by the end of 2009-10. However, SEStran will continue to provide guidance and advice to any Public, Private or Third Sector organisations who wish to develop Travel Plans and promote Sustainable Transport to their employees.

31. Car Sharing

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

SEStran is promoting car sharing to encourage more efficient use of vehicles on our roads, helping reduce congestion and pollution. As of 31st March 2009, there were approximately 5000 members of Tripshare SEStran. Tripshare SEStran is now one of the five top public car sharing sites across the UK and is rapidly expanding with organisations such as NHS Lothian, Edinburgh Park, NHS Fife, Queen Margaret, Heriot Watt and Edinburgh University signed up. 2009/10 saw new organisations such as NHS Borders and Fife's Big Tent Festival sign up to the Tripshare scheme.

32. Cycling

Urban Cycle Network: In 2008/09, SEStran commissioned Colin Buchanan to produce a strategic 'Urban Cycle Network' guidance document. The aim is to develop a Region Wide Initiative to guide investment in strategic urban cycling facilities. Five main issues were examined as part of the study, these were:

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

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

2009/10 saw the following projects match funded and implemented through the Urban Cycle Network: strategy for investment guidance:

- A90 corridor – design options to widen the off-road path where it is adjacent to the A90 between the Burnshot and Barnbogle junctions. This included investigative tasks such as: topographical survey, public utility searches and completion of potential design options.
- A701 Liberton corridor – design of cycle lanes/parking restrictions and signing between the University of Edinburgh's Kings Buildings and the city centre
- Crewe Road South/Orchard Brae – design of cycle lanes and parking restrictions .

33. Core Budget

SEStran's core budget provides for the day-to-day running costs of the Partnership including employee costs, premises costs, supplies and services. For 2009/10 approved expenditure was £665,000. Actual expenditure for the year was £664,037, representing an underspend of £962. A summary of the Core budget for 2009/10 is provided in the following table. The variances identified and explained in the table were identified through budget monitoring arrangements and reported to the Board during the financial year.

The Scottish Government provided a grant of £350,000 towards core expenditure. In addition, the Partnership received interest of £4,700 in 2009/10. SEStran received budgeted contributions from constituent Councils totalling £315,000 during 2009/10.

Revenue Core Budget

SESTRAN Core Budget 2009/10 as at 31st March 2010

| | Budget £ | Actuals £ | Variance £ |
|--|----------------|----------------|----------------|
| Employee Costs | | | |
| Salaries | 261,105 | 248,574 | -12,531 |
| National Insurance | 22,942 | 21,328 | -1,614 |
| Pension Fund | 55,868 | 42,492 | -13,376 |
| Training & Conferences | 18,536 | 12,523 | -6,013 |
| Interviews & Advertising | 2,500 | 2,442 | -58 |
| | 360,951 | 327,360 | -33,591 |
| Premises Costs | | | |
| Rent | 34,020 | 31,960 | -2,060 |
| Rates | 17,279 | 17,082 | -197 |
| Energy, Repairs, Ins., etc. | 7,688 | 8,259 | 571 |
| Cleaning | 5,630 | 5,327 | -303 |
| | 64,617 | 62,628 | -1,989 |
| Transport | | | |
| Staff Travel | 8,092 | 8,894 | 802 |
| | 8,092 | 8,894 | 802 |
| Supplies & Services | | | |
| Marketing | 48,000 | 54,652 | 6,652 |
| Comms & Computing | 79,593 | 101,633 | 22,040 |
| Printing, Stationery & General Office Supplies | 18,552 | 17,671 | -881 |
| Insurance | 6,000 | 3,570 | -2,430 |
| Equipment, Furniture & Materials | 4,000 | 1,160 | -2,840 |
| Miscellaneous Expenses | 16,950 | 18,306 | 1,356 |
| | 173,095 | 196,991 | 23,896 |
| Support Services | | | |
| Finance | 25,100 | 23,334 | -1,766 |
| Legal Services/ HR | 8,124 | 17,989 | 9,865 |
| | 33,224 | 41,323 | 8,099 |

| | Budget £ | Actuals £ | Variance £ |
|-----------------------------------|-----------------|-----------------|---------------|
| Corporate & Democratic | | | |
| Clerks Fees | 15,000 | 15,000 | 0 |
| External Audit Fees | 10,000 | 10,500 | 500 |
| Members Allowances and Expenses | 3,408 | 3,006 | -402 |
| | 28,408 | 28,506 | 98 |
| Income | | | |
| Interest | -3,387 | -4,761 | -1,374 |
| | -3,387 | -4,761 | -1,374 |
| Net Expenditure | 665,000 | 660,941 | -4,059 |
| | | | |
| Funding: | | | |
| Scottish Government Grant | -350,000 | -350,000 | 0 |
| Council Requisitions | -315,000 | -314,038 | 962 |
| | | | |
| Total Funding | -665,000 | -664,038 | 962 |

34. Web Site

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

The website is well used, with an average of 1200 people per month visiting the site over the past 12 months. Of these over just over 50% were new visitors. Overall just over 31% accessed the site directly, rather than as a result of a browser search, indicating a likely pre-existing familiarity with SEStran. Although the majority of visitors are local, the site is being accessed globally from 99 countries apart from the UK, of which the USA, Iran and Indonesia had the highest numbers of hits.

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

35. Communications Strategy

SEStran's communications strategy remains the cornerstone of our communications and PR work. Key priorities are:

- Promoting the aims of the RTS;
- Encouraging behavioural change among the travelling public towards greater use of public transport and making smarter travel choices;
- Highlighting the aims of SEStran, as laid out in the RTS;
- Positioning SEStran as a credible and authoritative voice for the general public on transport planning and delivery in South East Scotland.

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

The acquisition of quality camera equipment is enabling SEStran to develop a library of high definition images for distribution with Press Releases and for use in internal and external publications. This growing in-house resource represents a significant saving on the purchase of commercially produced images, or hiring professional photographers. The possession of a suite of images to provide with copy increases the likelihood of publication; particularly in local and

regional publications and web-based media, by offering added value to resource-scarce outlets, at no cost to SEStran. It also provides SEStran with a growing library of copyright-free images to use at our discretion.

Joint media work in cooperation with partner local authorities, or other RTPs is carried out in line with an agreed media protocol, in order to achieve effective media penetration when required.

Our suite of branded promotional materials, which was established in 2007 is extensively used at events and through distribution, to highlight SEStran's role. We are now also publishing specific studies and reports in distinctive SEStran livery, where these highlight our role usefully to a non-professional audience and where specific reports advance the aims of the RTS. Existing promotional materials have been supplemented by an additional selection of items specifically relating to Tripshare. SEStran now has the capability to mount up to two well-stocked exhibition stalls at events simultaneously and the flexibility to ensure that the materials available are appropriately targeted. Our banners and publications also play an important role in in-house branding and during media interviews, where visual branding is a priority.

Taking into account budget reductions and the need to economise, SEStran has scaled back its use of commercial advertising considerably. Our ongoing commitments are mainly towards entries in key reference publications including; the region's telephone directories, the Scottish Chamber of Commerce Directory and the Edinburgh Chamber of Commerce diary. Wherever possible, such entries include an electronic option which is included at no extra cost. Advertising is often included as part of the package when SEStran participates at events. This may range from the inclusion of our logo, and data relating to our role on the event website, to full-scale articles in event guides or providing inserts for delegate bag, depending upon the nature of the event and our level of involvement. As a general rule however, paid advertising is the exception rather than the rule and this is dealt with on a case-by-case basis. Our aim, where possible, is to obtain increased editorial coverage in preference to the use of paid advertising.

36. Media Penetration Statistics

SEStran's media penetration has continued to reach favourable levels throughout the period April 2009 to March 2010. During this period, SEStran issued 30 media releases and received 158 media enquiries, of which approximately 132 resulted in coverage, ranging from direct interviews with the press to use of a quotation or other data lifted directly from SEStran media releases. The pattern of successful media hits closely reflects SEStran activities in any given month and the ongoing news agenda, as it relates to transport issues within the region, as may be seen in the chart below.

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

Points to note about the table:

- The statistics below have been compiled using the verified daily or weekly circulation figures for the publications indicated and the Rajar figures (i.e. listenership and viewership) for the broadcasters listed. These do not reflect the actual readership levels of a single publication, or the number of times a radio or television clip may be used within bulletins throughout the day. For example, circulation of the Scotsman is approximately 57,469, but estimated daily readership is 217,000, of which 67% live within the SEStran region. Meanwhile, a single interview on radio or television will furnish material that will be used anything from one to six times throughout the day, reaching a slightly different audience on each occasion. This means that our overall media reach is likely to be higher than indicated by the statistics.
- Broadcast interviews commonly furnish 2-3 quotes for news broadcast purposes. However, for statistical purposes we are counting each interview as a single media hit.
- Online outlets assess their circulation on the basis of daily database hits. The average daily access count to the relevant database is included here.
- Where National publications have covered SEStran stories an indication of the percentage of readership in the SEStran region is given. National or quasi-national broadcasters (e.g. Real Radio) do not break down their listeners/viewers on a regional basis, therefore the total figures have been included, expressed separately from the overall broadcast figures.
- It should be noted that online news services and online versions of local newspapers offer a variable level of accessibility in terms of archival searching. The levels of coverage indicated should be seen as reflecting a minimum rather maximum level of media penetration.
- Use of Press Releases by specialist websites, local councils, public and business bodies, voluntary organisations, pressure groups and private users is not included, as we do not have the capacity to monitor coverage at this level. All hits logged are confined to the public commercial media only.

| Month | Hits | Outlets | Audience Reach | Area Impact |
|-------|--|--|--|--|
| April | 10 Hits 6 print 3 radio 1 Online | Dundee Courier, Kingdom FM, Fife Today, Scotsman, EEN, BBC Scotland, Radio Forth | Print : 410,000 Broadcast : 311,000 (BBC Scotland only 1,055,000) Online: 48773 | Fife, National, Edinburgh, Lothians |
| May | 21 Hits 9 print 11 Radio 1 Online | Dunfermline Press, Fife Free Press, Dundee Courier, Kingdom FM, Herald & Post, Fife Today, Central FM, Radio Forth, Scotsman, BBC Scotland | Print : 542,817 Broadcast : 500,000, (BBC Scotland only 1,055,000) Online: 48773 | Fife, Edinburgh, Clacks, Falkirk Edinburgh, Lothians, National |
| June | 16 Hits 11 Print 3 radio 2 Online | Forth 1 Website, Radio Forth, Kingdom FM, Fife Today, Fife Herald, Dunfermline Press. Holyrood Magazine, Local Transport Today, Herald & Post, Midlothian Advertiser, EEN, TFN, BBC Online | Print : 349,495 Broadcast: 389,000 Online: 687,773 (BBC Scotland only 1,055,000) | Edinburgh, Lothians, Fife, Parliament, National, Midlothian, (BBC Online – Edinburgh, Borders & Fife) |
| July | 5 Hits 5 Print | Transport Today, Borders Today, Midlothian Advertiser, Linlithgow Gazette | Print : 104,019 Broadcast : 0 Online:0 | National, Borders, Midlothian, West Lothian, |
| Aug | 18 Hits 9 Print 6 Radio 3 Online | Dunfermline Press, E Lothian Press, Midlothian Advertiser, Border Telegraph, EEN, Radio Forth, BBC Scotland, Scotsman, Holyrood Magazine, Queensferry Gazette, TFN, Kingdom FM, Central FM | Print : 508,828 Broadcast : 413,000773 (BBC Scotland only 1,055,000) Online: 200,000 | Fife, East Lothian, Midlothian, Borders, Edinburgh, West Lothian, National, Parliament, Clacks, Falkirk |
| Sept | 20 Hits 10 Hits 7 radio 1 TV 2 Online | BBC Online, Central FM, W Lothian Courier, E Lothian Courier, Radio Forth, EEN, Holyrood Magazine, Shetland Times, BBC Scotland, STV. Herald & Post, Local Transport Today, | Print : 391,418 Broadcast: 353,000 (BBC Scotland only 1,055,000, STV only 2,070,000) Online:200,000 | (BBC Online – Edinburgh, Borders & Fife) Clacks, Falkirk, W Lothian, E Lothian, Edinburgh, West Lothian, Parliament, National, |

| Month | Hits | Outlets | Audience Reach | Area Impact |
|-------|--|---|--|--|
| Oct | 18 Hits 12 print 6 Radio | E Lothian press, Midlothian Advertiser, Radio Forth, EEN, BBC Scotland, Kingdom FM, Fife Herald, Central FM | Print : 191,338 Broadcast: 431,000(BBC Scotland only 1,055,000) Online:0 | E Lothian, Midlothian, Edinburgh, W Lothian, National, Fife, Clacks, Falkirk |
| Nov | Nil | | Print : 0 Broadcast: 0 Online:0 | |
| Dec | 7 Hits 4 Print 2 Radio 1 Online | Radio Forth, EEN, Central FM, Scotsman. Dunfermline Press, Fife Today, Kingdom FM | Print : 443,009 Broadcast: 431000 Online:48773 | Edinburgh, Lothians, Clacks, Falkirk, Fife, |
| Jan | 3 Hits 1 Print 1 radio 1 TV | Peeblesshire News, STV, Radio Forth, Central FM | Print : 11,406 Broadcast: 353, 000 (STV only 2,070,000) Online: 0 | Borders, National, Edinburgh, Lothians, Clacks, Falkirk |
| Feb | 12 Hits 7 Print 4 radio 1 Online | Alloa Advertiser, Central FM, Dunfermline Press, Kingdom FM, Dundee Courier, SNP Website, Fife Free Press, | Print : 291,860 Broadcast: 120,000 Online:25,000 | Clacks, Falkirk, Fife, SNP HQ, |
| Mar | 3 Hits 2 Print 1 radio | Alloa & Hillfoots Advertiser, Central FM, Wee County News | Print : 17311 Broadcast: 42,000 Online:0 | Clacks, Falkirk, Fife |

37. Events

In order to get best value from available marketing resources, SEStran participates selectively in key professional transport events throughout Scotland. We are continuing to broaden our involvement in a range of popular events in order to advance our campaign for a step-change in transportation behaviour, in line with RTS objectives.

In 2009/10 these have included; the 2 Capitals cycle ride, which is now well-established as a fully branded SEStran all-abilities cycling event, attracting over 300 participants. This has been supplemented by the SEStran Megacycle, which runs from Midlothian to East Lothian. Both events are part of SEStran's drive to promote cycling for shorter journeys and as a healthy activity. The Edinburgh Mela is a major opportunity for outreach towards the region's black and ethnic minority citizens and the Big Tent, Scotland's key environmental stewardship event - provides an opportunity to promote awareness of sustainable transportation in the wider context of safeguarding the environment. SEStran has deepened its involvement with the latter to include; managing the "How to get there" page on the events website; supervising the creation of a Tripshare scheme specifically for the Big Tent; information on sustainable travel in the event guide; hosting debates on sustainable transportation and increasing the participation of cycling organisations and provision for people reaching the event on cycles.

In 2009/10 SEStran also participated in, and exhibited at, a range of conferences and other events including: The Scottish Transport Infrastructure Conference; Edinburgh City Car Club Conference; the Transport Technology and Climate Change event; Scottish Transport Conference; Edinburgh City Region's Conference; Try a Bus Day for disabled passengers; BAA Airport Staff Travel roadshow; SCVO Gathering 2010; Connecting Communities Transport Seminar; SCOTS Conference; Walking Cycling Connecting Communities (WCCC) Conference and Into the Future – The future of public mass transportation at the Scottish Museum of Flight

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

38. Promotion of sustainable transport

SEStran has heavily promoted public and sustainable transport during 2009/10. Initiatives have included:

- Public Transport Map 2009/10 showing all strategic public transport services across the region, distributed through partner authorities, major bus operators, all bus stations and through EAE (Map is available on the SEStran website)
- Production of Cycling to Work Guide for Beginners (available via the SEStran website and hard copies have been made available)
- Sponsorship of the SEStran Two Capitals Cycle Ride during National Bike week. This resulted in over 350 participants
- The first year of the SEStran Mega Cycle. The event resulted in over 300 cyclists participating
- Various radio and print advertising for both of SEStran's Cycling events
- Competition prize draw for National Liftshare day and Tripshare SEStran's 3rd Birthday

- Tripshare SEStran Sponsorship of Forth One's Jambusters local traffic updates
- Tripshare SEStran Sponsorship of the Big Tent Festival's transport guide and the set up of a Tripshare site for the festival
- The Edinburgh Commuter Challenge in collaboration with Changing Pace as part of European Mobility Week
- Sponsorship and establishment of a private Tripshare page for those attending the SCVO (Scottish Council for Voluntary Organisations) Gathering Event in Edinburgh.
- Presentations within SCVO workshops to encourage non-profit organisations to consider sustainable transport promotion to their employees

39. Equalities

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

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

The SEStran website has been professionally assessed for accessibility to users with visual difficulties and a series of recommendations for improvements has been added to the schedule for ongoing development of the site. Options for speech based facilities on the site are being investigated, with a view towards implementation if technically feasible.

SEStran will continue to regularly audit publications to ensure that the images employed give equal emphasis to men and women, ethnic minorities and people with disabilities. We will continue to seek opportunities to participate in events designed to promote equal opportunities, such as the Edinburgh Mela, which SEStran now regularly attends, and seek to ensure that all of our communications work is inclusive and reflects the full diversity of Scottish society.

40. Revenue Budgets 2010/11

The revenue budgets for 2010/11 were included in the approved Business Plan for 2010/11 and subsequently they were amended at the Partnership Board meeting on 11th June 2010 and the approved amended proposal included draft budgets for the forthcoming financial years up to and including financial year 2013/14 these are presented below in the following table.

| | | Proposed Budget 2010/11 £'000 | Revised Budget 2010/11 £'000 | Draft Budget 2011/12 £'000 | Draft Budget 2012/13 £'000 | Draft Budget 2013/14 £'000 | |
|--------------|---|-------------------------------------|------------------------------------|----------------------------------|----------------------------------|----------------------------------|---------|
| Project Code | Projects | | | | | | Notes |
| EU1 | Dryport | 193 | 100 | 100 | 100 | | Note 3 |
| EU2 | Connecting food ports | | 49 | 52 | 53 | | |
| EU3 | Smart Moves | | 0 | 0 | | | Note 15 |
| EU4 | Lo Pinod | | 180 | 521 | 527 | | |
| EU5 | I TRANSFER | | 75 | 161 | 185 | | |
| R12 | Edinburgh Orbital Bus Project | 50 | 25 | 25 | 25 | 25 | Note 4 |
| R15 | Park and Choose on South Side of Tay Bridge | 5 | 5 | 5 | 16 | 167 | Note 13 |
| R17 | Sustainable Travel (Includes Larbert Hospital) | 130 | 130 | 130 | 130 | 130 | Note 7 |
| R41 | Specialist Rail/Bus Advice | 25 | 25 | 20 | 15 | 10 | Note 9 |
| R34 | Project Management | 25 | 15 | 15 | 15 | 15 | Note 5 |
| R42 | Regional Development Plan Input | 48 | 48 | 20 | 20 | 20 | Note 1 |
| R37 | RTS Monitoring | 5 | 5 | 5 | 5 | 5 | |
| | Term Commission Management | 10 | 5 | 5 | 5 | 5 | Note 5 |
| | Rosyth Shuttle Bus | 6 | 6 | 6 | 6 | 6 | |
| | High Speed Rail (Greengauge 21) | 10 | 0 | 0 | 0 | 0 | Note 2 |
| | DRT Review | 62 | 38 | 30 | 0 | 0 | Note 6 |
| | Electronic Freight Routing | 20 | | 30 | 30 | 0 | Note 12 |

| | | Proposed Budget 2010/11 £'000 | Revised Budget 2010/11 £'000 | Draft Budget 2011/12 £'000 | Draft Budget 2012/13 £'000 | Draft Budget 2013/14 £'000 | |
|--------------|-------------------------------------|-------------------------------------|------------------------------------|----------------------------------|----------------------------------|----------------------------------|---------|
| Project Code | Projects | | | | | | Notes |
| | Urban Cycle Networks | 100 | 100 | 100 | 100 | 100 | |
| | Equalities Forum actions | 20 | 20 | 20 | 20 | 20 | |
| | Total Expenditure | 709 | 826 | 1245 | 1252 | 503 | |
| | | | | | | | |
| | Funding | | | | | | |
| | SESplan | 48 | 48 | 48 | 48 | 48 | Note 1 |
| EU1 | Dryport | 96 | 50 | 50 | 50 | | |
| EU2 | Connecting food ports | | 24 | 26 | 27 | | |
| EU3 | Smart Moves | | 0 | 0 | 0 | | Note 15 |
| EU4 | Lo Pinod | | 113 | 454 | 460 | | |
| EU5 | I TRANSFER | | 75 | 161 | 185 | | |
| | Scottish Government - Revenue Grant | 570 | 570 | 570 | 570 | 570 | Note 16 |
| | Urban Cycle Networks | 50 | 50 | 50 | 50 | 50 | |
| | Electronic freight routing | | | 15 | 15 | | |
| | Contribution from core | | 22 | 41 | | | Note 14 |
| | Total Funding | 764 | 952 | 1415 | 1405 | 668 | |
| | Net Saving | | 126 | 170 | 153 | 165 | |

Notes

1 SESplan income recycled to provide support to SESplan on RDP. Should reduce when RDP is approved

2 Funded from 2009/10 for this year. Discontinue support.

3 Dryport re-programmed to last one year longer

4 Extend development programme. Seek match funding.

5 Reduced workload on Framework Contracts

6 Reduced scope

7 Attracts match funding from grant recipients.

8 EU grant application matched by private sector should generate income if successful.

9 Gradual reduction over time.

10 EU grant application match funding

11 EU project match funded by private sector should produce income if successful

12 EU grant application match funding

13 SEStran contribution only. Remaining funding from EU, Transport Scotland, Fife, Dundee, TACTRAN.

14 Uses 12% of total core savings from EU projects.

15 EU Funding bid not successful

16 Assumes at this stage that projects funding remains constant.

The reason for the amendments to the approved Business Plan were twofold in that SEStran had been successful in attracting further European Union match funding for Real Time Passenger Information in Fife in addition to the already approved funding for East Lothian and Scottish Borders and also three out of four bids for other EU match funded projects had also been successful. The SEStran Board approved the budget indicated above for 2010/11 and noted the budget for future years, which will provide SEStran with some much needed additional funding in a time of financial restraint on the public purse.

The three successful EU bids were for the following projects:

Connecting Food Port Regions which has the objective to promote better levels of accessibility and connectivity for food products in the North Sea Region and to enable the development of sustainable green food chains. There is synergy with this project and the work that SEStran is already undertaking in the Dryport project and indeed two of our partners in the Dryport project will also participate in this Food Port project.

Lo-Pinod (Logistics Optimisation for Ports Intermodality: Networks, Opportunities, Developments) has the objective of revitalising ports that were under utilised. Forth Ports will form the Scottish Partnership with SEStran in this project within which it is proposed to undertake a trial of moving freight from road onto barge in the Firth of Forth estuary.

I-Transfer (Innovative Transport Solutions for Fjords, Estuaries and Rivers) has the objective to improve local ferry services through advanced operational concepts and innovative technologies. This project has particular relevance with the proposed hovercraft crossing on the Forth and Stagecoach will form the Scottish Partnership with SEStran for this project.

The bid for the fourth project **Smart Moves** was unsuccessful however these other projects provide potential benefits to SEStran in terms of increasing the expenditure on transport projects within the region and they also provide potential benefits in terms of savings that can be made on the core budget. It should be noted that the indicative budgets for future years do not at this stage take account of inflation or any potential cuts that may result from government budget considerations but the level of potential benefits to the core budget are considerable as can be seen on the following spreadsheet. (This spreadsheet was approved at the Partnership Board on 11th June 2010 however it has subsequently been amended to remove the Smart Moves budget)

Summary of European Projects – 17/05/2010

| Project | Indicative Budget 2010/11 £000 | Indicative Budget 2011/12 £000 | Indicative Budget 2012/13 £000 | Total Budget £000 | Notes |
|-------------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------|-------|
| Total Budgets | | | | | |
| Dryport | 100 | 100 | 100 | 300 | |
| Connecting Food Port Regions | 49 | 52 | 53 | 154 | |
| Smart Moves | 0 | 0 | 0 | 0 | |
| LO PINOD | 180 | 521 | 527 | 1228 | |
| I TRANSFER | 75 | 161 | 185 | 421 | |
| | | | | | |
| Total EU Revenue Projects | 404 | 834 | 865 | 2103 | |
| | | | | | |
| Break Down | | | | | |
| Dryport | | | | | |
| EU Income | 50 | 50 | 50 | 150 | |
| SEStran Third party payments | 70 | 70 | 70 | 210 | 4 |
| SEStran Staff and Overheads | 30 | 30 | 30 | 90 | 1 |
| Dryport Total | 100 | 100 | 100 | 300 | |
| | | | | | |
| Connecting Food Port Regions | | | | | |
| EU Income | 24 | 26 | 27 | 77 | |
| SEStran Third party payments | 28 | 31 | 31 | 90 | 4 |
| SEStran Staff and Overheads | 21 | 21 | 22 | 64 | 1 |
| Food Port Total | 49 | 52 | 53 | 154 | |
| | | | | | |
| LO PINOD | | | | | |
| EU Income | 90 | 261 | 264 | 615 | |
| Third Party Income | 23 | 193 | 196 | 412 | 2 |
| SEStran Third party payments | 113 | 454 | 460 | 1027 | |
| SEStran Staff and Overheads | 67 | 67 | 67 | 201 | 1 |
| LO PINOD Total | 180 | 521 | 527 | 1228 | |

| Project | Indicative Budget 2010/11 £000 | Indicative Budget 2011/12 £000 | Indicative Budget 2012/13 £000 | Total Budget £000 | Notes |
|-----------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------|-------|
| I TRANSFER | | | | | |
| EU Income | 37 | 81 | 92 | 210 | |
| Third Party Income | 38 | 80 | 93 | 211 | 3 |
| SEStran Third party payments | 55 | 121 | 119 | 295 | |
| SEStran Staff and Overheads | 20 | 40 | 66 | 126 | 1 |
| I TRANSFER Total | 75 | 161 | 185 | 421 | |
| | | | | | |
| Total EU income | 201 | 418 | 433 | 1052 | |
| Total third party income | 61 | 273 | 289 | 623 | |
| Total third party payments | 266 | 676 | 680 | 1622 | |
| Total staff and overheads | 138 | 158 | 185 | 481 | |

Notes

- 1 Contribution to core budget
- 2 Forth Ports contribution
- 3 Stagecoach contribution
- 4 Funded from revenue projects budget

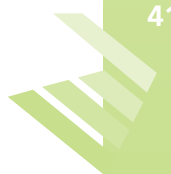
Appendix 1 – RTS Monitoring of Key Objectives

As approved at the SEStran Partnership Board on 13th August 2010.

| RTS Objectives | | Indicators | Measure | Base Date | Values | |
|----------------|--|---|--|--------------------------|----------|---------|
| | | | | | | |
| 1.1 | to maintain and improve labour market accessibility to key business/employment locations | Public transport labour market catchment for the following key regional employment centres: | % SEStran Working Age population within 30 mins/60mins (2007) of..... | | 30 mins | 60 mins |
| | | | Edin City Centre | October 2008 PT Services | 32% | 72% |
| | | | Gyle and Edin Park | | 31% | 75% |
| | | | Edin Airport | | 8% | 53% |
| | | | Livingston | | 10% | 37% |
| | | | Glenrothes | | 7% | 27% |
| | | | Leith | | 18% | 47% |
| | | | Edinburgh Royal Infirmary | | 8% | 36% |
| | | | SAC Bush Estate/Science Park | | 8% | 36% |
| 1.2 | to maintain and improve connectivity to the rest of Scotland, the UK and beyond | Number of direct rail and coach/bus services per day. | Number of direct coach services between the main SEStran settlements (Traveline) | | Feb 2009 | 1,484 |
| | | | Number of direct coach services to the major Scottish settlements (Traveline) | Feb 2009 | 493 | |
| | | | Number of direct coach services to the major non-Scottish settlements | Feb 2009 | 19 | |
| | | | Number of direct rail services between the main SEStran settlements (RailPlanner) | Nov 2008 | 986 | |
| | | | Number of direct rail services to the major Scottish settlements (RailPlanner) | Nov 2008 | 511 | |
| | | | Number of direct rail services to the major non-Scottish settlements (RailPlanner) | Nov 2008 | 155 | |
| | | | Number of domestic and international flight destinations. | Feb 2009 | 26 | 63 |
| 1.3 | to support other strategies, particularly land-use planning, and economic development | | Not possible to systematically monitor | | | |

Appendix 1 – RTS Monitoring of Key Objectives

| | | | Year 2 Date | Values | | | | Change from base | | | | Targets |
|--|--|--|--------------------------|---------|---------|--|--|------------------|---------|--|--|--|
| | | | | 30 mins | 60 mins | | | 30 mins | 60 mins | | | |
| | | | | | | | | | | | | +10% for these key regional employment centres |
| | | | October 2009 PT Services | 34% | 76% | | | 2% | 4% | | | |
| | | | | 40% | 79% | | | 9% | 4% | | | |
| | | | | 10% | 58% | | | 2% | 5% | | | +3% in 5 years |
| | | | | 14% | 36% | | | 4% | -1% | | | +10% over 15 years |
| | | | | 9% | 28% | | | 2% | 1% | | | any others that may emerge |
| | | | | 20% | 51% | | | 2% | 4% | | | |
| | | | | 23% | 50% | | | 15% | 14% | | | |
| | | | | 12% | 38% | | | 4% | 2% | | | |
| | | | Mar 2010 | 1439 | | | | -45 | | | | Aim to increase connectivity |
| | | | Mar 2010 | 588 | | | | 95 | | | | |
| | | | Mar 2010 | 18 | | | | -1 | | | | |
| | | | Feb 2010 | 1117 | | | | 131 | | | | |
| | | | Feb 2010 | 597 | | | | 86 | | | | |
| | | | Feb 2010 | 171 | | | | 16 | | | | |
| | | | Feb 2010 | 26 | 79 | | | 0 | 16 | | | |



Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | | |
|----------------|--|---|--|--------------------------|---------------------------------|-----|--|--|
| 1.4 | to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight | Annual change in Scottish Government's Trunk Road Local Congestion Monitoring results for SEStran sites (average time lost per vehicle kilometre - seconds) | Forth Bridge approaches | STS 27 Table 6.8 | | | | |
| | | | Site 1 -A92 Cowdenbeath Jcn and M90 Junction 4 to Forth Bridge (NB) (SB) | | 2 | | | |
| | | | Kincardine Bridge approaches | | 3 | | | |
| | | | Site 2 - A977 (Gartarry Rbt) A985 (Inch Fm Cott) and A876/M876 to M9 Junction 7 (NB) (SB) | | 8 | | | |
| | | | Edinburgh | | 11 | | | |
| | | | Site 3 - A1 - Macmerry to junction with A720 (NB) (SB) | | 2 | | | |
| | | | | | 2 | | | |
| | | | Site 4 - A720 City Bypass - between juncs with A1 and M8 (EB) (WB) | | 9 | | | |
| | | | | | 10 | | | |
| | | | Site 5 - M9 - from M8 junc at Claylands to M9 Spur (NB) (SB) | | 4 | | | |
| | | | | | 7 | | | |
| | | | Edinburgh/Glasgow | | | | | |
| | | | Site 6 - A8/M8 - Baillieston to Hermiston Gait (EB) (WB) | | 6 | | | |
| | | | | | 6 | | | |
| | | Car availability | % of 0, 1, 2, 3+ car owning households | 2005/2006 SHS | 31% | 46% | | |
| | | Car driver/passenger mode share | Mode share for travel to work | | 59% | 6% | | |
| | | Frequency of driving in congestion for those who drive at least weekly | less than once a month | | 34% | | | |
| | | | once a month to 1/2 times a week more than 3 times a week | | 38% | | | |
| | | Car driver trips reportedly affected by congestion between 0700 and 0900 | | | 2005/2006 Travel Diary Analysis | 22% | | |
| | | Level of concern about traffic growth | % very or quite concerned | | 2005/2006 SHS | 59% | | |
| 2.1 | to improve access to employment | Hansen employment measures | Average 'Hansen' access to employment measure for all areas with high JSA claimants (low number = poor access) | October 2008 PT services | 129,138 | | | |

| | | | | Year 2 Date | Values | | | | Change from base | | | | Targets |
|-----|----|--|--|---------------------------------|---------|-----|-----|----|------------------|-----|----|----|--|
| | | | | STS 28 Table 6.8 | | | | | | | | | Stabilise (after five years) and reduce (after 15 years) time lost due to congestion across the SEStran trunk road network (through non trunk road interventions) |
| | | | | | 3 | | | | 1 | | | | |
| | | | | | 5 | | | | 2 | | | | |
| | | | | | 5 | | | | -3 | | | | |
| | | | | | 6 | | | | -5 | | | | |
| | | | | | 3 | | | | 1 | | | | |
| | | | | | 2 | | | | 0 | | | | |
| | | | | | 9 | | | | 0 | | | | |
| | | | | | 28 | | | | 18 | | | | |
| | | | | | 5 | | | | 1 | | | | |
| | | | | | 8 | | | | 1 | | | | |
| | | | | | 8 | | | | 2 | | | | |
| 20% | 4% | | | | 8 | | | | 2 | | | | |
| | | | | 2007/2008 SHS | 30% | 45% | 22% | 4% | -1% | -1% | 2% | 0% | Monitor annually |
| | | | | | 58% | 6% | | | -1% | 0% | | | -2% in 5 years; -6% over 15 years |
| | | | | | 26% | | | | -8% | | | | Aim to reduce |
| | | | | | 34% | | | | -4% | | | | |
| | | | | | 40% | | | | 12% | | | | |
| | | | | 2007/2008 Travel Diary Analysis | 22% | | | | 0% | | | | Aim to reduce |
| | | | | 2007/2008 SHS | 55% | | | | -4% | | | | Aim to reduce |
| | | | | October 2009 PT services | 127,660 | | | | -1478 | | | | For the 15% of datazones with the highest levels of Job Seekers Allowance claimants, improve access (by public transport) to employment by an average of at least 10% (3% after five years, 10% after 15). |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | Indicators | Measure | Base Date | Values | |
|---------------------------------------|---|---|---|--------------------------|-----|
| 2.2 | to improve access to health facilities | Change in proportion of zero car households access to health (values and maps) | % of Non-car owning households (Census 2001) who have no public transport access or can not access a hospital within 60 mins public transport journey | | |
| | | | (Weekday 7-10am, 2008 PT data) | October 2008 PT services | 4% |
| | | | (Weekday 10am-4pm, 2008 PT data) | | 4% |
| | | | (Weekday 7-11pm, 2008 PT data) | | 4% |
| | | | (Sunday 7am-7pm, 2008 PT data) | | 4% |
| | | | % of Non-car owning households who have no public transport access or can not travel within 60 mins by public transport (Weekday 7-10am) to ... | | |
| | | | Borders General Hospital | October 2008 PT services | 96% |
| | | | Dunfermline Queen Margaret | | 62% |
| | | | Victoria Hospital Kirkcaldy | | 43% |
| | | | Edinburgh Western General Hospital | | 37% |
| | | | Royal Hospital for Sick Children Edinburgh | | 43% |
| | | | Edinburgh Royal Infirmary | | 47% |
| | | | St Johns Hospital Livingston | | 61% |
| | | | Falkirk & District Royal Infirmary | | 52% |
| Stirling Royal Infirmary | 87% | | | | |
| Dumfries & Galloway Infirmary | 100% | | | | |
| Perth Royal Infirmary | 100% | | | | |
| Dundee Ninewells Hospital | 97% | | | | |
| Frequency of using a car to visit GPs | "Always use a car" | 2005/2006 SHS | 57% | | |
| Ease of access to GPs without a car | "Fairly difficult or very difficult" | | 51% | | |
| 2.3 | to improve access to other services, such as retailing, leisure and education | Change in proportion of zero car households access to retail, leisure and education – values and maps | % of Non-car Owning Households (Census 2001) who have no public transport access or live further than 45 minutes (Public Transport) from Key Services | | |

Appendix 1 – RTS Monitoring of Key Objectives

| | | | | Year 2 Date | Values | | | | Change from base | | | | Targets |
|--|--|--|--|--------------------------|--------|--|--|------|------------------|--|--|--|---|
| | | | | October 2009 PT services | | | | | | | | | Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) to defined key hospitals by 50% over the period of the RTS (15% after five years). |
| | | | | | 3% | | | | -0.2% | | | | |
| | | | | | 4% | | | | 0.1% | | | | |
| | | | | | 5% | | | | 0.7% | | | | |
| | | | | | 5% | | | | 0.3% | | | | |
| | | | | | | | | | | | | | |
| | | | | October 2009 PT services | | | | | | | | | |
| | | | | | 96% | | | | -0.1% | | | | |
| | | | | | 58% | | | | -4.3% | | | | |
| | | | | | 43% | | | | -0.1% | | | | |
| | | | | | 40% | | | | 2.3% | | | | |
| | | | | | 43% | | | | -0.1% | | | | |
| | | | | | 46% | | | | -1.4% | | | | |
| | | | | | 60% | | | | -0.7% | | | | |
| | | | | | 53% | | | | 1.0% | | | | |
| | | | | | 86% | | | | -0.2% | | | | |
| | | | | | 100% | | | | 0.0% | | | | |
| | | | | | 100% | | | | 0.0% | | | | |
| | | | | 98% | | | | 0.6% | | | | | |
| | | | | tbc | | | | tbc | | | | Aim to reduce | |
| | | | | tbc | | | | tbc | | | | | |
| | | | | | | | | | | | | Reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years). | |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | |
|----------------|---|--|--|--------------------------|--------|--|--|
| | | | Colleges (7-10 am) | October 2008 PT services | 6% | | |
| | | | Universities (7-10 am) | | 33% | | |
| | | | Leisure (swimming pools) (10 am - 4 pm) | | 1% | | |
| | | | Job Centres (10 am - 4 pm) | | 2% | | |
| | | | Retail (10 am - 4 pm) | | | | |
| | | | Primary Centres | | 47% | | |
| | | | Major Centres, Metropolitan Towns | | 59% | | |
| | | | Regional Towns | | 68% | | |
| | | | Urban Centres | | 36% | | |
| | | | Local Centres | | 9% | | |
| | | | Rural Centres | | 35% | | |
| | | | Factory Outlet Centres | | 36% | | |
| | | | Fashion Parks, Retail Parks and Supermarkets | | 9% | | |
| | | | % finding it easy ('very easy' or 'fairly easy') to not use a car for accessing various services (2005/2006 SHS) | 2005/2006 SHS | | | |
| | | | Ease of no car for - small shopping. | | 55% | | |
| | | | Ease of no car for - supermarket shopping. | | 19% | | |
| | | | Ease of no car for - town shopping. | | 35% | | |
| | | | Ease of no car for - evening leisure. | | 25% | | |
| | | | Ease of no car for - visit friends/ relatives. | | 20% | | |
| | | | Ease of no car for - GP. | | 39% | | |
| | | | Ease of no car for - library. | | 37% | | |
| 2.4 | to make public transport more affordable and socially inclusive | DDA compliant routes (running with low floor buses) | DDA compliant buses (low floor) | TAS Bus Quality Study | 59.30% | | |
| | | SHS % of people stating "bus/train fares good value" | % of Adults (16+) who used a bus service in the past month and found the bus fares good value (2005/2006 SHS) | 2005/2006 SHS | 69% | | |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | |
|----------------|---|---|---|------------------------|------------|-----|--|
| | | | % of Adults (16+) who used a train service in the past month and found the rail fares good value (2005/2006 MVA SHS Analysis) | 2005/2006 SHS Analysis | 52% | | |
| | | Use of concessionary fares | % of Adults aged 60 and over - possession of concessionary fare pass, and use in the past month (2005/2006 SHS) | 2005/2006 SHS | 58% | | |
| 3.1 | to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions | Change in traffic levels | Traffic on major roads in SEStran area | STS 27 (2008) | | | |
| | | | million vehicle km | 2001 | 40,064 | | |
| | | | million vehicle km | 2007 | 44,666 | | |
| | | | % of target year | | 111.5% | | |
| | | Change in petrol and diesel consumption | Petrol and diesel consumption of road vehicles in SEStran area | | | | |
| | | | thousands of tonnes | 2002 | 3,272 | | |
| | | | thousands of tonnes | 2006 | 3,145 | | |
| | | | % of target year | | 96% | | |
| 3.2 | to minimise the negative impacts of transport on natural and cultural resources | | Not practical to systematically monitor | | | | |
| 3.3 | to promote more sustainable travel | SHS modeshare figures | Usual method of travel to work (Walk, Bicycle, Bus, Rail) | 2005/2006 SHS | 14% | 2% | |
| | | | Usual main method of travel to school: 2005 and 2006 (Walk, Car, Bicycle, Bus) | | 55% | 19% | |
| | | | Number of occupants if mode was car driver (including driver) | 2005/2006 Travel Diary | 1.3 | | |
| | | | Use of local bus services in the previous month (not used in past month) | 2005/2006 SHS | 51% | | |
| | | | Use of local train services in the previous month (not used in past month) | | 83% | | |
| | | | Mode used for all purpose journeys (car passenger, bus, train, taxi, walk or cycle) | 2005/2006 Travel Diary | 14% | 12% | |
| | | Number of car club members and Number of trips made through Liftshare | Number of Members (as of Feb 2009) | Feb 2009 Tripshare | 5,034 | | |
| | | | Mileage savings (miles) | | 2,174,263 | | |
| | | | CO2 savings (tonnes) | | 665 | | |
| | | | Journeys registered | | 4,809 | | |
| | | | Journeys where contact was made | | 1,520 | | |
| | | Rail station use | Passengers entries/exits to all SEStran stations | STS 27 (2008) | 26,924,094 | | |

Appendix 1 – RTS Monitoring of Key Objectives

| Year 2 Date | | | Values | | | | | Change from base | | | | | Targets |
|-------------|-----|------------------------|------------|-----|-----|-----|--|------------------|-----|-----|-----|-----|---|
| | | | tbc | | | | | tbc | | | | | |
| | | 2007/2008 SHS | 58% | | | | | 0% | | | | | |
| | | STS 28 (2009) | | | | | | | | | | | Return to 2001 traffic levels by 2021 |
| | | 2001 | 40,064 | | | | | | | | | | |
| | | 2008 | 44,470 | | | | | -196 | | | | | |
| | | | 111.0% | | | | | 0% | | | | | |
| | | | | | | | | | | | | | Help achieve the Scottish Executive's emissions targets |
| | | 2002 | 3,272 | | | | | | | | | | |
| | | 2007 | 3,247 | | | | | 102 | | | | | |
| | | | 99% | | | | | 3% | | | | | |
| 14% | 3% | | | | | | | -1% | 1% | 0% | 0% | | Aim to increase |
| 1% | 23% | 2007/2008 SHS | 13% | 3% | 14% | 3% | | 1% | 0% | 0% | 0% | | |
| | | 2007/2008 SHS | 56% | 19% | 1% | 23% | | | | | | | |
| | | 2007/2008 Travel Diary | 1.3 | | | | | 0% | | | | | |
| | | 2007/2008 SHS | 48% | | | | | -3% | | | | | |
| | | 2007/2008 SHS | 79% | | | | | -4% | | | | | |
| 2% | 1% | 16% | | | | | | tbc | tbc | tbc | tbc | tbc | Aim to increase |
| | | | 5,427 | | | | | 393 | | | | | Aim to increase |
| | | Feb 2010 Tripshare | 4,229,832 | | | | | 2,055,569 | | | | | |
| | | | 1,392 | | | | | 727 | | | | | |
| | | | 5,062 | | | | | 253 | | | | | |
| | | | 1,729 | | | | | 209 | | | | | |
| | | STS 28 (2009) | 28,172,788 | | | | | 1,248,694 | | | | | Aim to increase |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | |
|--|---|--|--|---------------------------------------|--|-----|--|
| 3.4 | to reduce the need to travel | Annual trip rate (per local authority?), number of teleworking and teleshopping (per local authority?) | 11% adults work from home | 2005/2006 SHS | 11% | | |
| | | Annual trip rate (per local authority?), number of teleworking and teleshopping (per local authority?) | 1.54 - motorised trip rate | 2005/2006 Travel Diary | 1.54 | | |
| 3.5 | to increase transport choices, reducing dependency on the private car | Frequency of driving, households living within 6 mins walk time to the nearest, convenience and quality of public transport, frequency of travelling by bus/train in the evening | % of adults drive every day | 2005/2006 SHS | 40% | | |
| | | | % of SEStran residents live within 6 minutes walk from a bus stop | | 88% | | |
| | | | % live 6 minutes walk from a bus stop with more than 3 buses an hour service | | 45% | | |
| | | | % find public transport either 'very convenient' or 'fairly convenient' | | 86% | | |
| | | | % find public transport good | | 23% | | |
| | | | % of car/van commuters could have used public transport instead | | 47% | | |
| | | % never travel by train and % never travel by bus in the evenings | SHS Random Adult 2005/2006 | 70% | 83% | | |
| 4.1 | to improve safety (reducing accidents) and personal security | Number of KSI casualties, child, pedestrian and cyclist KSIs | % Reduction in Child KSIs and All Ages KSIs from the 1994-98 average | | | | |
| | | | Child KSIs | Road Casualties Scotland 2006 Edition | | | |
| | | | Trunk roads | | -50% | | |
| | | | Local Authority roads | | -34% | | |
| | | | All roads | | -34% | | |
| | | | All Ages KSIs | | | | |
| | | | Trunk roads | | -7% | | |
| | | | Local Authority roads | | -26% | | |
| | | | All roads | | -25% | | |
| | | | Pedestrian KSIs - reduce to 160 in 5 years and to 140 in 20 years | | Andrew Knight, Transport Statistics (2007) | 172 | |
| Cyclist KSIs - reduce to 60 in 5 years and to 50 in 20 years | 65 | | | | | | |

| | | | Year 2 Date | Values | | | | Change from base | | | | Targets |
|--|--|--|--|--------|--|--|--|------------------|--|--|--|---|
| | | | 2007/2008 SHS | 11% | | | | 0% | | | | Aim to increase |
| | | | | | | | | | | | | To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS (1.5% after five years). |
| | | | 2007/2008 SHS | 43% | | | | 3% | | | | Aim to reduce |
| | | | | 88% | | | | 0% | | | | Aim to increase |
| | | | | 47% | | | | 2% | | | | Aim to increase |
| | | | | 81% | | | | -5% | | | | Aim to increase |
| | | | | 21% | | | | -2% | | | | Aim to increase |
| | | | | 44% | | | | -3% | | | | Monitor annually |
| | | | | | | | | | | | | Aim to increase |
| | | | | | | | | | | | | By 2010, to cut killed and seriously injured (KSI) casualties by 40% and child KSIs by 50% from a 1994-98 base. |
| | | | Road Casualties Scotland 2008 Edition | -38% | | | | 12% | | | | |
| | | | | -61% | | | | -27% | | | | |
| | | | | -60% | | | | -26% | | | | |
| | | | | -50% | | | | -43% | | | | |
| | | | | -35% | | | | -9% | | | | |
| | | | | -37% | | | | -12% | | | | |
| | | | Andrew Knight, Transport Statistics (2008) | 167 | | | | -5 | | | | Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs |
| | | | | 51 | | | | -14 | | | | |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | |
|----------------|--|---|---|---------------|--------|--|--|
| | | Perception of safety on public transport from Scottish Household Survey | % of Adults (16+) who used a local bus service in the past month felt safe and secure on the bus | 2005/2006 SHS | 89% | | |
| | | | % of Adults (16+) feel very safe or fairly safe from crime when travelling by bus in the evenings | | 62% | | |
| | | | % of Adults (16+) feel very safe or fairly safe from crime when travelling by train in the evenings | | 48% | | |
| 4.2 | to increase the proportion of trips by walk/ cycle | Number of bikes in households, trips by bike and on foot by purpose from SHS data | % of households have bike(s) available | 2005/2006 SHS | 35% | | |
| | | | % of Adults (16+) walked at least 1 day in previous 7 days as a means of transport (i.e to go somewhere e.g. work, shopping or friends) | | 57% | | |
| | | | % of Adults (16+) cycled at least 1 day in previous 7 days as a means of transport (i.e to go somewhere e.g. work, shopping or friends) | | 3% | | |
| | | | % of Employed adults (16+) travel to work on foot | | 14% | | |
| | | | % of Employed adults (16+) travel to work by bike | | 2% | | |
| | | | | | | | |



Appendix 1 – RTS Monitoring of Key Objectives

| | | | | Year 2 Date | Values | | | | Change from base | | | | Targets | |
|--|--|--|--|---------------|--------|--|--|--|------------------|-----|--|--|---------|--|
| | | | | 2007/2008 SHS | 86% | | | | | -3% | | | | Over the period of the strategy, a five percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%) |
| | | | | | 60% | | | | | -2% | | | | |
| | | | | | 51% | | | | | 3% | | | | |
| | | | | 2007/2008 SHS | 38% | | | | | 3% | | | | Targets for mode share (see objective 1.4); in addition, over the period of the strategy, a 5% point increase in walking and cycling mode share for all trips, SEStran wide (1.5% after five years). |
| | | | | | 57% | | | | | 0% | | | | |
| | | | | | 5% | | | | | 2% | | | | |
| | | | | | 13% | | | | | -1% | | | | |
| | | | | | 3% | | | | | 1% | | | | |

Appendix 1 – RTS Monitoring of Key Objectives

| RTS Objectives | | Indicators | Measure | Base Date | Values | | |
|----------------|--|---|---------|--------------------------------------|--------------------------------------|--|--|
| 4.3 | to meet or better all statutory air quality requirements | Number of sites exceeding National Air Quality Standards/no of Air Quality Management Area (AQMAs) in SEStran; annual increase in traffic | | Scottish Air Quality Statistics 2009 | 1. Edinburgh AQMA No.1 NO2 | | |
| | | | | | 2. Edinburgh AQMA No.2 NO2 | | |
| | | | | | 3. Falkirk - Grangemouth AQMA SO2 | | |
| | | | | | 4. Midlothian Pathhead AQMA PM10 | | |
| | | | | | 5. Fife Bonnygate/Cupar AQMA | | |



| | | | Year 2 Date | Values | | | | Change from base | | | | Targets | |
|--|--|--|--------------------------------------|---|--|--|--|------------------|--|--|--|---------|---|
| | | | Scottish Air Quality Statistics 2010 | 1. Edinburgh AQMA No.1 NO2 | | | | | | | | | To contribute to meeting these requirements by 2010 or before |
| | | | | 2. Edinburgh AQMA No.2 NO2 | | | | | | | | | |
| | | | | 3. Falkirk - Grangemouth AQMA SO2 | | | | | | | | | |
| | | | | 4. Midlothian Pathhead AQMA PM10 | | | | | | | | | |
| | | | | 5. Fife Bonnygate/ Cupar AQMA | | | | | | | | | |
| | | | | 6. Falkirk - Banknock & Hags AQMA NO2 | | | | | | | | | |
| | | | | 7. Falkirk - AQMA Declared NO2 | | | | | | | | | |

Total Expenditure on Regional Projects

| Councils | Approved Budget £,000 | | | Forecast £,000 | | | Forecast Variance £,000 | | |
|------------------|--------------------------|-------------|-------------|-------------------|-------------|-------------|----------------------------|-------------|--------------|
| | 2008/09 | 2009/10 | 2010/11 | 2008/09 | 2009/10 | 2010/11 | 2008/09 | 2009/10 | 2010/11 |
| Clackmannanshire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edinburgh | 3647 | 2834 | 5502 | 3647 | 3631 | 5502 | 0 | -797 | 0 |
| Falkirk | 660 | 20 | 20 | 0 | 20 | 20 | -660 | 20 | 20 |
| East Lothian | 895 | 5 | 0 | 895 | 5 | 0 | 0 | 0 | 0 |
| Fife | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 |
| Midlothian | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scottish Borders | 365 | 195 | 1422 | 374 | 395 | 349 | 9 | 200 | -1422 |
| West Lothian | 27 | 848 | 1995 | 8 | 888 | 1522 | -19 | 40 | -473 |
| Total | 5594 | 3902 | 9439 | 4924 | 4939 | 7393 | -670 | -537 | -1875 |

Notes:

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

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