PARTNERSHIP BOARD MEETING
10:00AM FRIDAY 20TH MARCH 2015
**DEAN OF GUILD ROOM, CITY CHAMBERS, HIGH STREET,
EDINBURGH, EH1 1YJ**

Tea and coffee will be served from 9:30am and a buffet lunch will be served following the meeting.

1. Order Of Business

2. Apologies

3. Declarations of Interest

AGENDA A – POINTS FOR DECISION

A1. Minutes of the Partnership Board meeting – Friday 5th December 2014

A2. Matters Arising

A3. Minutes of the Performance & Audit Committee – Friday 6th March 2015

A4. Matters Arising

A5. Projects Report

A6. Finance Reports
   A6.1 Finance Officer's Report 2014/15
   A6.2 Revenue Budget 2015/16
   A6.3 Annual Treasury Strategy Report

A7. Business Plan 2015/16

A8. RTS Review

A9. SEStran Stations

A10. East Coast Mainline Authorities (ECMA)

A11. Air and Rail Forums

A12. Scottish Low Emissions Strategy

A13. ORR Rail Station Usage Statistics

AGENDA B – POINTS FOR NOTING

B1.   Audit Scotland – Annual Audit Plan

B2.   Rail Franchises

B3.   Active Travel Funding Update

B4.   Minutes of SESplan Cross Boundary Impacts Group

B5.   High Speed Rail Update

B6.   Consultation Responses by SEStran
       B6.1   Midlothian Council Local Development Plan
       B6.2   Fife Air Quality Strategy
       B6.3   Location of Mid-Calder High School

B7.   Consultation Responses by Joint RTP Chairs
       B7.1 ICIC Freight Transport in Scotland
       B7.2 Low Emissions Strategy

B8.   Minutes of Sub-Groups
       B8.1   Equalities Forum – 13th Feb 2015
       B8.2   Bus Forum – 20th Feb 2015
       B8.3   Chief Officer Liaison Group Meeting – 24th Feb 2015

B9.   Minutes of the Joint RTP Chairs – 3rd December 2014

4. AOCB

5. Date of Next Meeting

Friday 19th June 2015 at 10:00am, Diamond Jubilee Room, City Chambers, Edinburgh.

PARTNERSHIP BOARD MEETING
HELD IN DEAN OF GUILD ROOM, CITY CHAMBERS, HIGH STREET, EDINBURGH, EH1 1YJ.
ON FRIDAY, 5TH DECEMBER, 2014
10.00 A.M. – 11.45 A.M.

PRESENT:	Name	Organisational Title
	Councillor Russell Imrie	Midlothian Council (Chair)
	Charlie Anderson	Non-Councillor Member
	Cllr Donald Balsillie	Clackmannanshire Council
	Graham Bell	Non-Councillor Member
	Councillor Tony Boyle	West Lothian Council
	Councillor Tom Coleman	Falkirk Council
	Councillor Gordon Edgar	Scottish Borders Council (Vice-Chair)
	Councillor Irene Hamilton	Clackmannanshire Council
	Councillor Lesley Hinds	City of Edinburgh Council (Vice Chair)
	John Martin	Non-Councillor Member
	Councillor Adam McVey	City of Edinburgh Council
	Councillor Joanna Mowat	City of Edinburgh Council
	Neil Rennilson	Non-Councillor Member
	Councillor Joe Rosiejak	Fife Council
	Sandy Scotland	Non-Councillor Member
	Barry Turner	Non-Councillor Member

IN ATTENDANCE:	Name	Organisation Title
	Craig Beattie	City of Edinburgh Council
	Angela Chambers	SEStran
	Julie Cole	Falkirk Council
	Andrew Ferguson	Fife Council (Legal)
	Jane Findlay	Fife Council
	Jim Grieve	SEStran
	Trond Haugen	SEStran Adviser
	Graeme Johnstone	Scottish Borders Council
	Ewan Kennedy	City of Edinburgh Council
	Alex Macaulay	SEStran Partnership Director
	Iain Shaw	City of Edinburgh Council (Treasurer)
	Alastair Short	SEStran
	Emily Whitters	SEStran

APOLOGIES FOR ABSENCE:	Name	Organisational Title
	Councillor Jim Bryant	Midlothian Council
	Cllr Pat Callaghan	Fife Council (Vice Chair)
	Phil Flanders	Non-Councillor Member
	Councillor Nick Gardner	City of Edinburgh Council
	John Jack	Non-Councillor Member
	Cllr Alex Lunn	City of Edinburgh Council
	Tom Steele	Non-Councillor Member
	Cllr Michael Veitch	East Lothian Council
	Joan Dalgleish	Audit Scotland
	Neil Dougall	Midlothian Council
	Peter Forsyth	East Lothian Council
	Graeme Malcolm	West Lothian Council
	Bob McLellan	Fife Council

ORDER OF BUSINESS

The Chair confirmed that the Order of Business was as per the agenda.

DECLARATIONS OF INTERESTS

None

A1 **MINUTES**

The minutes of the Partnership Board meeting of 26th September, 2014 were agreed as a correct record of proceedings.

A2 **MATTERS ARISING**

There were no matters arising.

A3 **MINUTES OF THE PERFORMANCE AND AUDIT COMMITTEE**

The minutes of the Performance and Audit Committee of Friday, 21st November, 2014 were noted.

A4 **MATTERS ARISING**

There were no matters arising.

A5 **PROJECTS REPORT**

The Board considered a report by Jim Grieve, Programme Manager regarding the current year's Projects Budget, which showed expenditure to date of £545,033.

Decision

The Board noted the contents of the report.

A6.1 **FINANCE OFFICER'S REPORT**

The Board considered a report by Hugh Dunn, Treasurer presenting the second update on financial performance of the core revenue budget of the Partnership for 2014/15. This report presented an analysis of financial performance to the end of October, 2014.

Decision

The Board noted:-

(a)   the projected overspend on core expenditure in 2014/15 will be contained within the approved total revenue budget of the Partnership;

(b)/

(b)   that all income and expenditure will continue to be monitored closely with updates reported to each Partnership meeting; and

(c)   the month end balance of indebtedness between the Partnership and City of Edinburgh Council and the reason for these balances identified at paragraph 2.7.

A6.2   DRAFT REVENUE BUDGET 2015/16

The Board considered a report by Hugh Dunn, Treasurer presenting the update on the financial planning being undertaken to present a revenue budget to the Partnership for approval in March, 2015.

Decision

The Board noted:-

(a)   the summary of the key points arising from draft Scottish Government budget for 2015/16 and the financial planning process and assumptions being progressed; and

(b)   the revenue budget for 2015/16 would be presented to Members   IS/AM
       for approval at the meeting of the Partnership in March, 2015.

A6.3   MID-TERM REVIEW - TREASURY MANAGEMENT ACTIVITY

The Board considered a report by Hugh Dunn, Treasurer reviewing the investment activity undertaken on behalf of the Partnership during the first half of the 2014/15 Financial Year.

Decision

The Board noted the contents of the report.

A7   REGIONAL TRANSPORT STRATEGY REVIEW

The Board considered a report by Alastair Short, Strategy Manager, on progress with the Regional Transport Strategy Review and ongoing discussions with the Strategic Environmental Assessment (SEA) authorities.

Decision

The Board approved the continuation of the consultation period as   AS/AF
prescribed and the approach SEStran are making on contesting the
need for further SEA reporting.

A8.   AIRPORT LIAISON

The Board considered a report by Trond Haugen, Adviser to SEStran regarding the Airport Transport Forum.

Decision/

Decision

The Board:-

1.   noted the report; and

2.   agreed the establishment of a SEStran Air Forum as outlined in   TH/AF
section 2.4, subject to detail on the terms of reference being
brought back to the next meeting.

A9.   SCOTRAIL AND EAST COAST FRANCHISES AND RAIL FORUMS

The Board considered a report by Trond Haugen, Adviser to SEStran
updating on the letting of the Scotrail franchise and its relevance to
the SEStran area. The report also proposed a change in the meeting
frequency of the SEStran Rail Forum.

Decision

The Board noted the contents of the report and agreed that the   TH
number of Rail Forums per year be decreased from three to two.

A10   DATES OF FUTURE MEETINGS

The Board considered a report outlining the calendar of SEStran
Partnership Board meetings for 2015.

Decision

The Board approved the programme of meetings for 2015.   AC

B1   SESTRAN - FUNDING SUCCESS AND INDUSTRY RECOGNITION

The Board considered a report by Jim Grieve, Programme Manager,
on recent funding success and the award to SEStran of gold in the
category of Local Authority Bins Project of the Year.

Decision

The Board noted the contents of the report, and commended officers
on their efforts.

B2.   £30 MILLION SCOTTISH STATIONS INVESTMENT FUND.

The Board considered an update report on bids for funding from the
Stations Investment Fund.

Decision

The Board noted the report.

B3./

B3. **MINUTES OF SESPLAN CROSS BOUNDARY IMPACTS GROUP**

The minutes of the SESplan Cross Boundary Impacts Group were noted.

B4 **HIGH SPEED RAIL UPDATE**

The Board considered a report dated 21 November, 2014 from Trond Haugen, Advisor to SEStran regarding High Speed Rail.

<u>Decision</u>

The Board noted the response.

B5. **ACCESS TO HEALTHCARE**

The Board considered a report by Alastair Short regarding Access to Healthcare.

<u>Decision</u>

The Board noted the progress of developing improved access to healthcare.

B6.1 **CONSULTATION ON CHANGES TO BUS REGISTRATION IN SCOTLAND**

The Board considered a response to a consultation on the changes to bus registration.

<u>Decision</u>

The Board noted the response.

B6.2 **RESPONSE TO THE INFRASTRUCTURE AND CAPITAL INVESTMENT COMMITTEE OF THE SCOTTISH PARLIAMENT CALL FOR VIEWS ON THE SCOTTISH GOVERNMENT'S DRAFT BUDGET 2015/16.**

The Board considered a response to a consultation on components of the Scottish Government's draft budget.

<u>Decision</u>

The Board noted the response.

B6.3 **RESPONSE TO WEST LOTHIAN COUNCIL MAIN ISSUES REPORT**

The Board considered a response to West Lothian Council's Main Issues Report

<u>Decision/</u>

Decision

The Board noted the response.

B6.4.   BORDERLANDS - OUR BORDERS - OUR FUTURE - SECOND REPORT OF SESSION 2014-15.

The Board considered a submission to the Report of Session.

Decision

The Board noted the submission.

B6.5   FIFE LOCAL DEVELOPMENT PLAN

The Board considered a response to a consultation on the Proposed Plan and Guidance on Planning Obligations

Decision

The Board noted the response.

B7.1   CONSULTATION ON CHANGES TO BUS REGISTRATION IN SCOTLAND - RESPONSE BY RTP CHAIRS

The Board considered a response by the RTP Chairs on the Consultation on changes to bus registration in Scotland.

Decision

The Board noted the response.

B8   MINUTES OF SUB-GROUPS

The Board considered the minutes of the following meetings:-

B8.1   Sustainable Travel Forum - 10th October, 2014
B8.2   Equalities Forum - 31st October, 2014;
B8.3   Chief Officer Liaison Group - 18th November, 2014

Decision

The Board noted the minutes of the Sub-Groups.

B9.   MINUTES OF THE JOINT REGIONAL TRANSPORT PARTNERSHIPS CHAIRS

The Minute of meeting held on 3rd September, 2014 was noted.

C1./

C1.   CONFIDENTIAL ITEM - SESPLAN CO-LOCATION

The Board considered a report by the Secretary and Legal Adviser on the proposed co-location of SESplan from SEStran's offices to alternative accommodation.

Decision

The Board agreed to termination of the existing arrangements with SESplan, based on payment of continuing non-variable costs dependents on the exact date of vacation of the premises by SESplan, all as detailed in the report.

AM/AF

4   AOCB

None

5.   DATE OF NEXT MEETING

The Board noted the next meeting of the Partnership would take place on **Friday, 20th March, 2015 at 10.00 a.m**. at Dean of Guild Room, City Chambers, City of Edinburgh Council, High Street, Edinburgh, EH1 1YJ.

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PERFORMANCE & AUDIT COMMITTEE MEETING

HELD IN SESTRAN OFFICES, 130 EAST CLAREMONT STREET, EDINBURGH
ON FRIDAY, 6TH MARCH, 2015
10.00 A.M. – 10.35 A.M.

PRESENT:	Name	Organisational Title
	Councillor Gordon Edgar	Scottish Borders Council (Chair)
	Councillor David Balsillie	Clackmannanshire Council
	Councillor Tony Boyle	West Lothian Council
	John Jack	Non- Councillor Member
	Sandy Scotland	Non- Councillor Member (Vice-Chair)

IN ATTENDANCE:	Name	Organisation Title
	Carol Foster	Audit Scotland
	Alex Macaulay	SEStran Partnership Director
	Bill Welsh	Fife Council (Acting Secretary)
	Iain Shaw	City of Edinburgh Council (Treasurer)

APOLOGIES FOR ABSENCE:	Name	Organisational Title
	Councillor Jim Bryant	Midlothian Council
	Councillor Nick Gardner	City of Edinburgh Council
	Councillor Joe Rosiejak	Fife Council
	Councillor Michael Veitch	East Lothian Council

It was noted that Andrew Ferguson, Legal Adviser was otherwise committed and was represented by Bill Welsh

Action by

ORDER OF BUSINESS

The Chair confirmed that the Order of Business was as per the agenda.

DECLARATIONS OF INTERESTS

No declarations of interest were made.

A1   MINUTES

The minutes of the Performance and Audit Committee meeting of Friday 21st November, 2014 were noted and approved as a correct record.

A2/

Action by

A2   MATTERS ARISING

None

A3   AUDIT SCOTLAND REPORT

Members considered the Annual Audit Plan 2014/15 prepared by Audit Scotland which summarised the key challenges and risks facing SEStran and set out the audit work that Audit Scotland proposed to undertake in 2014/15.

Decision

The Committee noted the Audit Scotland Annual Audit Plan 2014/15

A4   REVENUE BUDGET 2015/2016

The Committee considered a report by the Treasurer detailing, the revenue budget for 2015/16, together with the share of the net expenses to be paid by each constituent council.

Arising under para 2.23 of the report the Chair expressed his concern that the cost of carrying out a full Equalities Impact Assessment on Savings Option 2 (remove funding for Equalities Action Forum) could be more than the savings identified.

Decision

The Committee recommended that the Partnership Board:-

(i)   approve the proposed core revenue and revenue projects budget for 2015/16, as detailed in Appendices 1 and 2, of the report and agree that the treasurer be authorised to requisition   Iain Shaw
the individual constituent authorities for amounts as follows:-

Clackmannanshire	£ 6,664
East Lothian	£13,173
Edinburgh	£63,357
Falkirk	£20,422
Fife	£47,685
Midlothian	£11,008
Scottish Borders	£14,799
West Lothian	£22,892
	£200,000

(ii)/

(ii)   note that financial planning for 2016/17 would be developed for consideration by the Partnership Board in autum 2015;

(iii)   note that the proposed budget was subject to a number of risks and that all income and expenditure of the Partnership would continue to be monitored closely with updates reported to each Partnership meeting.

5.   **ANNUAL TREASURY STRATEGYY**

The Committee considered a report by the Treasurer proposing an Investment Strategy for 2015/16.

<u>Decision</u>

The Committee recommended that the Partnership Board continue the current arrangement outlined in Appendix 1 of the report.   Iain Shaw

A5 PROJECTS REPORT

1. **2014/15 Expenditure**

1.1 **Appendix 1** to this report details the current year's Projects Budget which shows expenditure to 11 February 2015 of £981,345.

2. **RTPI**

2.1 **Bus Investment Fund (BIF)**

2.1.1 The Bus Investment Fund (BIF) operates as a challenge fund open to applications from public transport authorities working in partnership with operators, community transport, NHS, and other public or private sector partners.

2.1.2 The aim of the fund is to incentivise and enable partnership working to help improve bus services, partnerships, standards and infrastructure for communities across Scotland. The fund will support and encourage all relevant authorities to take up partnership working to help increase the standard of bus services to increase patronage thereby achieving a greater modal shift

2.1.3 Following on from success in 2013 with a £1m award to the RTPI system, SEStran has again been successful with two bids to BIF.

2.1.4 The first was for £500,000, over two years, to expand the bustrackerSEStran RTPI project by fitting out more buses operated by First Scotland East, accommodating changes imposed by Stagecoach and developing a Vehicle Monitoring (VM) feed, all of which is described in more detail below.

2.1.5 The second bid - also for £500,000 over two years – will fund equipping public premises with TV screens displaying real time passenger information through bustrackerSEStran as well as information on local events and services.

2.1.6 Overall, the awards will enhance access to bustrackerSEStran through expanding the scheme to include additional vehicles and extending access to the system through the medium of public information screens. In aggregate this represents a major extension and improvement to both the functionality of the system itself and to public access to live bus time information.

2.1.7 The total fund now successfully obtained, to date, for the RTPI scheme is almost £5.3m.

2.2   Contract Progress

2.2.1   Recent events, as indicated above, have necessitated significant change within the RTPI project. Stagecoach Fife, during a progress meeting at the end of last year, informed SEStran that they intended to equip all of their buses with their own ticket machine based RTPI system, and that this was to be implemented during the period March to June 2015. Accordingly, no more of their vehicles were to be equipped with the SEStran real-time kit. Furthermore, they would return the on-bus computers and consoles already fitted, on their buses, to SEStran. This announcement came without warning and reflects Stagecoach national policy in respect of ticket machine upgrades and RTPI.

2.2.2   Rather than viewing this as a potential drawback to the project, SEStran has taken the opportunity to effectively expand the real time system. Stagecoach have agreed to provide the necessary feed from their new system to "Bustracker SEStran" so that their RTPI can still be available through SEStran's RTPI, as well as their own systems.

2.2.3   In order to receive and refine that data the SEStran system requires the development of a Vehicle Monitoring (VM) feed. This further development will also facilitate the introduction to the scheme of smaller operators who equip their buses with modern ticket machines capable of sending their GPS location and current service details to the bustrackerSEStran system. This approach is preferred by smaller operators who don't require the more expensive fleet management components of the system (which the large operators favour) and who wish to minimise the installation and expense of 3rd party systems on their vehicles.

2.2.4   The following deliverables, as agreed with Transport Scotland, will be accommodated within both the BIF 2013 and 2014 (Bus Fit-out) awards:

-   31 buses (outstanding within the BIF 2013 award) in the First fleet will be equipped and commissioned by the end of March 2015.
-   Development of the system interface (VM feed), to accept Stagecoach (& in future small operators) ticket machine data, will commence and be approximately 50% complete by end of March 2015.

2.2.5   The above tasks will complete the £996,000 BIF 2013 project expenditure by the agreed March 2015 deadline.

2.2.6   It is not possible to complete and fully commission the Stagecoach VM interface by March 2015 due to the Stagecoach project programme. It is anticipated that the data interface will be completed and commissioned by August 2015 under the 2014 BIF "SEStran Regional RTPI – Bus Fit-out" project.

2.2.7   The remainder of the 2014 BIF award will fund the installation of the on-bus equipment, removed from the Stagecoach vehicles, on to the remaining vehicles of the First fleet operating in the SEStran area.

2.2.8 The end result of all of the above is that Bustracker SEStran will, in the coming year, feature all of the First Scotland East fleet, all of the Stagecoach Fife fleet and the system will be enhanced to accommodate the smaller operators who elect to join the system using GPS enabled ticket machines. In addition, a substantial number of public premises throughout the Region will be displaying RTPI on TV screens also showing public information and news bulletins.

2.3 Media Strategy Update

2.3.1 In order to boost public awareness of the system, a radio and digital marketing campaign was carried out on Radio Forth from 24th November to 22 December 2014. The campaign included; a webpage of information on bustrackerSEStran; a series of advertising jingles on air; twitter and Facebook feeds on the system and links between the Radio Forth app and bustrackerSEStran app and links between the two web sites.

2.3.2 Two short videos were also produced; one an animation showing how to use the app and the other being a short narrative showing a Radio Forth personality using it to navigate a series of journeys. These have been placed on the relevant websites and on YouTube.

2.3.3 The campaign showed a marked increase of about 20% in downloads.

2.3.4 Interrogation of the system has revealed that many users are also accessing bustrackerSEStran through Traveline. In December 257,747 requests for information ("hits") requesting RTPI were submitted through Traveline, followed by 391,361 "hits" in January 2015. This is very encouraging in that the information is now being widely accessed, albeit through Traveline. In total, the bustrackerSEStran system is now responding to 650,000 live bus queries per month. This represents a 30% increase on Dec 2014 usage levels, the first month which included Traveline requests. In addition, usage of the bustrackerSEStran real-time database will increase significantly as SEStran rolls out its Bus Investment Fund Digital signing Project, referred to above. These flexible, digital signs also take live bus times from the core bustrackerSEStran system, maximising the value of previous investment.

2.3.5 Both participating bus companies have committed to making the product highly visible on their vehicles and at relevant sites, using the material's provided.

2.3.6 Further marketing initiatives should be carried out following a sustained period of high visibility on the vehicles and sites belonging to the participating bus companies. Higher visibility on local authority web sites would also be beneficial.

2.4 Scottish Enterprise Mobility Integration Challenge

2.4.1 SEStran personnel have recently attended two conferences organised by

Scottish Enterprise to take the Mobility Challenge forward and on both occasions, the Partnership Director presented the SEStran proposal. SE have now agreed to fund the installation of the facility within 30 commercial enterprises to test the commercial viability of the proposal.

3 Sustainable Travel Awareness

3.1 Edinburgh College - £20,000 Contribution from SEStran

3.1.1 The purpose of this project is to expand on the Edinburgh and Lothian Electric vehicle project with further expansion into Fife. The College is looking to expand their current fleet and expand the analysis of data to four more vehicles and continue the evaluation of usage of sustainable transport needs. These vehicles will include EV's being used for multi drop activities. The project currently has 26 EV's within its remit and the College aims to increase this beyond 30.

4 Urban Cycle Networks

4.1 The "**Urban Cycle Network: Strategy For Investment**" refresh is near completion and will be brought to the next Partnership Board for approval. A series of barriers and gaps in the network have been identified and prioritised according to strategic and cross-boundary importance. The necessity for Local Authorities that share borders to work together is highlighted in particular. As well as individual budgets, the SEStran Regional Cycle Network Grant Scheme (RCNGS) can be used to help fund solutions to these gaps.

4.1.1 As of 17th March 2015 The SEStran RCNGS for 2014-2015 has helped fund the following projects:
  * Phase 1 of the Ormiston – Tranent cycleway improvement –£25,000 contribution by SEStran
  * 2 Cycle and 3 Pedestrian counters along NCN routes 768 and 767 – £2,427 contribution by SEStran

4.1.2 Applications are now open for the 2015-2016 grant scheme. Partnership Local Authorities are encouraged to bid for further grants to support cycling and walking feasibility studies, design work and infrastructure improvements that would benefit the wider regional cycle network.

5 European Projects Update

5.1 **"WEASTflows"** is a project looking at east to west freight movements to improve accessibility to the SEStran ports and linkages to Europe. The final deliverable 'Creation of a Network of Sustainable Journeys' that details all the companies SEStran has had correspondence with over the course of the WEASTflows project, has now been completed.

5.1.1 The final conference was successfully held on the 12th Feb 2015 in Brussels.

5.1.2 A key action for the Weastflows Strategic Initiative was to make contact at MEP level to provide a comprehensive briefing and exposure of the project at political level, raise the project's profile and tie the key project findings into current policy issues the Parliament is dealing with.

A briefing session was set up on the 8th of January at the office of Keith Taylor MEP in Brussels to provide an initial overview of the WeastFlows project and judge its relevance to Keith Taylor's and the TRAN Committee's policy agenda. In the discussion, emphasis was placed on sustainable transport delivery and modal shift and the opportunity was given to the project to comment on the Juncker Investment program, which focuses to a large extent on fast tracking transport investment.

A breakfast reception was held on Tuesday 3rd February.

A separate Policy Advisory Group (PAG) meeting was convened on the 2nd of February, in order to brief all Parliament Reception attendees of the details of the Weastflows presentation.

Key Issues discussed

1. Sustainability of the whole logistics chain in the view of economic competitiveness and profitability in a market with very narrow margins;
2. Data availability across the industry and particularly across modes to establish an informed base for decision making;
3. Regional ports need to be in a better position to be able to share capacity with large ports, so the latter can concentrate on the core supply business. This operational "sharing" would reflect the TEN-T sub-division into Core and Comprehensive network;
4. Increasing concentration on a relatively limited number of core corridors, potentially creating new bottlenecks in that system towards 2030 – 2050.
5. Balance between sustainability, operational efficiency and economic profitability needs to be reflected in policy and funding mechanisms;
6. Eurotunnel issues with hinterland connectivity and synchronisation of capacity on both sides of the channel tunnel, i.e lack of capacity investment on the UK side hinders investment in overall capacity enhancement or full use of existing capacity;
7. Need for a "neutral platform" to enable different stakeholders to come together and collaborate – to create "Co-opetition".

5.1.3 WEASTFLOWS – DG Move technical meeting

A further action for the Strategic Initiative was to follow up the initial contact with technical officers in DG Move and to target the Trans-European Transport Network (TEN-T) program and the Connecting Europe Facility (CEF) investment program (making € 83bn available to deliver the core and comprehensive network),specifically.

Key Issues discussed

1. Fundamental principles of understanding freight flows across a global infrastructure network, utilising the Core TEN-T and the Comprehensive TEN-T network, but also any infrastructure beyond that captured by the EU policies;

2. Data availability across the industry and particularly across modes at a sufficient level of geographical detail to established an informed base for decision making;

3. ICT is generally available to assist freight movement but is dispersed among a wide range of businesses and needs to be brought together for better accessibility;

4. Profitability and extremely tight profit margins in the logistics sector limits scope for sustainability focused or operational changes but the simple approach to providing public sector subsidies must be avoided;

5. Need for a "neutral platform" to enable different stakeholders to come together and collaborate – to create "Co-opetition", to share existing spare capacity or create added value by more efficient loads capacities.

6. A number of initiatives have been developed to assist sustainable freight on a bottom-up basis but there is a need for a top-down approach from the EU to address those areas that are policy or legislative constraints;

Opportunities to be pursued

1. Engage with DG Move to explore future project development opportunities emerging from WeastFlows with a focus on "neutral platform", "co-opetition" of logistics operators and procurers of freight services; and

Approach Commissionaires for the the TEN-T Corridor "Motorways of the Seas" and for the North Sea – Baltic TEN-T Corridor

5.2 **"NweRide"** is a project within the North West Europe Interreg IVB Programme. The project's aim is to improve individuals' connectivity using dynamic lift share systems which are linked to public transport networks giving a higher probability of finding a trip solution.

5.2.1 Since the Edinburgh meeting, last November, further progress has been made to the NweRIDE Car Share Platform. Further discussions between the technical partners are still to be held before a trail of the new portal can be made March/April.

5.2.2 The next full partnership meeting is to be held in Staffordshire Council at the end of March.

5.3 **"CHUMS"** is a project under the umbrella of Intelligent Energy Europe (IEE). The project will seek to address the energy challenge of low car occupancy and the approximately 50% of journeys in cities that cannot be accommodated by conventional public transport modes. The aim of the project is to apply a composite CHUMS behavioural change strategy, developed by the consortium and to transfer the proven methods to the rest of Europe.

5.3.1 The most recent partnership meeting was hosted by the Romanian partner, in Craiova. In the knowledge exchange session, SEStran and Liftshare UK presented their experiences of promoting car sharing during National Liftshare Week (6th – 12th October).

5.3.2 As part of the CHUMS Project Liftshare UK have supplied Edinburgh University with 670 automated personalised travel plan items (MyPTP). Through this service, automated personalised travel plans were distributed to staff and students via email. After the PTP's were delivered, a follow up survey was sent to each individual taking part. The survey resulted in a 28% response rate, of which a quarter stated that due to the PTP they had considered changing their travel behaviour.

5.3.3 Following on from the automated PTPs SEStran will be delivering manual personalised Travel Plans. This will see the trial distribution of personalised travel plans interviews in February/March to staff and students at Edinburgh University (Easter Bush Campus) who apply for Car Parking Permits at the site. This trial aims to demonstrate different deliveries of Travel Plans and how effective each is.

6   Opportunities for New European Projects

6.1   **"Horizon 2020"**. As reported previously, SEStran were party to 3 bids, at stage 2, into the European Horizon 2020 programme. They were "PURE" which was to look at solutions to congestion in urban and semi-urban environments, "GV5" which sought to build a prototype 2-wheeled freight delivery vehicle and "SocialCar". Of the three, only SocialCar was successful.

6.2   **SocialCar"** was approved in January 2015 and €188,450 has been awarded to SEStran over the next 3 years. This represents 100% funding for SEStran's contribution to the project.

6.2.1 SocialCar aims to integrate public transport information, car pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services.

6.2.2 Interaction between users and Social Car system will be managed through selected social media channels.

6.2.3 Through joint working with our partners at Traveline Scotland and Liftshare UK, a demonstration of the platform will be trialled in Edinburgh.

6.3   **Interreg.** SEStran are currently in discussion with potential partners for 3 fledgling projects in the next Interreg call.

6.3.1 The first would be a spin off from the Weastflows project and it would develop the concept of the Forth Estuary and the surrounding SEStran region being established as a Sustainable Gateway to Scotland. This would seek to create an accreditation standard for the whole range of players in the Region involved in the conveyance of freight and people.

6.3.2 The second is linked to the first and would seek to develop national and international links between Sustainable Gateways.

6.3.3 The third is to look further into more sustainable and versatile means of freight delivery in busy town and city centres.

6.3.4   As a result of delays in the next Interreg programme, it is likely that successful bids will not become live projects until the financial year 2016/17.

6.4   Additional National Funding Opportunities Currently being Pursued

6.4.1   Scottish Roads Research board

Two proposals have been submitted for consideration:
1. The development and introduction of a mobile phone based ticket option for the One- Ticket, offering where currently only a paper ticket is available (value £120k) and
2. Research and development of an on-bus, smart phone based RTPI system (value £125k).

7   Additional Investment Attracted by SEStran

7.1   Appendix 2 lists additional investment won by SEStran, of between £2.61m and £3.11m, since March 2013.

8   Recommendations

8.1   That the Board notes the contents of this report.

Jim Grieve
Programme Manager
March 2015

Appendix 1: Revenue Projects Expenditure
Appendix 2: Additional Investment attracted by SEStran

Policy Implications	None
Financial Implications	As detailed in this report
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

FINANCE OFFICER'S REPORT

1. INTRODUCTION

1.1 The purpose of this report is to present the third update on financial performance of the core revenue budget of the Partnership for 2014/15, in accordance with the Financial Regulations of the Partnership. This report presents an analysis of financial performance to the end of January 2015.

1.2 This report includes details of the cash flow position of the Partnership in respect of its' net lending to and borrowing from the City of Edinburgh Council.

2. CORE REVENUE BUDGET 2014/2015

2.1 The Partnership's core revenue budget for 2014/15 was approved by the Partnership Board on 21st March 2014. The core budget provides for the day-to-day running costs of the Partnership including employee costs, premises costs, supplies and services. The Board approved net expenditure of £469,000 on 21st March 2014. Details of the Partnership's core budget are provided in **Appendix 1** to this report.

2.2 Cumulative expenditure for the ten months to 31st January 2015 was £345,000. This is within the core budget resources available for the period.

2.3 All expenditure estimates have been updated to reflect current expenditure commitments and it is projected that expenditure for the year will overspend the approved budget by £11,000. However this overspend will be managed via a corresponding underspend on the Projects budget.

BALANCES

2.4 The Partnership held a balance of £14,000 to be utilised as funding for the Regional Real Time Bus Passenger Information System (RTPI). This balance relates to the underspend on the 2013/14 Revenue budget. It is anticipated these funds will be fully spent in 2014/15.

CASH FLOW

2.5 As previously noted at Partnership Board meetings, the Partnership maintains its bank account as part of the City of Edinburgh Council's group of bank accounts. Cash balances are effectively lent to the Council, but are offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Partnership. Interest is given on month end net indebtedness balances between the Council and the Partnership.

An update of month-end balances is shown in the following table:

Date	Net Balance due to SESTran (+ve) /due by SESTran (-ve)
	£
30 April 2014	523,514
31 May 2014	(370,887)
30 June 2014	(175,673)
31 July 2014	(325,273)
31 August 2014	(194,168)
30 September 2014	(269,733)
31 October 2014	(293,940)
30 November 2014	(564,195)
31 December 2014	(448,411)
31 January 2015	(619,517)

2.6 Interest is charged/paid on the month end net indebtedness balances between the Council and the Board in accordance with the Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). Although interest is not calculated until March in line with the guidance, interest rates averaged 0.375% during the first half of the financial year.

2.7 The positive cash flow in April 2014 is a result of full payment of Scottish Government grant for 2014/15. The month end indebtedness between the Partnership and City of Edinburgh Council principally reflects the cash flow timing differences of European funded projects. This arises from payment of costs for European projects by SESTran, in advance of receipt of grant. There are eight European grant claims (excluding RTPI) in the process of being settled as at 31 January 2015, with a total value of £0.102m. In addition, RTPI income of £0.512m due at 31 March 2014 has yet to be received.

3. RECOMMENDATIONS

It is recommended that the Partnership Board notes:-

3.1 it is projected that the overspend on core expenditure in 2014/15 will be contained within the approved total revenue budget of the Partnership;

3.2 all income and expenditure will continue to be monitored closely with updates reported to each Partnership meeting;

3.3 the month end balance of indebtedness between the Partnership and City of Edinburgh Council and the reason for these balances identified at paragraph 2.7.

HUGH DUNN
Treasurer
February 2015

Appendices   Appendix 1 – Core Budget Statement at 31st January 2015

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Contact/tel   Craig Beattie, Tel: 0131 469 3222
(craig.beattie@edinburgh.gov.uk)

	Annual Budget £'000	Period Budget £'000	Period Actual £'000	Annual Forecast £'000	Forecast Variance £'000
Employee Costs					
Salaries	317	264	276	331	14
National Insurance	26	22	24	29	3
Pension Fund	53	44	49	56	3
Recharges – EU Projects	(203)	(169)	(143)	(162)	41
Recharges – Urban Cycle Networks	0	0	(15)	(20)	(20)
Training & Conferences	10	8	7	8	(2)
Interviews & Advertising	2	2	0	0	(2)
	205	**171**	**198**	**242**	**37**
Premises Costs					
Rent & Rates	23	20	21	22	(1)
Energy, Repairs, Insurance	12	9	11	14	2
Cleaning	6	5	4	5	(1)
	41	**34**	**36**	**41**	**0**
Transport					
Staff Travel	**10**	**8**	**7**	**10**	**0**
Supplies and Services					
Marketing	20	17	16	20	0
Comms & Computing	84	79	61	78	(6)
Printing, Stationery & General Office Supplies	18	15	8	11	(7)
Insurance	4	4	4	4	0
Equipment, Furniture & Materials	3	2	1	1	(2)
Miscellaneous Expenses	20	17	10	14	(6)
	149	**134**	**100**	**128**	**(21)**
Support Services					
Finance	25	0	0	24	(1)
Legal Services / HR	7	0	0	7	0
	32	**0**	**0**	**31**	**(1)**
Corporate & Democratic					
Clerks Fees	15	0	0	15	0
External Audit Fees	10	3	3	10	0
Members Allowances and Expenses	3	2	1	1	(2)
	28	**5**	**4**	**26**	**(2)**
Interest - Paid/ (Received)	**4**	**0**	**0**	**2**	**(2)**
Total Expenditure	**469**	**352**	**345**	**480**	**11**
Funding:					
Scottish Govt. Grant	(266)	(266)	(266)	(266)	0
Council Requisitions	(200)	(200)	(200)	(200)	0
Total Funding	**(466)**	**(466)**	**(466)**	**(466)**	**0**
Net Expenditure	**3**	**(114)**	**(121)**	**14**	**11**

REVENUE BUDGET 2015/16

1. Introduction

1.1 This report presents to the Partnership, for approval, a revenue budget for 2015/16, together with the share of net expenses to be paid by each constituent council.

2. Proposed Revenue Budget 2015/16

2.1 Section 3 of the Transport (Scotland) Act requires the constituent councils of each Regional Transport Partnership to fund the Partnership's net expenses.

2.2 A financial planning report was considered by the Partnership Board on 5th December 2014. The Board noted the key points arising from the draft Scottish Government budget for 2015/16 and the financial planning process and assumptions being progressed.

2.3 The proposed revenue budget has been prepared on the basis of a range of estimates and assumptions and in consultation with the Partnership Director. Revenue budget lines have been updated to take account of known cost commitments and savings.

2.4 A council requisition of £200,000 in 2015/16 is proposed.

2.5 The proposed level of requisition was discussed at Chief Officers meeting on 24th February 2015. At that meeting, Chief Officers advised that constituent councils have approved budgets, which provide funding for the SEStran requisition at the same level as 2014/15.

2.6 Within the proposed revenue budget, provision is made to absorb the following costs:
   - Employee cost increases of £22,000, including increments and pay award provision (1%);
   - Loss of income of £133,000 through cessation of EU projects (Foodport, Lo Pinod, ITransfer, and Weastflows).

2.7 These cost increases are offset by:
   - Re-alignment of Scottish Government grant of £84,000;
   - Recharges to Bus Investment Fund of £50,000;
   - Savings in premises, supplies and staff travel of £18,000;
   - Reduction in interest charges of £3,000.

2.8 The proposed revenue budget is also re-aligned to take account of the loss of income of £48,000 from recharge of office accommodation to SESPLAN.

2.9 The proposed revenue budget assumes that SEStran will receive a grant of £782,000 from the Scottish Government in 2015/16, i.e. no change from the level received in 2014/15.

2.11   If approved, the Partnership will have operated at the same level of Scottish Government grant funding of £782,000 since 2011/12, with council requisitions fixed at £200,000 since 2012/13. Since 2009/10, council requisitions have reduced by 37%. During this same period, the level of budgeted external funding has increased from £102,000 to £2.169m, an increase by a factor of 21.25.

2.12   A detailed analysis of the proposed core revenue budget for 2015/16 is shown in Appendix 1, with the proposed projects budget detailed in Appendix 2.

2.13   At the Partnership Board meeting of 5th December 2014, Members requested identification of potential savings from the proposed revenue budget for 2015/16. To inform this, known cost commitments to be supported by the proposed core revenue and projects budget are identified in Appendices 1 and 2.

2.14   The following savings options have been identified:

Option 1 – remove funding for Routewise Hosting (£53,000)

2.15   The proposed core revenue budget includes provision of £53,000 for the provision and maintenance of Routewise and for the hosting of the public transport database.

2.16   Routewise is used by SEStran constituent councils for several purposes, including the provision of bus stop data to the National Public Transport Access Node (NAPTAN) database and to up-load bus service registration details.

2.17   Populating and updating these systems is not a statutory duty. In order to realise economies of scale, it was agreed that SEStran would provide the "Routewise" facility on a region-wide basis. This has now operated for 8 years.

2.18   It is estimated that, through economies of scale, SEStran's provision of Routewise results in a saving of up to £50,000 per annum in total to participating constituent councils.

2.19   A saving of £53,000 (26.5%) in council requisitions could be achieved by cessation of the Routewise service. In the event that SEStran elects to cease this service and realise this saving, total costs in excess of £100,000 are likely to be incurred by the participating councils.

2.20   At this stage, the core revenue budget includes the provision of Routewise, but removal of the service remains an option.

Option 2 – remove funding for Equalities Action Forum (£10,000)

2.21   A budget for the Equalities Action Forum is included to fund a minimal level of actions identified by the Forum. Funding of £10,000 could be removed to reduce constituent council requisitions. This could be to the detriment of the disabled community and could compromise SEStran's ability to discharge its equalities related statutory obligations.

2.22   The use of this fund has previously allowed SEStran to develop and promote the Thistle Card. The SEStran Thistle Assistance Card is designed to help

anyone who experiences difficulty in using public transport, by alerting bus drivers conveniently and discreetly to any factors that mean a passenger may need some assistance and consideration during a journey. This is now being adopted by other Regional Transport Partnerships and could become a national facility in future. SEStran itself has now distributed 50,000 cards within the region.

2.23 If Members of the Partnership approve this saving, a full Equalities Impact Assessment will require to be undertaken on this saving proposal.

2.24 At this stage, the proposed projects budget includes the provision of £10,000 for the Equalities Action Forum, but removal of this remains an option.

2.25 Risk and contingency planning have been considered as part of the budget development process. A risk assessment is included at Appendix 3.

2.26 SEStran's proposed projects budget for 2015/16 is £2.601m. This attracts £2.169m of external income to SEStran. Based on the proposed council requisition of £0.2m, this represents investment of £10.85 for every £1 invested by constituent councils.

3. Revenue Budget - 2016/17 and Later Years

3.1 The proposed revenue budget is for the financial year 2015/16 only. Based on recent forecasts by the Scottish Government on long-term budget projections, real-term reductions in the Scottish Block Grant of around 4% are forecast for 2016/17 with a similar level of reduction in 2017/18. A number of Scottish councils have commenced preparation of savings proposals, in anticipation of these funding reductions.

3.2 A revenue budget proposal for 2016/17 will be developed for consideration by the Partnership Board in the autumn of 2015.

4. Recommendations

It is recommended that the Partnership Board:-
(i)   approve the proposed core revenue and revenue projects budget for 2015/16, as detailed in Appendices 1 and 2, and agree that I be authorised to requisition the individual constituent authorities for amounts as follows:

Clackmannanshire	£ 6,664
East Lothian	£13,173
Edinburgh	£63,357
Falkirk	£20,422
Fife	£47,685
Midlothian	£11,008
Scottish Borders	£14,799
West Lothian	£22,892
	£200,000

(ii)   note that financial planning for 2016/17 will be developed for consideration by the Partnership Board in autumn 2015;

(iii)   note that the proposed budget is subject to a number of risks and that all income and expenditure of the Partnership will continue to be monitored closely with updates reported to each Partnership meeting.

HUGH DUNN
Treasurer

Appendices   Appendix 1 – Proposed Core Revenue Budget 2015/16
Appendix 2 – Proposed Revenue Projects Budget 2015/16
Appendix 3 – Risk Assessment

Contact/tel   Iain Shaw, Tel: 0131 469 3117
(iain.shaw@edinburgh.gov.uk)

Proposed Core Revenue Budget 2015/16   **Appendix 1**

	Approved 2014/15	Proposed 2015/16	Proposed Cost Commitments
	£000	**£000**	
Employee Costs			
Salaries, National Insurance and Pension Fund	396	418	10 employees (2 fixed-term/1 part-time contract). Employees generate income from EU recharges (£20,000) and Bus Investment Fund (£100,000)
Premises Costs	41	40	Lease for East Claremont Street office and utilities costs. Lease expires February 2016. Lease subject to 6 months notice. Loss of rental income of £48,000 from SESPLAN absorbed
Staff Travel	10	9	
Supplies and Services			
Marketing	20	20	£10,000 Car Share/£10,000 general marketing and sustainable travel
Communications & Computing	31	31	
Hosted Service – Routewise	53	53	£50,000 saving per annum in total to participating constituent councils
Printing/Stationery/Supplies	18	10	
Insurance	4	4	Employer/employee liability insurance
Equipment/Furniture/Materials	3	1	
Training/Conferences	10	10	
Interview Expenses/Advertising	2	2	
Miscellaneous Expenses	20	11	

Proposed Core Revenue Budget 2015/16 (continued) **Appendix 1**

	Approved 2014/15	Proposed 2015/16	Proposed Cost Commitments
	£'000	£'000	
Support Services			
Finance	25	25	Per Service Level Agreement with City of Edinburgh Council. Statutory financial statements, payroll, invoice payments, debt recovery, banking and cash management, budgeting, internal audit.
Legal Services / HR	7	7	Per Service Level Agreements with Fife Council and Falkirk Council
Corporate and Democratic			
Clerks Fees	15	15	Per Service Level Agreement with Fife Council
External Audit Fees	10	10	Per Audit Scotland Annual Audit Plan
Members Expenses	3	3	Non-Council Members expenses – Partnership meetings
Interest	4	1	Net cost of borrowing per Partnership's Treasury Management Strategy
Funding			
Recharges:			
• EU Projects	(153)	(20)	Recovery of employee costs - NWE and Chums project
• Bus Investment Fund	(50)	(100)	Recovery of employee costs – Bus Investment Fund
Scottish Government Grant	(269)	(350)	
Net Core Expenditure	**200**	**200**	**To be Met by Constituent Councils**

Proposed Project Budget 2015/16   **Appendix 2**

	Approved 2014/15	Proposed 2015/16	EU /Other Grant	Net Expenditure	Proposed Cost Commitments
	£'000	£'000	£'000	£'000	
EU Projects					
RTPI	286	230	(138)	92	Contractually committed
Foodport	78	-			Project ceased
Lo Pinod	143	-			Project ceased
I Transfer	38	-			Project ceased
Weastflows	43	-			Project ceased
NWE Ride	64	64	(34)	30	Contractually committed
Chums	68	68	(50)	18	Contractually committed
Social Car	-	47	(47)	0	EU grant funded project
Total	**720**	**409**	**(269)**	**140**	
Bus Investment Fund	346	1,000	(1,000)	0	100% externally funded
Sustainable Travel	111	130		130	Provision of match funding to constituent councils, universities and colleges, Police Scotland
Rail Stations Development	-	850	(800)	50	Proposals for stations at Reston and East Linton/ studies for Newburgh and Winchburgh stations
South Tay Park and Ride	-	35		35	Agreement now in place to purchase the land. Agreement with TACtran, Dundee and Fife Councils.
Rail/Bus Advice	20	35		35	Responses to consultation documents
SDP/LDP	20	20		20	RTP input to LDP's and SDP's
RTS Monitoring	5	5		5	Ensures the RTS is up to date with transport changes
Urban Cycle Networks	120	120	(100)	20	Contractually committed
Equalities Action Forum	10	10		10	Funding for the Equalities Action Forum is included to fund a minimal level of actions identified by the Forum.
One Ticket	(13)	(13)		(13)	
Total	**1,339**	**2,601**	**(2,169)**	**432**	

Risk Assessment

Risk Description	Existing Controls
Pay awards. The proposed budget assumes provision for a pay award of up to 1% in 2015/16. A 1% uplift in pay awards equates to an increase of approximately £3,785.	Alignment with Scottish Government Public Sector Pay Policy.
There is a risk that the proposed budget does not adequately cover price inflation and increasing demand for services.	Allowance has been made for specific price inflation and other budgets have been adjusted in line with current demand / forecasts. The proposed budget includes a small contingency.
There is a risk that the deficit on the staff pension fund could lead to increases in the employer's pension contribution.	Lothian Pension Fund has developed a contribution stability mechanism as part of the strategy to manage potential volatility in employer contribution rates arising from the 2014 actuarial review. For 2015/16, there will be no change to the current employer contribution rate, based on Lothian Pension Fund's stability of pension fund contributions mechanism.
Delays in payment of grant by the EU results in additional short-term borrowing costs.	SESTran grant claims for EU funded projects were submitted in compliance with requirements of EU First Level Control process to ensure minimal delay in payment of grants. Ongoing monitoring of cash flow will be undertaken to manage exposure to additional short-term borrowing costs.
There is a risk that current levels of staffing cannot be maintained due to funding constraints and that the Partnership will incur staff release costs.	The Partnership Director continues to seek additional sources of funding for activities aligned to the Partnership's objectives to supplement resources.

ANNUAL TREASURY STRATEGY

1   Purpose of report
1.1   The purpose of this report is to propose an Investment Strategy for 2015/16.

2   Annual Treasury Strategy
2.1   The Partnership currently maintains its bank account as part of the City of Edinburgh Council's group of bank accounts. Any cash balance is effectively lent to the Council, but is offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Board. Interest is given on month end net indebtedness balances between the Council and the Board in accordance with the Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). These arrangements were put in place given administration arrangements with the City of Edinburgh Council and the relatively small investment balances which the Board has. Although the investment return will be small, the Board will gain security from its counterparty exposure being to the City of Edinburgh Council.

3   Recommendations
3.1   It is recommended that the Board continues the current arrangement outlined in Appendix 1.

Hugh Dunn
Treasurer

Appendix   Appendix 1 - Annual Treasury Strategy

Contact/tel   Iain Shaw, Tel: 0131 469 3117
                    (iain.shaw@edinburgh.gov.uk)

APPENDIX 1

Annual Treasury Strategy

(a) Treasury Management Policy Statement

1. The Partnership defines its Treasury Management activities as:

   The management of the Partnership's investments, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.

2. The Partnership regards the successful identification monitoring and control of risk to be the prime criteria by which the effectiveness of its treasury management activities will be measured. Accordingly, the analysis and reporting of treasury management activities will focus on their risk implications for the organisation.

3. The Partnership acknowledges that effective treasury management will provide support towards the achievement of its business and service objectives. It is therefore committed to the principles of achieving value for money in treasury management, and to employing suitable comprehensive measurement techniques, within the context of effective risk management.

Treasury Management is carried out on behalf of the Board by the City of Edinburgh Council. The Board therefore adopts the Treasury Management Practices of the City of Edinburgh Council. The Board's approach to investment is a low risk one, and it's investment arrangements reflect this.

(b) Permitted Investments

The Partnership will maintain its banking arrangement with the City of Edinburgh Council's group of bank accounts. The Partnership has no Investment Properties and makes no loans to third parties. As such the Partnership's only investment / counterparty exposure is to the City of Edinburgh Council.

(c) Prudential Indicators

Whilst the Partnership has a Capital Programme this is funded by grant income therefore no long term borrowing is required. The indicators relating to debt are therefore not relevant for the Partnership. By virtue of the investment arrangements permitted in (b) above, all of the Partnership's investments are variable rate, and subject to movement in interest rates during the period of the investment.

SEStran Business Plan 2015/16

1. **Background**

   1.1. This report presents for Board approval the draft Business Plan for the South East of Scotland Transport Partnership which sets out our proposals for transport investment and activity for 2015/16. The Transport (Scotland) Act 2005 requires the RTP to produce an annual business plan for submission to Scottish Government.

2. **Report**

   2.1. This report presents for Board approval the draft Business Plan for the South East of Scotland Transport Partnership which sets out our proposals for transport investment and activity for 2015/16. The Transport (Scotland) Act 2005 requires the RTP to produce an annual business plan for submission to Scottish Government. The draft business plan is attached as **Appendix 1** to this report.

   2.2. Subject to the approval of the Board, this business plan sets out for 2015/16 the levels of expenditure and the alternative sources of funding that have been attracted. The business plan will be revised on an annual basis to reflect changing circumstances and annual budgets will continue to be approved by the Board in line with the annual budget processes of the partner local authorities.

3. **Recommendation**

3.1   The Board approves the Business plan subject to the approval of the related budget papers also presented to the Board.

Alex Macaulay
Partnership Director
13th March 2015

Appendix 1 – Draft Business Plan 2015/16

Policy Implications	Content of the business plan complies with approved SEStran transport policies
Financial Implications	2015/16 budget to be approved in the related budget papers presented to the Board.
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

SEStran Business Plan 2015/16

Contents: Page:

1. Foreword by Chairman and Partnership Director

This is the Business Plan for the South East of Scotland Transport Partnership and it sets out our proposals for transport investment and activity for 2015/16.

The revised SEStran Regional Transport Strategy was approved by the SEStran Board on 18th April 2008 and by the Scottish Government on 24th June 2008. This provides the statutory basis for SEStran activities moving forward and partner authorities are required to take account of the content of the RTS when developing their own Local Transport Strategies and Regional and Local Land Use Development Plans. In the light of major changes that have taken place in the economy since the approval of the RTS in 2008, SEStran has been revising the document and seeking Board approval on a chapter by chapter basis during 2013/14. The RTS was approved for consultation by the SEStran Board on 5th December 2014 and the consultation period has now ended. The revised RTS is on the agenda for final approval at this Board meeting. It is a requirement of the RTS that SEStran publish an annual Business Plan identifying how it proposes to implement the RTS and an annual monitoring report identifying progress against the RTS.

SEStran's co-location with SESplan, the body responsible for the Edinburgh City Region Strategic Development Plan (SDP), has now ended with SESplan's re-location to West Lothian Council offices. The close working arrangements between SESplan and SEStran in relation to the strategic transport planning input to the SDP will continue.

The Government's funding for SEStran in 2015/16 has been confirmed at the same cash level as last year although Scottish Government grant funding has reduced from £920,000 to £782,000 (15%) since 2009/10, with council requisitions reduced from £315,000 to £200,000 (36.5%) during the same period. Council requisitions have remained fixed since 2012/13 with Scottish Government grant remaining fixed since 2011/12.

SEStran has continued to be successful in attracting major extra funding from external sources, which has offset these cuts to a large degree.

This business plan sets out for 2015/16 the levels of capital and revenue expenditure approved by the Board, the projects and activities that will be taken forward and the alternative sources of funding that have been attracted.

Russell Imrie, SEStran Chair

Alex Macaulay, SEStran Director

2. Guidance	

The Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraph 112 of the Guidance requires the preparation of an annual delivery or business plan to be submitted to Scottish Ministers. The plan should cover the first three years of implementation of the Regional Transport Strategy, be updated annually to reflect local and central government planning and funding cycles and include plans for capital and revenue spending and borrowing.

This Business Plan provides the annual update for 2015/16 and, after approval by the SEStran Board, will be submitted to Scottish Ministers for approval. The business plan defines the delivery programmes of SEStran and those areas where it seeks to influence the actions of others. It also provides an update on those areas of governance that are due for review and defines the current level of staff and other resources deployed.

3. Period covered by the Business Plan

This SEStran Business Plan covers the financial year of 2015/16. The plan will be updated annually.

4. The SEStran Board

SEStran was established by the Transport (Scotland) Act 2005 ("the Act") and subordinate legislation, namely the Regional Transport Partnership (Establishment, Constitution and Membership) (Scotland) Order 2005. The Order came into effect - and SEStran came into existence - on 1st December, 2005. The Partnership operates in terms of the Act and the Order.

Although "the Board" is not a statutory term for Regional Transport Partnerships, it is a useful term for distinguishing between SEStran's main decision making body, i.e. the members meeting together, from the Partnership as a corporate entity comprised of members, officials and so on.

Membership

In terms of the Order which set SEStran up, members consist of a total of 20 councillor members from the constituent councils; 5 City of Edinburgh Council members; 3 from Fife Council; and 2 from each remaining constituent authority. In addition, SEStran is entitled to have between 7 and 9 non-councillor members (paragraph 1(2) of Schedule 2 of the Order). SEStran currently has a full complement of Board members and meets every 3 months.

At the SEStran Board meeting on 29th June 2012, Councillor Russell Imrie was re-elected as chair until December 2015, the last date when he can perform as chair under the legislation. Three vice chairs were elected to serve till the next Local Authority elections. These are Councillors Lesley Hinds, Pat Callaghan and Gordon Edgar.

Performance/Audit Committee

Good governance of any corporate body involves three elements of a constant cycle: planning, performance and scrutiny. Proper scrutiny, which reviews performance and informs the next phase of planning of an organisation's activities, is often most difficult to achieve. However, for organisations such as SEStran, it is essential that there are appropriate mechanisms for review of all the Partnership's activities. Whilst the burden of auditing SEStran's performance falls in the first instance on its officials, and internal/external auditors, it was considered by the Partnership good practice to have a Performance and Audit Committee which can scrutinise the running of the Partnership and suggest improvements.

Accordingly, at its meeting of 16th February, 2007, the Board agreed to set up a Performance and Audit Committee to meet at least twice yearly composed of one member from each Authority and two non-councillor members to ensure appropriate representation of geographical and other interests. The Committee meets two weeks before each Board meeting unless there is no business to transact in that cycle.

5. Governance

Good governance is essential to any public body and SEStran is no exception. The essential building blocks for governance are set out below. These require to be kept under regular review, and a review exercise on the key governance documents has been carried out in the last year.

Framework Agreements

Framework agreements are in place with Fife Council for provision of legal services, The City of Edinburgh Council for financial services and Falkirk Council for Human Resources services.

Standing Orders

The Standing Orders have used best practice from those of other organisations and are designed to meet the needs of the Partnership. They comprise not only procedural rules regarding meetings but also financial rules which dovetail with the financial regulations as well as the tendering and contractual rules which require to be followed for all contracts entered into by SEStran. As with the Scheme of Delegation, these may require to adapt to any new functional change, as well as the normal requirement for periodic review. Standing Orders were reviewed during spring 2014 and reported to the June Board. At the September Board, the Standing Orders were amended to enable attendance at Committee or Board by remote means.

Scheme of Delegation

In 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 amended Scheme of Delegation was put in place on 18th October 2008 and represents a robust set of powers tailored specifically for the workings of SEStran as they currently stand. Clearly, should the staff complement significantly change, then the Scheme of Delegation is one of the building blocks of governance that will require to be reviewed. It is in any event subject to regular review. The Scheme of Delegation was reviewed during spring 2014 and reported to the June Board, with no changes being found necessary.

Financial Regulations

As part of the Partnership's commitment to the development of its corporate governance arrangements, a Financial Rules Manual has been developed. The manual reflects the

Partnership's approved financial regulations and arrangements with the City of Edinburgh Council. 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. The Financial Rules were reviewed during spring 2014 and reported to the June Board.

Fraud Policy / Action Plan

The Partnership has arrangements in place to prevent and detect fraud, inappropriate conduct and corruption. These arrangements include standing orders and financial regulations, a whistle blowing policy and codes of conduct for elected members and staff and an Anti-Fraud and Corruption Policy and Fraud Response Plan. The Anti-Fraud and Corruption Policy and Fraud Response Plan were reviewed during spring 2014 and reported to the June Board.

Human Resources Policies / Procedures

Falkirk Council and SEStran in house staff have developed a range of HR policies and procedures to comply with the relevant legislation and provide clarity on HR management.

All policies are revised in line with legislation changes and are subject to regular review and the Family Leave Policy was updated and approved by the Board in September 2014.

Equalities

SEStran, as a Regional Transport Partnership, has a statutory requirement to comply with requirements associated with Equality legislation and also tackle discrimination on age, religious and sexuality grounds.

The SEStran Equalities Outcome Report and Mainstreaming the Equity Duty Report have been published on the website. These reports along with our previous Equality Schemes provide a clear cross referencing to other approved and published SEStran documents so that anyone wishing to establish our position on equity issues can find it. A key element of the recommendations was the establishment of an Equalities Forum which meets on a three monthly basis, involving local equalities groups, to discuss the work that SEStran is doing and how it operates, to get feedback and suggestions on how we can usefully improve on equalities issues. However the Equalities Forum is not just for discussion, it also focuses on solving practical issues e.g. introducing the SEStran Thistle card and station access issues.

The implementation of equalities policies is an ongoing process rather than simply the requirement to publish a specific report. Equal Opportunities are at the heart of the SEStran ethos and we intend to meet our statutory duties in this regard.

Liaison Groups

SEStran has established a series of liaison groups with stakeholders. The Liaison Groups serve as forums 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's deliberations. 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. These groups have proven to be invaluable in ensuring close working relationships with our partners. The groups with their respective remits are described below.

Liaison Group Names, Remits and Composition

The following Liaison Groups are in operation:
- Chief Officer Liaison Group
- Strategy Liaison Group
- Bus Liaison Group
- Access to Healthcare Liaison Group

Chief Officer Liaison Group Remit:
- To provide a forum for discussion of transport matters between officers of the constituent Councils and officers of SEStran;
- To consider transport matters relating to the functions, strategy and operations of SEStran and provide advice to the Partnership Board;
- To consider transport matters arising through reports and meeting notes from the other Liaison Groups and provide advice to the Partnership Board;
- To consider and provide advice on any transport matters referred to the Group by the Partnership Board or by the Partnership Director;
- To inform and advise the Partnership Director on transport matters as affecting the SEStran constituent Councils.

Chief Officer Liaison Group Membership:
- The Head of Transportation (or equivalent post or nominee) from each SEStran constituent Council (8)
- Chairs of other Liaison Groups. (Maximum 5).
- SEStran Partnership Director (1)

Other Liaison Groups Remits are identical:
- To provide a forum for discussion of matters relating to the Liaison Group topic between officers of the constituent Councils and officers of SEStran
- To consider matters relating to the Liaison Group topic as they may affect the functions, strategy and operations of SEStran and provide advice to the Partnership Board and/or the Chief Officer Liaison Group
- To consider and provide advice on any matters relating to the Liaison Group topic referred to the Group by the Partnership Board or by the Partnership Director
- To inform and advise the Partnership Director on matters relating to the Liaison Group topic as they affect the SEStran constituent Councils.

Other Liaison Groups Membership:
- One appropriate nominated officer from each SEStran constituent Council (8)
- SEStran Partnership Director or Officer (1)

SEStran Forums; Liaison including other bodies

SEStran Forums act as forums between SEStran, the partner authorities and outside stakeholders, including, as relevant, special interest groups and organisations, relevant industries and Transport Scotland. The forums involve all SEStran board members as well as officers from the partnership constituent Councils and are usually chaired by non elected members.

The five Forums currently in place are;

- Rail Forum; membership of this includes Transport Scotland, all the six rail franchise operators in the SEStran area, Network Rail, the Rail Freight Group and Passenger Focus.

- Bus Forum; membership of this includes Transport Scotland, all the three main and many of the smaller bus operators in the SEStran area, Confederation of Passenger Transport (CPT), Community Transport Association (CTA), Traveline and Bus Users Scotland.

- Air Forum; this forum has just been established and the first meeting will take place during 2015/16. Key participant will of course be Edinburgh Airport and other relevant bodies / organisations will be invited.

- Sustainable Transport Forum: membership of this includes Health Boards, relevant universities and colleges, Cycling Scotland, Sustrans, energy savings trust, living streets Scotland, City Car Club and a number of Community Groups.

- Equality Forum; Equality Forum; involves representatives from various equality and disability groups and assists us in meeting our statutory duties with regard to equalities. The focus of the forum is to address practical issues to remove barriers to the use of transport.

In addition to the above, a further area of external liaison from the Freight Quality Partnership designed to assist us in facilitating freight movement to, from and through the SEStran area.

The above forums and external liaison groups have proved to be very effective and invaluable in ensuring close working relationships between outside bodies and organisations, SEStran and the constituent councils and in promoting and resolving issues relevant to the SEStran area.

Review Period for Key Governance Documentation

To ensure the good governance of SEStran, it is essential not just that the relevant documentation containing the key policies is in place, but also that the documentation is subject to regular review. SEStran, like all public bodies, operates in a changing environment and will evolve partly from its own internal policy decisions but also in response to the evolving landscape of transportation in South East Scotland, changes to legislation, government policy, etc. Accordingly, its governance building blocks cannot be set in tablets of stone and need to be kept under appropriate review timescales. The following governance documentation is subject to review as shown:

Governance Document	Timetable for Review
Standing Orders	Every Second Year (Reviewed spring 2014.)
Financial Regulations	Every Second Year (Reviewed spring 2014.)
Scheme of Delegation	Yearly (Reviewed spring 2014.)
Committee Structure	Eighteen Monthly (Reviewed spring 2014 as part of Standing Orders review.)
HR Policies/Procedures	Yearly (Review during summer 2014.)
Liaison Group Structures	Eighteen Monthly (Reviewed spring 2014.)
Anti-Fraud and Corruption Policy	Every Second Year (Reviewed spring 2014.)

Powers and Functions

A distinction can be drawn between the *powers*, *functions and duties* of SEStran.

Dealing briefly with its *duties*, these are, principally, in two categories. The first category relates to regional transport strategies and SEStran, like the other transport partnerships, is under an obligation to produce a regional transport strategy and to monitor and, wherever possible, ensure its implementation (sections 5, 9 and 12 of the 2005 Act). The second category is in relation to a more general raft of duties to comply with various regulatory matters both under the 2005 Act and other pieces of legislation including auditing requirements; Ethical Standards in Public Life, etc. (Scotland) Act 2000; Freedom of Information (Scotland) Act 2002; Scottish Public Services Ombudsman Act 2002.

SEStran's Powers

In common with all transport partnerships, SEStran's powers are set out by the 2005 Act. In summary, these powers are to (references being to sections of the 2005 Act):
- require funding from its constituent councils (section 3);
- give grants and loan in implementation of the RTS (section 3);
- borrow money for specific capital expenditure (section 3);

- employ staff (para. 1 of Schedule 1);
- acquire land by agreement or compulsorily and dispose of it (paras. 6 and 9 of Schedule 1);
- develop land for its own purposes - or if surplus for other persons' use (paras. 6 and 7);
- promote or oppose private legislation (para. 10);
- participate in community planning (para. 11);
- form or promote companies (para. 12); and
- erect buildings, provide offices, entering into building contracts etc. (para. 16).

SEStran's Functions

The legislative framework setting up SEStran recognises that transport functions are currently carried out by other bodies and make provision for transfer of some or all of these functions in certain circumstances. Section 10 of the 2005 Act provides that transport partnerships such as SEStran can carry out transport functions either instead of the previous function provider (usually the constituent council); or concurrently with that person.

To exercise further transportation functions, SEStran has two options. The first would be for SEStran to reach agreement with all or any of the constituent councils and/or the Scottish Ministers that it delivers certain of the transport functions which the councils are currently providing on their behalf. This route is provided by section 14 of the 2005 Act. The second, as outlined above, is to apply to the Scottish Government under section 10 for additional functions.

Section 10 Application for Additional Functions - Process

Section 10 of the Act sets out the procedure which will require to be followed, should SEStran resolve to seek additional functional capability. The precise functions would require to be the subject of Board approval. Thereafter SEStran would require to consult with its constituent authorities for additional functions (s.10(6)). It would be prudent to report to the Board on the results of that consultation before finalising the request, to the Scottish Ministers.

In terms of s.10 (8), the Scottish Ministers would again consult the local authorities on any request for additional functions. In considering the request, the Scottish Ministers have to have regard to SEStran's RTS.

6. The Regional Transport Strategy (RTS)

The SEStran Regional Transport Strategy was approved by the SEStran Board on 18th April 2008 and by the Scottish Government on 24th June 2008. This provides the statutory basis for SEStran activities moving forward and partner authorities are required to take account of the content of the RTS when developing their own Local Transport Strategies and Regional and Local Land Use Development Plans.

The last few years have seen a level of progress on delivery of the RTS that is less than was anticipated as a direct result of limited resources and funding within local authorities being focused on other higher priority services. A refreshed RTS will be completed in 2015 to reflect current limited resources available and update its content. However the basic principles and objectives within the RTS remain largely unchanged.

Vision

The RTS created a vision as a basis for developing the strategy:

"South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health"

To achieve this vision, four comprehensive objectives were developed.

Objectives

The objectives of the RTS are as follows:

- **Economy – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner;**
  o To maintain and improve labour market accessibility to key business/ employment locations, from all localities and communities.
  o To maintain and improve connectivity to the rest of Scotland, the UK and beyond.
  o To support other strategies, particularly land-use planning, and economic development.
  o To reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight.

- **Accessibility – to improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car, particularly those living in rural areas;**
  o To improve access to employment.
  o To improve access to health facilities.

- To improve access to other services, such as retailing, leisure / social and education.
- To influence decisions on the provision of public transport to make it more affordable and socially inclusive.

- **Environment – to ensure that development is achieved in an environmentally sustainable manner:**
  - To contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions.
  - To minimise the negative impacts of transport on natural and cultural resources.
  - To promote more sustainable travel.
  - To reduce the need to travel.
  - To increase transport choices, reducing dependency on the private car.

- **Safety and Health – to promote a healthier and more active SEStran area population;**
  - To improve safety (accidents) and personal security.
  - To increase the proportion of trips by walk/cycle.
  - To meet or better all statutory air quality requirements.
  - To reduce the impacts of transport noise.

The above objectives were mapped to the high level objectives of the Scottish Government. That mapping is shown below and confirms the continuing relevance of the RTS objectives.
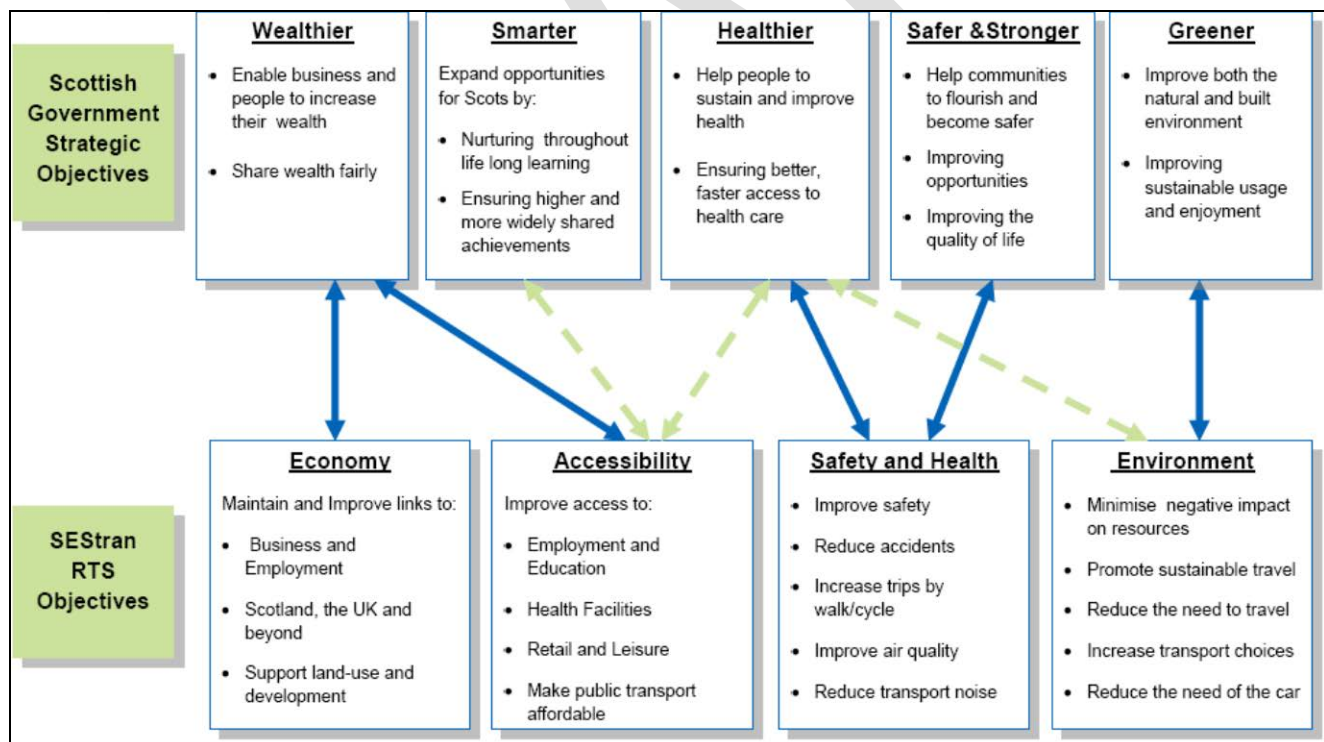
RTS Approach

The implementation strategy comprises three themes based on a comprehensive set of policies and objectives.

- **Region wide measures** – those interventions affecting the whole of the SEStran area.
- **Initiatives for specific areas and groups** – mainly aimed at providing improved accessibility for various population groups in various locations.
- **Network based interventions** – promoting comprehensive projects and initiatives to improve travel and reduce modal reliance on the car, along strategic travel corridors.

Delivery plan

For planning the implementation of our RTS, the basis of our programme is defined in the Delivery plan as indicated below:

	Revenue	Capital
Region wide measures	£1,540,000	£6,770,000
Specific areas and groups	£4,600,000	£0
Network based	£0	£24,808,000
Total	£6,140,000	£31,578,000

It is clear in the current financial climate that the above levels of anticipated expenditure cannot be achieved. It is proposed to review the delivery plan during 2015/16, following the approval of the RTS review, and the results will be incorporated in next year's business plan review.

Input to Single Outcome Agreements

SEStran continues to participate in Community Planning with our partner authorities and provide input to Single Outcome Agreements as required. A recent staffing review has allowed greater involvement in Community Planning Partnerships, promoting sustainable accessibility to jobs, health, education and leisure facilities as an input into achieving Councils' Single Outcome Agreements.

Monitoring

It is important that SEStran can demonstrate that it is achieving its aims and objectives. The RTS provides a basis for monitoring but this needs to be detailed and implemented on a regular basis. The results of the annual monitoring are reported in the Annual Report. This requires an annual data gathering exercise, the cost of which is included in the revenue budget.

Real Time Passenger Information (RTPI)

Following on from their success in 2013 with a £1m award to the RTPI system, SEStran has again been successful with two bids to the Bus Investment Fund (BIF).

The first was for £500,000, over two years, to expand the bustrackerSEStran RTPI project by fitting out more buses operated by First Scotland East, accommodating changes imposed by Stagecoach and developing a Vehicle Monitoring (VM) feed, all of which is described in more detail below.

The second bid - also for £500,000 over two years – will fund equipping public premises with TV screens displaying real time passenger information through bustrackerSEStran as well as information on local events and services.

Overall the awards will enhance access to bustrackerSEStran through expanding the scheme to include additional vehicles and extending access to the system through the medium of public information screens. In aggregate this represents a major extension and improvement to both the functionality of the system itself and to public access to live bus times information. The total fund now successfully obtained, to date, for the RTPI scheme is almost £5.3m.

Recent events have necessitated significant change within the RTPI project. Stagecoach Fife, during a progress meeting at the end of last year, informed SEStran that they intended to equip all of their buses with their own ticket machine based RTPI system, and that this was to be implemented during the period March to June 2015. Accordingly, no more of their vehicles were to be equipped with the SEStran real-time kit. Furthermore, they would return the on-bus computers and consoles already fitted, on their buses, to SEStran. This announcement came without warning and reflects Stagecoach national policy in respect of ticket machine upgrades and RTPI.

Rather than viewing this as a potential drawback to the project, SEStran has taken the opportunity to expand the real time system. Stagecoach has agreed to provide the necessary feed from their new system to "bustrackerSEStran" so that their RTPI can still be available through SEStran's RTPI, as well as their own systems.

In order to receive and refine that data the SEStran system requires the development of a VM feed. This further development will also facilitate the introduction to the scheme of smaller operators who equip their buses with modern ticket machines capable of sending their GPS location and current service details to the bustrackerSEStran system. This approach is preferred by smaller operators who don't require the more expensive fleet management components of the system (which the large operators favour) and who wish to minimise the installation and expense of 3rd party systems on their vehicles.

The following deliverables, as agreed with Transport Scotland, will be accommodated within both the BIF 2013 and 2014 (Bus Fit-out) awards:

31 buses (outstanding within the BIF 2013 award) in the First fleet will be equipped and commissioned by the end of March 2015.

Development of the system interface (VM feed), to accept Stagecoach (& in future small operators) ticket machine data, will commence and be approximately 50% complete by end of March 2015.

The above tasks will complete the £996,000 BIF 2013 project expenditure by the March 2015 deadline.

It is not possible to complete and fully commission the Stagecoach VM interface by March 2015 due to the Stagecoach project programme. It is anticipated that the data interface will be completed and commissioned by August 2015 under the 2014 BIF "SEStran Regional RTPI – Bus Fit-out" project.

The remainder of the 2014 BIF award will fund the installation of the on-bus equipment, removed from the Stagecoach vehicles, on to the remaining vehicles of the First fleet operating in the SEStran area.

The end result of all of the above is that bustrackerSEStran will, in the coming year, feature all of the First Scotland East fleet, all of the Stagecoach Fife fleet and the system will be equipped to accommodate the smaller operators who elect to join the system using GPS enabled ticket machines. In addition, a substantial number of public premises throughout the Region will be displaying RTPI on TV screens also showing public information and news bulletins.

In addition SEStran are continuing to pursue a bid to Scottish Enterprise for £500k to further expand the TV screen facility into private premises (such as bars, cafes, offices), on a commercial basis to increase the exposure of RTPI and earn income to help support the scheme in the long term.   SEStran personnel have recently attended two conferences organised by Scottish Enterprise to take the Mobility Challenge forward and on both occasions, the Partnership Director presented the SEStran proposal. The draft Business Plan remains with the assigned Scottish Enterprise adviser and further contact is awaited.

Sustainable Transport

Sustainable transport is central to the Regional Transport Strategy. As well as the specific objectives of promoting more sustainable travel and increasing the proportion of trips by walk/ cycle, sustainable transport will have a central role in meeting our Environmental objectives. There are five main strands of SEStran work in sustainable transport:

- travel plans,
- car sharing,
- walking,
- cycling, and
- sustainable transport policy.

Two grant schemes will be offered in 2015/16, the Sustainable and Active Travel Grant Scheme (SATGS) and the Regional Cycle Network Grant Scheme (RCNGS). For both schemes, matched grants of up to £25,000 will be made available on a pound for pound basis to Public, Private and Third Sector organisations in the South East of Scotland. The SATGS grants will be for the promotion of Sustainable and Active Travel to employees and visitors. The RCNGS grants will be for capital works targeted at improving cycling connectivity throughout the region. Guidance for applicants and application forms are available on the SEStran website. Links to the grant schemes will also be made available through the SEStran forums, and distributed through the EAUC (Environmental Association for Universities and Colleges) and SCVO (Scottish Council for Voluntary Organisations) networks.

At the October 2009 Partnership Board Meeting the 'Development of a Strategic Urban Cycle Network: A Strategy for Investment' document was approved. The strategy for investment was developed from a review of cycling provision in the main transport corridors; consultation with key stakeholders and a comprehensive best practice review. The strategy presented a series of general principles and recommendations to direct the development of a strategic cycle network across the SEStran area. This strategy is currently being refreshed and refocused on identifying cross-boundary routes and gaps in the network. GIS layers of the current and planned cycle network will accompany the refreshed strategy and be shared with all SEStran Local Authorities to aid cross-boundary planning.

Following approval at the December 2013 Partnership Board an embedded Sustrans Graduate Active Travel Officer was employed in August 2014. The post holder is employed by SEStran and supported by a grant of £100,000 pa from Sustrans to improve active travel provision in the region. This grant now forms the RCNGS offering.

Smarter Choice Smarter Places

Between 2008 and 2012, Transport Scotland together with COSLA delivered the Smarter Choices Smarter Places (SCSP) Pilot Programme. This programme aimed to encourage travel behaviour change through various soft measures (including personalised travel plans) and infrastructure investment in seven selected Local Authority areas. Within the SEStran region this included the 'Take Another Route' pilot project in Falkirk.

The findings from these pilots have led to the availability of matched funding in 2015/16 to each Local Authority. Transport Scotland in partnership with Paths for All invited each Local Authority to bid for an individually allocated amount, based on each Local Authorities size and population (with a floor of £50,000). It was encouraged that Local Authorities, as part of their bid, work in partnership with Regional Transport Partnerships, NHS Boards and other public bodies or voluntary organisations.

During the 2015/16 SCSP budget, funding is available for strategy development, soft measures and integration with public transport. However, this does not include infrastructure, land negotiation or repairs.

Local Authorities will be required match funding from the SCSP award by at least 50%. In-kind contributions of up to 25% of total project costs are acceptable. SEStran has offered letters of support to partner authorities who have expressed interest in using the SEStran Sustainable and Active Travel Grants (SATG) in 2015/16. Guidance for SATG applicants will be made available in late March 2015.

Integrated Ticketing

Integrated ticketing can act as an incentive for current car users to switch to public transport. The ability to buy a ticket that can be used on a number of different operators increases the relative accessibility and attractiveness of public transport by simplifying the transaction. In addition, when such a ticket is used for a journey involving more than one operator it can and in most cases does provide a more cost effective solution when compared to buying a ticket from each operator in the journey separately.

One Ticket Ltd. provides an integrated ticket for the east central Scotland area that involves all the service bus providers in the area and includes rail services in and out of the region. The company is owned by the participating operators and income to One Ticket from integrated ticket sales is distributed to the participating operators, less an administration charge, in proportion to the recorded use of one tickets by each operator. One Ticket is currently a £1.3m pound per annum business and tickets can be purchased from a range of outlets including Pay Point, the web site, operators' ticket offices and local authority offices including SEStran. Tickets are available on a daily, weekly four weekly and annual basis.

Since October 2011, SEStran has assumed the role of administrator for One Ticket at the request of the One Ticket Board and approval by the SEStran board. To assist with this, the One Ticket board insisted that we continue to use the same consultant that has been providing services to One Ticket for a number of years and this has been done. The impact of this is neutral on the SEStran budget with the exception of an administration charge to One Ticket to cover for staff SEStran staff support. This shows up as income in the SEStran core budget.

Bus and Rail Public Transport

SEStran is representing and also providing direct support to the eight constituent member councils in respect of Bus and Rail public transport services

Most rail issues affecting the SEStran area and involving Transport Scotland, Network Rail and the individual rail operators are dealt with through various meetings and working groups involving the above parties although on a number of issues these external bodies deal directly with individual councils.

Some of the current rail issues that are subject to discussions between SEStran and the rail industry would include Rail Franchising (in particular the change of franchisees in respect of ScotRail and East Coast), Rail timetabling, Investment in stations, Station car parking

strategy, High Speed Rail (covering both proposed Anglo-Scottish and internal Scottish services), the provision of new services and the establishing of Community Rail Partnerships.

SEStran has combined with member Authorities and has applied for and will consider further applications for funds from the £30m station fund and will pursue these applications. Part of this will be to act as a client on behalf of East Lothian and the Scottish Borders to take the proposals for new stations at East Linton and Reston to National Rail's 'Grip 3' Stage, which includes detailed design.

On the Bus side, the local authorities act directly with the bus industry, in particular on issues of tendering for services and the provision of relevant infrastructure, and the main involvement of SEStran is primarily directed towards national strategic issues.

However, SEStran provides a direct service to the Councils in respect of bus service and bus infrastructure data management. Until 2007, each council managed this service on their own through separate contracts with relevant specialist companies that provided necessary software. This was then rationalised into one SEStran contract for software provision and maintenance and one for hosting of the data, with both contracts being managed and paid for by SEStran at an estimated total annual saving to the Councils of more than £100,000 but at an annual cost to SEStran of around £55,000. All data input and the manipulation of data are still a matter for the Councils and it is the case that this merging of the individual council contracts and the creation of a joint database has enabled a degree of shared services between SEStran Councils, reduced service duplication and has simplified contract management.

SEStran will explore the opportunities to further rationalise this service through joint agreements with other RTPs and external local authorities as relevant and Stirling Council is already part of the SEStran scheme.

SEStran will also pursue the provision of a new bus Park & Ride on the landfall site on the north side of the Tay Road Bridge. Agreement to purchase the land has been reached and will go ahead during 2015/16. Financing and tendering for the project will be taken forward and through the Steering Group, which beside SEStran, also includes Transport Scotland, Fife Council, Tactran and Dundee City Council. SEStran will also liaise closely with the bus operators and other relevant bodes through the implementation process for this new facility.

Other European Funded Projects

Project	Description	Delivery Model	Benefits achieved
Nwe Ride	Project funded by the North West Europe Interreg Programme. NweRIDE is a platform that allows journeys from various ride/car-sharing systems to be interchangeable in real time. It will also be enabled to link with public transport information. Initially SEStran, in collaboration with Liftshare, will feed exchange user trips	Partnership with private sector and other European partners. Direct staff input. Collaboration with Liftshare, provider of Tripshare SEStran. 50% EU funding	Encouraging more sustainable travel habits through developing car sharing on a Europe wide platform and in providing links to public transport data ensuring that any

	into a UK pilot.		adverse effect on public transport patronage is limited.
SocialCar	Project was approved in January 2015 and €188,450 has been awarded to SEStran over the next 3 years. SocialCar aims to integrate public transport information, car pooling and crowd sourced data in order to provide a single source of information for the traveller to compare multiple options/services. Interaction between users and Social Car system will be managed through selected social media channels.	Partnership with other European partners and direct staff input. 125% EU funding	Through joint working with our partners at Traveline Scotland and Liftshare UK, a demonstration of the platform will be trialled in Edinburgh. Seeks to encourage more sustainable travel through car sharing and public transport patronage.
Chums	A new project under the umbrella of Intelligent Energy Europe (IEE) which includes SEStran as a partner. The enormous potential of carpooling strategies has been frustrated by the traditional behavioural, social and cultural barriers people have to sharing cars – this is the challenge of CHUMS'. The aim of the project is to apply a composite CHUMS behavioural change strategy, developed by the consortium and to transfer the proven methods to the rest of Europe (IEE project attracts 75% EU funding).	Partnership with other European partners and direct staff input. Collaboration with Liftshare. 75% EU funding	Seeks to address the energy challenge of low car occupancy and the 50% of journeys in cities that cannot be accommodated by conventional public transport modes.

	8. Budget

Core Budget

The approved core revenue budget for 2014/15 is contained in the table below along with the proposed budget for 2015/16.

Proposed Core Revenue Budget 2015/16

	Approved 2014/15	Proposed 2015/16
	£000	£000
Employee Costs		
Salaries, National Insurance and Pension Fund	396	418
Premises Costs	41	40
Staff Travel	10	9
Supplies and Services		
Marketing	20	20
Communications & Computing	31	31
Hosted Service – Routewise	53	53
Printing/Stationery/Supplies	18	10
Insurance	4	4
Equipment/Furniture/Materials	3	1
Training/Conferences	10	10
Interview Expenses/Advertising	2	2
Miscellaneous Expenses	20	11
Support Services		
Finance	25	25
Legal Services / HR	7	7
Corporate and Democratic		
Clerks Fees	15	15
External Audit Fees	10	10
Members Expenses	3	3
Interest	4	1
Funding		
Recharges:		
• EU Projects	(153)	(20)
• Bus Investment Fund	(50)	(100)
Scottish Government Grant	(269)	(350)
Net Core Expenditure	**200**	**200**

Approved Projects Budget 2014/15

Description	Budget	Actuals @ 11/2/15	Forecast	Variance
SESPLAN 100% COSTS	-12,000	-48,138	-48,138	-36,138
ONE TICKET	0	45,857	45,857	45,857
ONE TICKET	-13,000	-58,603	-58,603	-45,603
R15 PARK & CHOOSE STH TAY BRIDGE	0	1,390	1,750	1,750
R17 SUSTAINABLE TRAVEL AWARENESS	111,000	38,313	111,000	0
URBAN CYCLE NETWORKS	120,000	-3,642	116,358	-3,642
URBAN CYCLE NETWORKS	-100,000	0	-100,000	0
RTPI CAPITAL COSTS	282,000	315,793	317,793	35,793
RTPI - SCOTTISH GOVERNMENT	0	0	0	0
RTPI - 13/14 CARRY FORWARD	-23,000	-14,370	-14,370	8,630
RTPI - BUS OPERATORS	-118,000	-98,006	-98,006	19,994
R12 EDINBURGH ORBITAL BUS PROJECT	0	55	55	55
R34 PROJECT MANAGEMENT COSTS	10,000	2,998	4,000	-6,000
REVENUE PROJECTS GRANT	-516,000	-516,000	-516,000	0
R37 RTS MONITORING	5,000	5,000	5,000	0
EU1 DRYPORT	0	18,902	18,902	18,902
R41 SPECIALIST RAIL BUS ADVICE	20,000	24,884	28,884	8,884
R41 SPECIALIST RAIL BUS ADVICE	0	-6,000	-6,000	-6,000
R42 REGIONAL DEV PLAN INPUT	20,000	22,959	29,709	9,709
OTHER LA JOINT PROJECTS	0	1,450	1,450	1,450
OTHER LA JOINT PROJECTS	0	-1,450	-1,450	-1,450
EU2 CONNECTING FOOD PORTS	78,000	48,782	48,782	-29,218
EU2 CONNECTING FOOD PORTS	-39,000	-18,397	-18,397	20,603
EU4 LO PINOD	143,000	102,288	102,288	-40,712
EU4 LO PINOD	-71,000	-55,697	-55,697	15,303
EU5 I TRANSFER	38,000	48,337	48,337	10,337
EU5 I TRANSFER	-19,000	-22,696	-22,696	-3,696
EQUALITIES FORUM ACTIONS	10,000	0	0	-10,000
EU WEASTFLOWS	43,000	53,647	68,647	25,647
EU WEASTFLOWS	-22,000	-16,785	-34,188	-12,188
EU NWE RIDE	64,000	27,333	30,000	-34,000
EU NWE RIDE	-32,000	-16,614	-16,614	15,386
BUS INVESTMENT FUND	346,000	211,747	347,771	1,771
BUS INVESTMENT FUND	-346,000	-102,677	-346,000	0
EU CHUMS	68,000	11,609	13,609	-54,391
EU CHUMS	-50,000	-29,598	-29,598	20,402

Proposed Project Budget 2015/16

	Approved 2014/15	Proposed 2015/16	EU /Other Grant	Net Expenditure
	£'000	£'000	£'000	£'000
EU Projects				
RTPI	286	230	(138)	92
Foodport	78	-		
Lo Pinod	143	-		
I Transfer	38	-		
Weastflows	43	-		
NWE Ride	64	64	(34)	30
Chums	68	68	(50)	18
Social Car	-	47	(47)	
Total	**720**	**409**	**(269)**	**140**
Bus Investment Fund	346	1,000	(1,000)	0
Sustainable Travel	111	130		130
Rail Stations Development	-	850	(800)	50
South Tay Park and Ride	-	35		35
Rail/Bus Advice	20	35		35
SDP/LDP	20	20		20
RTS Monitoring	5	5		5
Urban Cycle Networks	120	120	(100)	20
Equalities Action Forum	10	10		10
One Ticket	(13)	(13)		(13)
Total	**1,339**	**2,601**	**(2,169)**	**432**

Approved requisitions from partner authorities 2015/16

Clackmannanshire	£6664
East Lothian	£13173
Edinburgh	£63357
Falkirk	£20422
Fife	£47685
Midlothian	£11008
Scottish Borders	£14799
West Lothian	£22892
	£200,000

Marketing and Communications Budget 2014/15 to 2015/16

Purpose	2013/14 Commitment	2014/15 Commitment
Materials	£2,000	£2,000
Website	£1,700	£1,700
Photography	Nil	Nil
Media Training	Nil	Nil
Events	£3,000	£3,000
Advertising	£300	£300
Publications	£3,000	£3,000
Total Core Budget	**£10,000**	**£10,000**
Project related budgets covered elsewhere		
Tripshare	£10,000	£10,000

9. Resources

Establishment

With effect of 31st March 2015, the SEStran offices are currently home to 10 paid employees.

Alex Macaulay	-	Partnership Director
Alastair Short	-	Strategy Manager (Part time)
Jim Grieve	-	Programme Manager
Angela Chambers	-	Office Manager / PA to Director
Lisa Freeman	-	Strategy Liaison Officer
Andrew Dougal	-	Communications Officer
Andrew Hutt	-	Graduate Technical Officer (Fixed term contract)
Emily Whitters	-	Administrator
Sarah Ryan	-	Active Travel Officer (Fixed term contract)
Fern Wallingford	-	Clerical Assistant (Fixed term contract)

Accommodation

We are currently located in offices which, although not as centrally located as our previous accommodation, have allowed us to deliver a saving to the core revenue budget.

Equipment

Using a budgeted allowance, the IT equipment was upgraded in 2013.

Regional Transport Strategy Review

1. INTRODUCTION

1.1 The Board approved a report to consult on our Draft Reviewed Regional Transport Strategy (RTS) at a previous Board meeting.

1.2 The Draft strategy has been sent out for consultation targeting all the bodies who responded to the extended consultation process, including all RTPs and SEStran Local Authorities.

1.3 The strategy has also been screened by the SEA consultation authorities and following further discussions with SEPA, SEStran has made a determination that no further SEA assessment is required.

2. DETAIL

2.1 As Reported at the last Board meeting, the consultation period was extended until 6th March to allow a full response. The results of the consultation are summarised in Appendix 1 of this report. The Draft Regional Strategy including proposed revisions is provided in Appendix 2.

1.4 Following discussions and agreement with SEPA that no further SEA assessment was required, SEStran in line with The Environmental Assessment (Scotland) Act 2005 has made a determination that no further SEA assessment is required. (Appendix 3). This was advertised in the Scotsman on 11th February 2015 and is available for inspection at our reception and on our web site.

2.2 As prescribed in the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 in compliance regulations 4 & 5, the implications of our Revised RTS and progress on our Equalities Outcome Report have been examined and a revised version is attached (Appendix 4) to be placed on our web site.

2.3 On Board approval the Draft refreshed Regional Transport Strategy will be submitted to Ministers for approval. This complies with the Transport (Scotland) Act 2005, sections 6 & 7. Following this, the strategy will be formatted for publication, mainly web based with a minimal distribution of hard copies.

3. RECOMMENDATION

3.1 The Board approves the Reviewed Draft Regional Transport Strategy for submission to Ministers for approval and the associated reviewed Equalities Outcome Report.

Alastair Short
Strategy Manager
February 2015

Appendix 1 – Consultation responses

Appendix 2a & B – Revised Draft regional Transport Strategy

Appendix 3 – SEA determination

Appendix 4 – revised Equalities Outcome Report

Policy Implications	Policy Development
Financial Implications	None
Race Equalities Implications	Equalities implications examine in App. 4
Gender Equalities Implications	Equalities implications examined in App. 4
Disability Equalities Implications	Equalities implications examined in App. 4

Appendix 1 SEStran RTS Consultation Responses

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
Tactran	Paragraph 5.3.2 Tactran supports the Sestran position on welcoming further electrification of the rail network including lines to Alloa and Dunblane.	No change	Noted
	Paragraph 5.3.4 Tactran endorses the Sestran position supporting plans and proposals for reduced journey times between Edinburgh and Inverness, Aberdeen, Dundee and Perth, though it is believed that full consideration should be given to stopping patterns rather than aiming solely for shorter end-to-end journey times.	Amendment made	Slight amendment to text of this paragraph
	Paragraph 5.3.9 states that the provision of a new station at Newburgh is supported. It is noted that this position has been declared ahead of the findings of a broader study including a potential station at Oudenarde, while the Proposed Fife Local Development Plan states that Transport Scotland has no commitment towards funding and that the case for a new station will be considered in connection with demand from new development in Newburgh.	Amendment made	Oudenaarde added; Caveat added relating to new development
	Topic 6 (page 48) Tactran supports promotion of through ticketing and OneTicket in the Tactran area.	No change	Noted
	Section 7.2 Access to Healthcare – Public Transport – there is a need for a cross-RTP approach on this topic due to the significant cross boundary flows, e.g. from Fife to Ninewells Hospital and Stirling to Forth Valley Royal Hospital.	Amendment made	Para 7.2.5 amended to refer to neighbouring RTPs
	Section 9.5 Tactran notes and supports the South Tay Park and Ride Project.	No change	Noted
Rail Freight Group	Believe that SEStran should in practice devote more attention to rail freight as part of a balanced transport strategy rather than current focus on sea.	No change	Point noted
	2.6.19 Add text to highlight rail freight usage in SEStran area	Amendment made	Text added to 2.6.19 as suggested
	5.8.2 Factual amendments suggested	Amendment made	Text added to 5.8.2 as suggested
	5.9 Suggested that focus should be on a single Forth container port combined with development of direct intermodal rail from central Scotland to continental Europe	Amendment made	Added reference to consideration of direct rail services
	9.4.4 Factual information relating to Freightliner Coatbridge	No change	The reference in the RTS is to a completed study.
	Concern about potential loss of Millerhill as a rail-served location of key importance	Amendment made	Point noted; Comment referring to 2010 agreement on referral of key planning applications for comment by SEStran added in para 2.6.17
Scottish Council for Development and Industry	5.1.1 Reference to Agenda for Cities welcomed	No change	Noted
	3.1.1 and elsewhere - Refer to City Investment Plan for Edinburgh city region	Amendments made	Added to 3.1.1 and elsewhere (see below)
	Add alignment with City Investment Plan as well as SDP	Amendments made	Added text on CIP in 8.1.6 and 8.3.6
	Refer to CIP 'Investment Roadmap' to be produced in early 2015 as basis for ESF funding application	Amendment made	Text added to 10.5.4
	6.3.2/3 Should include aspiration for national smart ticketing scheme	Amendment made	Added national aspiration to 6.3.3
	6.5.11 Support EU Hydrogen fuel cell bus commercialisation project building on Aberdeen pilot	Amendment made	Amended 6.5.11 to refer
	2.6.19 and elsewhere - Place more emphasis on rail freight opportunities and benefits	Amendments made	Text added to 2.6.19, 5.8.2 and 5.9.2 to focus more on rail freight
	3.4 Objectives do not emphasise sufficiently: a) support for tourism; b) protection of natural heritage and wildlife	Amendments made	Text added to 3.4.3 and 3.4.9 to reinforce these points
	6.7 Priority given to promotion of walking and cycling welcomed	No change	Noted
	5.2 Importance given to role of Edinburgh airport welcomed, but should highlight need for connectivity to emerging markets	Amendment made	Amended 5.2.2 to refer to emerging markets in general
Road Haulage Association	Support Freight Quality Partnership	No change	Noted: welcomed
	Highlighted the importance of efficient routes in particular the A1 Scottish sections and road connections between the North East England to the M74 and M6.	No change	Noted: covered in Chapter 5 of RTS
	Benefits of the new crossing at Kincardine as well as the new Queensferry Crossing which is yet to be opened / completed. Also the Avon Bridge as well when it is actioned.	No change	Noted: covered in Chapter 5 of RTS
East Lothian Council	Para 1.3 - More detail on SEStran Community Planning role	Amendment made	Amended para 1.1.3 - agreed this is a significant aspect
	Para 2.3.2 - Disagree: East Lothian rail and cycle patronage is increasing	Amendment made	Point relates to SEStran as a whole - rail excluded from list. Increased cycling in ELC and rail use throughout SEStran referred to in 2.3.3
(summarised: some other detailed comments accepted)	Para 2.5.1 - Too generalised as 30% of the population are within the city areas and will have good services and public transport	Amendment made	Amended to refer to 'core urban areas'
	Para 2.5.2: Add 'cost' as a problem associated with car use	Amendment made	Cost point added, including noting relative decline in motoring costs compared to public transport
	Para 5.6.3 - Place greater emphasis on dualling A1(T) south of Dunbar for road safety and economic reasons	No change	Improvement referred to in 5.6.3, dualling in Section 8 Table 2, criteria for road improvement in Policies 16 and 33
	Para 6.3.2/3 (Topic 6) - One-Ticket considered to be "a money making system for SEStran and should be replaced by the Transport Scotland's e-purse Saltire card, which will allow travel across Scotland on rail, bus ferry and plane"	Amendment made	First point inaccurate - One-Ticket is a partnership of local authorities and public transport operators. Para 6.3.3 amended to refer to aspiration for national scheme
	Para 6.5.5: Police Scotland has withdrawn traffic wardens already so this section needs updated.	Amendment made	6.5.5/6 Updated to reflect current positon
	Para 6.6.2/5 (Topic 14) – Following Police Scotland's removal of Road Safety Officer role from the Lothian and borders division a gap in road safety education has emerged. SEStran may consider in discussion with other authorities a shared service to file this gap. A consistent measured approach could be delivered over the SEStran area.	No change	Road safety is covered in Topic 14 of Chapter 6 of the RTS. Action to develop a shared service as suggested could be pursued if member local authorities so wish.
	Section 8 - Detailed comments on Table 2	Amendment made	Text added
	Section 9 - Updates required - e.g. Edinburgh-Dunbar-Berwick upon Tweed study	Amendment made	Caveat added at start of S9 on need for review
	Concern that items are included where SEStran has no relevance as decisions made by others (government, local authorities, private sector etc) on efficiency/ cost saving/ or other grounds	No change	SEStran has statutory role to develop a transport strategy for the whole region. Role of SEStran in implemention discussed in Section 6.1.
	Appendix A - Apparent mismatch between data and large housing allocations required for ELC	No change	Modelling outputs presented incorporate Supplementary Guidance housing allocations of SDP1. Further appraisal will be undertaken for SDP2.
	Appendix B - B3 - Concern about relationship presented between congestion and mode share	Amendment made	Paras B3 and B13 amended

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
Edinburgh Council	Revise the wording of Paragraph 6.11.2 to remove the negative as implied (see CEC's response for full revision)	Amendment made	Amended as suggested
	Revise the wording of Paragraph 6.11.3 to reflect the on-going progress towards integration (see CEC's response for full revision)	Amendment made	Amended as suggested
West Lothian Council	Section 1.3.1: Include the encouragement of innovative technology to support smarter choices.	Amendment made	Added in 5th bullet
Officer comments	Figure 2.1: Criteria for selection of named roads do not appear to be consistent. It would be ideal to name A71 and A89.	No change	Map is for general illustration only, not to identify individual roads
	Figure 2.2: Data is out of date. 2012/13 data is available from ORR.	To be followed up	Updated figures will be included in the published version after approval
	Para 2.3.3: Include commentary on journey to education, which may have improved in terms of sustainable access.	Amendment made	Census shows no significant change in journey to school mode share
	Para 2.3.4: 2013 data is generally available, and may be indicating a return to traffic growth.	No change	2013 not yet available in comparable LA format. Update if data published in Feb
	Para 2.4.1: Comment – is this statement really justified when economic stagnation may have been the key factor in reducing traffic levels?	No change	Evidence is pretty clear in Edinburgh, debatable elsewhere
	Para 2.5.2: Lack of integrated ticketing remains a barrier to public transport use and should be highlighted as a key problem, particularly between bus services run by different operators over the course of a journey requiring interchange.	Amendment made	Also dealt with in Chapter 6
	Para 2.5.3: Should the significant economic cost of congestion not also be mentioned here?	No change	Mentioned in previous para
	Para 2.5.6: Technology is also a significant trend which should be highlighted in this background section. E.g. electric vehicles, ITS to improve and manage traffic flow, smartphone apps for cash-less payments for parking and for instant travel information etc.	Amendment made	Sentence added
	Para 2.6.8: No mention of West Lothian in this section at all, and probably should be given the economic role and aspirations of several settlements and strategic development sites in the area.	Amendment made	Section revised and updated with fewer individual authority references
	Para 2.7.2: Dramatic falls in accident levels are more likely to be due to economic factors which have reduced traffic levels and exposure to risk for car occupants. Rising levels of pedestrians and cyclists may increase exposure to risk unless care is taken to design safe infrastructure.	No change	Noted
	Para 2.7.3: There is an additional target in the 2020 framework for a 10% reduction in the slight casualty rate which should be referenced in this paragraph.	Amendment made	Targets revised to conform with Transport Scotland targets
	Para 2.8.4: DECC estimates are now available for 2012. Transport related emissions appear to be reducing still, but are they reducing at the same rate? The 2007 spike also suggests they are related to economic activity, which suggests they could rise again in the future as traffic levels increase with economic growth (indeed, per capita emissions overall have risen in 2012 for many of the SESTRAN authorities).	Amendment made	Figures checked and updated
	Para 2.9.6: "Travel between most other local authority areas, or between other local authority areas and Edinburgh's suburbs, generally requires travel via Edinburgh city centre." This statement is a bit strong and doesn't take account of the ability to travel between West Lothian and Fife by bus (and arguably rail) without travelling via Edinburgh city centre, and travel between West Lothian and other SESTRANS local authorities such as Falkirk, Stirling and Clackmannanshire which does not require travel to Edinburgh.	Amendment made	Slight amendment made to text
	Para 3.4.8: Should carbon reduction targets be mentioned specifically under 3.1 and 3.4.9, given its statutory significance?	No change	Already mentioned (GHG = carbon reduction)
	Para 3.4.11: WLC supports greater levels of active travel in its area and across the region. With this comes the imperative to remove both actual and perceived barriers to higher levels of active travel, with the creation of safe infrastructure for non-motorised users in particular.	No change	Dealt with in more detailed sections of the RTS
	Table 3.1 Policy 16: use word "appraised" as opposed to "evaluated".	Amendment made	Altered
	Clarify what is meant by quality audit in policy 40?	No change	To be defined as part of strategy development
	Section 4.5, target 1.2: Is it helpful to say this target is achieved, if the target was really only to ensure that the numbers of services increased by no specific amount? Perhaps it is more accurate to say "progress is positive" or words to that effect.	No change	Include in wider review of targets
	Section 4.5, target 3.1: does this take into account 2012 and 2013 traffic volume data, and any change in trends in these years (i.e. possible increases)?	No change	Does take account of 2012
	Section 4.5, target 3.2: linked to any SEA?	No change	Include in wider review of targets
	Section 4.5, target 3.5: Census 2011 data suggests more people are using rail to travel to work than 2001.	No change	Rail not identified as a specific mode share target – targets set out under objective 1.4
	Section 4.5 target 4.3: does not follow logic of trend arrow.	Amendment made	Amended
	Para 6.5.5: Police Scotland has withdrawn traffic wardens already so this section needs updated.	Amendment made	6.5.5/6 Updated to reflect current positon
	Para 6.16.1: The need to avoid sign proliferation and sign clutter should also be considered within the context of the desire for more signage for tourists.	Amendment made	Text amended
	Section 6.11.5, Topic 24: consider text to support the concept of multi-partner Station Travel Plans for stations with particular access and parking problems.	noted	To be followed up as part of the strategy development
	Section 6.11.8: replace minimal with minimum.	Amendment made	Amended as suggested
	Section 6.16.8, Topic 35: consider updating with text which acknowledges Transport Scotland funding to promote electric vehicle fleets in car clubs.	No change	Included in 6.5.11
	Section 8, Table 2: SEStran should note that the reference to new bus-based Park and Ride sites against Corridor 15 (West Lothian Central) should be revised from "Deer Park" to "Beugh Burn", consistent with the SDP and the emerging LDP. The Air Quality Management Area in Broxburn should also be noted as an issue against Corridor 15, as should the air pollution problems which are being monitored in Newton in Corridor 18. Cross-boundary active travel corridors are also particularly relevant under a number of corridors and should be cited under 'possible improvement schemes'.	Amendment made	Text amended
West Lothian Council Formal Council comments	West Lothian Council welcomes the SEStran Regional Transport Strategy (RTS) Consultation Draft October 2014. The Council is committed to continued working with partner local authorities within SEStran, and values the role of a strategic approach to cross-boundary issues. We support the policies and strategic projects set out within the Consultation Draft.	No change	Noted

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
	SEStran should be aware that West Lothian Council is currently in the process of developing a Local Development Plan (LDP), and updating the Council's Local Transport Strategy. The Council's transport policies and infrastructure priorities are therefore being consulted upon and updated as part of this process.	No change	Noted
	Notwithstanding this, we would like to see greater acknowledgement of the significant traffic pressures on the A89 corridor (RTS Corridor 15) and the existence of a traffic pollution related Air Quality Management Area centred on the junction of the A899/B8020 (Greendykes Road). We seek to work with City of Edinburgh Council on measures to alleviate traffic pressures on this corridor and promote modal shift to more sustainable modes of travel. A P&R scheme at East Broxburn is within the West Lothian Council Local Plan and the SESplan Strategic Development Plan (SDP) Action Programme (2013).	Amendment made	Text amended
	SEStran should note that the reference to new bus-based Park and Ride sites against Corridor 15 (West Lothian Central) should be revised from "Deer Park" to "Beugh Burn", consistent with the SDP and the emerging LDP.	Amendment made	Text amended
	We would also like the RTS to acknowledge the issue of existing air pollution on the A904 corridor through Newton (RTS Corridor 18) which may be exacerbated by forecast traffic increase. We seek to work with City of Edinburgh Council and Transport Scotland to alleviate traffic pressures around the Forth Bridgehead area and the impacts on West Lothian residents.	Amendment made	Added to Corridor 18
	Cross-boundary travel from West Lothian into the City of Edinburgh, and the growth in rail demand in particular, is creating local pressures around rail stations in West Lothian. We would like the RTS to acknowledge these impacts, and we seek to work with partner local authorities, SEStran, Transport Scotland and the new Scotrail operator to develop station travel plans to alleviate the local impacts from traffic and parking on communities.	Amendment made	Text added to 6.5.10
	Policy 9 in the RTS advocates a consistent framework for parking standards across the region. The RTS should note that West Lothian Council continues to apply parking standards that are appropriate for the local context.	No change	Noted
	Policy 10 acknowledges the pressures from commuter parking in town and city centres. Whilst West Lothian Council also acknowledges this, the withdrawal of Police Scotland traffic wardens across Scotland may lead to mounting parking pressures. Decriminalised parking enforcement is not an option for every authority given the costs of setting-up and running such a scheme. The Council welcomes joint-working to find workable, cost effective solutions to these issues.	No change	Issue of change to DPE and RTS approach set out in 6.5.7
	West Lothian Council is in the process of developing an Active Travel Plan, in line with the Cycling Action Plan for Scotland. We will continue to work with SEStran and neighbouring authorities to develop proposals to improve cross-boundary active travel corridors, building on the success of the A89 active travel corridor.	No change	Noted
Scottish Borders Council	2.2.6 - modify bullet which states (A697 A68 - Coldstream) to: A68 to English Border; and A68/A697 to Coldstream	Amendment made	Amended as suggested
	2.2.9 - Area rail network should include Borders Rail route in diagram;	To be followed up	Agreed - include in published document
	2.6.6/2.6.10/2.7/2.8.7 Check and where possible update figures	Amendments made	Figures updated where available
	8.2 - Section needs to provide linkages to the current SESPlan MIR	Amendment made	Para added to refer to emerging SDP2
	8.2.8 - Corridor 10 - Possible Improvement Schemes - replace "Dunbar - Edinburgh Local Rail Service" with "Edinburgh - Berwick-upon-Tweed Local Rail Service";	Amendment made	Amended as suggested
	8.2.8 - Corridor 11 - Add "Improved pedestrian and cycle access to Scottish Borders stations"	Amendment made	Amended as suggested
	9.3.8 - Section needs to be updated in light of recent developments.	Amendment made	Amended to refer to impact of Scotrail refranchising on the route
Transport Scotland	2.6.19 - last sentence is incorrect: The facilities have not expanded for more than a decade (less traffic now than 5 years ago) and Tesco / Eddie Stobart have not used Grangemouth for a number of years.	Amendment made	Information referred to deleted
	5.3.2 It should be noted that the Shotts, Falkirk-Cumbernauld and Stirling-Alloa-Dunblane are already committed schemes for CP5 under the rolling programme of electrification	Amendment made	Amended to indicate these already committed
	6.5.5 Out of date as Police Scotland withdrew the dedicated traffic warden service in February 2014.	Amendment made	6.5.5 and 6.5.6 amended to reflect the current position
	8.2.7 This para does not accurately reflect the scope of the work being undertaken by SESplan and Transport Scotland on cumulative cross-boundary impacts of development	Amendment made	Amended as suggested
	It is noted that RTS is seen as a visionary document highlighting potential future interventions without a heavy focus on deliverability. However, given the long list of non-committed schemes included throughout the RTS it is worth pointing out that these schemes are not supported by the Scottish Ministers. Notwithstanding the role of RTS' as more as a "visionary/forward looking" documents, some further narrative providing further details of these proposals would be helpful. Various references to the requirements for more detailed consideration, analysis or appraisal are included, but para 8.2.8 appears to overstate the status of the schemes in Table 2 of Section 8 by referring to the "requirement" for them.	Amendments made	8.2.8 amended to reduce implied 'requirement' and caveat Scottish Government support; 8.5.1 reinforced and reference to an RTS Delivery Plan added. 10.6.2 text supplemented to refer to content of Delivery Plan.
Clackmannanshire Council	Support key proposals including: Extend Alloa railway line and passenger trains to Dunfermline and Edinburgh; Minor adjustments to road layouts around Kincardine and Clackmannanshire Bridges; New rail halt at Cambus; Promotion of Active Travel, including travel planning and car sharing; Promotion of 'OneTicket' and other similar initiatives; Support regional freight partnerships; Develop regional parking management policy; Support development of urban and regional active travel networks; Promote and seek funding for implementation of RTPI; Promote the establishment of regional coordination centre for community and accessible transport services	Amendment made	New station at Cambus included in Section 8 Table 2. Other points noted.
	Include issue of disabled access to Platform 9 at Stirling Railway Station being as a key proposal	No change	Outwith SEStran area: comment will be forwarded to TACTRAN. Policy 26 of the RTS sets out the principle of improvements to mitigate problems for disabled travellers.
Fife Council	Report to 3/3/2015 Executive Committee. Cllrs indicated priority should be given in particular to Fife Schemes relating to that section of the A92 from the Redhouse Roundabout to the New Inn Roundabout, a rail station at Halbeath and a Levenmouth Rail Link (see draft minute of meeting) Final response awaited on 10/3.	No change	The schemes mentioned are included in the RTS. The RTS does not prioritise individual projects; this will be dependent on a range of considerations, including detailed appraisal and funding availability.
Midlothian Council	Report to 3/3/2015 Executive Committee. Recommends approval, no amendments requested. Appears to have been approved at meeting.	No change	Noted

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
MACS	We warmly welcome the key objectives and in particular objective 2 on accessibility and the references to personal security in the context of disability harassment. We agree it is important to improve accessibility to those with limited transport choice and that specific actions are required for disabled people.	No change	Noted
	We suggest that the definition in objective 2 be refined to refer to disabled people as opposed to people with mobility difficulties, as this would better reflect the wording of Policy 26 and give greater prominence to hidden disabilities which can have a substantial effect on transport accessibility. These points apply to paragraph 7.6 where we note no prioritisation of action. Additionally, references in the refreshed strategy to the defunct Disability Discrimination Act 1995 should be replaced with referece to the Equality Act 2010. We agree with your intention to audit relevant interventions with these legislative provisions in mind but consider it may be valuable to further define the meaning of a "relevant" intervention in Policy 25.	Amendment made	Objective 2 wording amended. Para 7.6 amended to refer to the Equality Act 2010, but no specific priorities added as this section is primarily a cross reference to actions specified elsewhere in the document.
	We welcome the focus on outcomes for people of the draft refreshed strategy, such as on health and social care, and on employment. We support the targets mentioned in Chapter 4 of the document but consider it would be especially impressive to see SESTrans moving forward in its development of targets and their monitoring by monitoring, analysing and acting upon disabled people's experiences within all relevant targets, such as increased access to labour market catchments. Drilling down to this level would provide especially rich management information and be a clear demonstrator of success for SESTrans outputs towards increasing employability and employment opportunities for some of the most marginalised groups in society.	No change	Noted, will be taken up when targets and monitoring arrangements are reviewed.
	This is a comment of general application to the draft refresh RTS. Whilst there are specific sections across the draft refresh RTS relating to disabled people, it is noted that their needs are not always explicitly discussed when dealing with other topics. A mainstreaming approach to completing the refresh is therefore recommended. For example, 'Smarter Choices' initiative designed to influence travel choices at individual level, or the promotion and increased uptake of club car usage.	No change	Point noted, but it is considered the RTS does fully incorporate policies and objectives intended to take full account of the needs of disabled people, and promotes processes intended to ensure that projects and developments incorporate these needs.
	In respect of paragraphs 7.4-7.8, we are pleased to the acknowledgement that community transport is extremely important and demand responsive transport is of particular relevance to disabled travellers. It will be especially important to involve disabled people with the empirical evidence of how transport impacts on other aspects of their lives in any such work.	No change	Noted
John Ballantine (personal comments)	Page 10: Agree with what is said regarding the key issues. Generally speaking anything which limits access to public transport will be a key issue and will impair the achievement of strategies and objectives.	No change	Noted
	Page 11: Support what is said about lack of access to employment, training, services and leisure. There is a problem with public transport provision in rural areas. This problem is not limited to the Sestran area. A study showed that public transport in the City of Inverness was much better than in the area a few miles outside it. The improvement of rural transport (bus, community and demand responsive transport and (where possible trains) is a priority. Problems with off peak, weekend and evening travel may be exacerbated by over reliance on providing public transport during peak hours (especially in city and town centres) After 2000 hours there may be problems of lack of passenger security in some areas. Physical access to public transport vehicles and the public transport network remain an issue despite improvements during the last 20 years or so. Affordability is an issue for some income groups (hence the importance of concessionary travel, community transport and taxicard).	No change	Noted
	Page 20: Support improvement of quality, accessibility and affordability	No change	Noted
	Page 21: Agree that unreliable journey times are a source of economic inefficiency.	No change	Noted
	Page 22: Agree it is important to improve accessibility to those with limited transport choice (including those with mobility difficulties) or no access to a car particularly those with mobility difficulties	No change	Noted
	22 Objective 2.1: Agree it is important to improve access to employment.	No change	Noted
	22 Objective 2.2: Agree it is important to improve access to health facilities especially in view of research which showed that transport to health appointments was poorly coordinated and inconsistent as between one area of the country and another.	No change	Noted
	22 Objective 2.3: Agree it is important to improve access to other services because disabled people need to access the same broad range of services and venues as non disabled people, for example the problems caused by uneven surfaces, street furniture and inaccessible buildings (for example in the Royal Mile and much of the New Town area of Edinburgh where accessibility improvements to existing buildings are difficult to achieve.)	No change	Noted
	22 Objective 2.4: Again agree it is important to influence decisions on the provision of public transport to make it more affordable and socially inclusive. At present affordability is very varied. Bus travel is generally affordable because fares are reasonable; train travel is fairly affordable on relatively short journeys (for example Edinburgh to Glasgow) but less so long distance (for example Edinburgh to London.) Taxi fares are high and not affordable for those on limited incomes which explains why it is contended that the promotion by Sestran of a Regional Taxicard deserves a higher priority than it is accorded in this Strategy.	No change	Noted (see para 6.13 comment below)
	23 Para 3.4.6: Strongly agree that if all groups in society are to share in the economic recovery of the Sestran area (and they should) access to a range of employment health and other opportunities must be as wide as possible as those without access to a car can be excluded from employment and training opportunities limiting their participation in the labour market. Agree that it also has a detrimental effect on health and poor access to retail and leisure opportunities.	No change	Noted
	Page 23 Para 3.4.7: Agree that lack of physical access and cost are important (see comments at Para 2.4 above) Affordability is a major problem especially for those unable to use buses.	No change	Noted
	Page 24, Policy 2: Approve of the general presumption in favour of schemes which improve the efficiency and effectiveness of public transport.	No change	Noted

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
	Page 24, Policy 3: Agree regarding the improvement of all aspects of bus services as there are probably more problems experienced by disabled people with bus services than with any other form of public transport provision.	No change	Noted
	Page 24 Policy 4: Agree that Transport Scotland should be encouraged to make cost effective investment and service support that builds an integrated regional transport network (including trams). At present integration between train, bus and tram is heavily dependent on the Haymarket Interchange and use of this facility should be encouraged.	No change	Noted
	Page 25, Policy 8: Personalised travel assistance deserves more than a brief mention, Passenger Assistance is a well established concept in air and rail travel and is becoming established in ferry travel with buses and coaches some way behind in this area	No change	Application to bus and coach travel needs further development. This could potentially be taken up through the SEStran Equalities Forum.
	Page 26, Policy 18: Agree with the Policy of Sestran supporting communities with poor access to employment by public transport, low car ownership, high deprivation and areas of peripherality less well served by public transport.	No change	Noted
	Page 26, Policy 19: Agree that where improvements in accessibility are found to be required the Regional Transport Strategy will seek to support measures which enhance the conditions for pedestrians, cyclists and public transport. (including community transport/DRT)	No change	Noted
	Page 26, Policy 25: Agree that all relevant interventions should be subject to an equality audit, it being suggested that disabled people should be involved in carrying out such audits	No change	Noted
	Page 26, Policy 26: Agree it is important that Sestran will ensure that people who have difficulty using transport due to disability will be subject to targeted measures to address this.	No change	Noted
	Page 30, Paragraph 4.2.11: Agree with the overarching objective for accessibility is to improve accessibility for those with limited transport choice or no access to a car, particularly those live in rural areas.	No change	Noted
	Page 30, Paragraph 4.2.12: Agree that the use of accessibility modelling should be encouraged.	No change	Noted
	Page 30, Paragraph 4.2.13: It is contended that the Target of improving access to employment by public transport by an average of at least 10 per cent after 15 years is unambitious and could be improved upon.	No change	Targets and indicators will be reviewed
	Page 30, Paragraph 4.2.14: Agree with the aim of reducing the proportion of long travel times (more than 60 minutes) to health services	No change	Noted
	Page 30, Paragraph 4.2.15: Agree with the aim of reducing the proportion of zero car access households with poor access to key hospitals by 50 per cent	No change	Noted
	Page 30, Paragraph 4.2.16: Agree with the objective of reducing the proportion of zero car access households with poor access (45 minutes) to further education colleges by 20 per cent over the period.	No change	Noted
	Page 31, Objective 24: Strongly agree with the Objective to make public transport more affordable and socially inclusive	No change	Noted
	Page 31, Paragraph 4.2.18: Agree it is necessary to monitor the implementation of all DDA requirements regarding accessible buses {this should also include coaches) and that all public transport complies with the Equality Act 2010. Agree also that fare anomalies should be identified and that national policy in relation to procurement of buses influenced	No change	Noted
	Pages 32-35 Summary of Performance: This is a reality check in a big way. 1.1 Target to improve labour market accessibility not achieved; 2.1 Target regarding access to employment not achieved; 2.2 Target regarding access to healthcare facilities not achieved; 2.3 Target regarding access to other services not achieved; 3.5 Target to increase transport choices not achieved. Sestran needs to do more than note the failure to achieve targets	No change	Para 4.1.3 sets the context for performance. The work of SEStran and the local authorities is focused on improving performance in these and other areas.
	Paragraph 6.13 Topic 28: Delivery of a regional taxicard is believed to deserve a higher priority in view of the SATA research which shows a declining number of taxicard schemes in Scotland.	No change	In the current economic climate, SEStran considers the chances of success to be negligible, as explained in para 6.13.3
	Topic 29: Mobility impaired transport information services are important to disabled people who regularly experience difficulties accessing transport information in a format which is accessible to them	No change	Noted
	Page 71, Paragraphs 7.4 and 7.6: Community Transport is very important (for example, encouraging transport providers to work together where possible) and demand responsive transport is clearly of particular relevance to mobility impaired travellers	No change	Noted
	9.2.7: Support the principle of a bus quality strategy.	No change	Noted
Living Streets	Early in the document the strategy should reflect and make reference to the aims of the National Walking Strategy and where they can be supported by SESTRAN activities	No change	The National Walking Strategy is referred to in para 3.2.4. The RTS does not attempt to replicate all the aims and policies of national strategies, but to reflect them in its own strategy.
	1.3.1 bullet on smarter choices: This reference is very welcome as a strategic marker and should be retained. Co-ordination of regional smarter choices activities around town centre activity / footfall could be discussed more in the document.	Amendment made	Policy 24 amended to reflect role of sustainable transport in all types of area.
	2.4.1 trends: We welcome reference to the impact of active travel policies in stemming traffic growth	No change	Noted
	2.5.2 Further discussion of the pedestrian environment around stations and interchanges is required, in addition to comments on roads	No change	This is dealt with in 6.11.5, Topic 24
	2.5.2 It is encouraged that the role active travel is acknowledged. This needs further development in the document in terms of specific policies and initiatives supported by SESTRANs	No change	Specific interventions will be set out in a Delivery Plan.
	3.4.6 – 3.4.8 The strong focus on accessibility is very welcome	No change	Noted
	3.4.10 The active travel objective is welcome, particularly the aim of increasing trips by walking.	No change	Noted
	P 26, Sustainable Modes: This is welcome, but more specific projects are required. For example a focus on strategic and sustained interventions on improving pedestrian accessibility near key regional transport interchanges	No change	Specific interventions will be set out in a Delivery Plan.
	Objective 3.3 A specific target on modal switch from the car should be set, even if aspirational. This should reflect other top level objectives related to air quality, emissions, health and congestion	No change	This will be considered when reviewing targets

Consultee	Main Comments / Key Points	Action Taken	Commentary on responses and action taken
	Objective 4.2 It is not clear whether this a 5% increase in walking and cycling combined. Walking and cycling start from different baselines and these figures should not be combined. An overall shift in all travel to active modes would be acceptable, but less useful than separate targets. The 5% point target is modest, and reflects a lack of ambition	No change	This does not mean a 5% increase in cycling/ walking but an increase of 5 percentage points in their mode share. 13.9% of journeys to work were made on foot or cycle in 2011 in the SEStran area; the target would increase this to 18.9%.
	2.4 The wording should be more robust. Simply all DDA requirements will be monitored – delete "seek to"	Amendment made	As suggested
	3.2 An indicator is needed to make this target meaningful. Noise pollution and run off from roads and community severance are factors that should be explored. Loss of productive arable land and or nature sites, historic environment are also useful indicators	No change	Suggestions welcomed. These will be considered when reviewing indicators/ targets
	6.2.4 We welcome the high priority given to travel planning but believe this should include specific targets around plans for schools in the region. These plans should include route auditing and development of safe walking routes. Walking to work particularly in and around city and town centres, merits further discussion in relation to specific actions.	No change	It is for local authorities to develop detailed plans and proposals within the RTS policy framework.
	Topic 10 Maximum parking standards are important to the promotion of sustainable travel patterns and should be retained in the strategy. They also promote better urban design and scope to provide a public realm that promotes walking	No change	It is not suggested that they would not be retained.
	Topic 11 Parking enforcement is critical to a number of active travel modes, including blocking drop kerbs and crossing and cycleway. Living Streets also wishes to see additional powers related pavement parking given to councils. SESTRAN should consider whether smaller authorities could benefit from central contracts such as those in Edinburgh to allow occasional action to demonstrate an enforcement presence. The option of using SESTRAN to develop the necessary economies of scale to allow implementation decriminalised parking enforcement outside urban centres deserves the high priority it has been given.	No change	Noted
	Topic 15 Safer routes to school shouldn't be seen as a low priority, given the need to achieve better modal split on these critical morning peak journeys. The focus needs to shift from safety to promotion.	No change	This is a low priority for SEStran for the reasons given. This does not imply a low priority for action by local authorities.
	6.7 Walking and cycling: There are no specific actions against walking aside from a passing reference to urban design. This needs to be revaluated. A particular omission is developing a consistent approach to 20mph across the region which will aid promotion, normalise lower speeds in terms of driver behaviour and offer consistency	No change	Points noted. SEStran aims to provide a framework within which local authorities undertake their own local actions. 20mph zones may be given future consideration.
	Topic 25: Improved infrastructure This area of activity should be supported by auditing to identify key pedestrian routes to major facilities	No change	Topic 24 refers to access to major facilities. It is anticipated that any programme of improvements would need to involve auditing to determine priorities.
	Topic 26: Public transport information Consistent signage to and not just at bus stops should be considered. For example, walking time to bus services	Amendment made	Reference made in 6.12.2 to journey planners that can include walking or cycling elements of a journey.
	Topic 30 The implementation of the guidance needs to be monitored in terms of assessing new developments, to ensure the transport hierarchy is being adhered to.	No change	SEStran does not have a statutory role in the planning system and can therefore only guide and advise.

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REGIONAL TRANSPORT STRATEGY
REFRESH

POST CONSULTATION DRAFT
MARCH 2015

Changes made since previous draft:

General:
1) Some beefing up of references to local air quality and emerging LES - 1.3.1, 2.8.5, 2.8.7, 3.2.4, Policy 30
2) Change to text on fuel price trends to reflect recent drops – 2.5.3/4
3) SG Road Safety Framework 2009 added and accident data updated to 2013 – 2.7
4) Checked and minor amendment on GHG emissions – 2.8.4

Consultee responses

5) See Table at Refresh Responses\RTS Key Tracked Responses.xlsx

1   Introduction

1.1   Background

1.1.1   SEStran (the South East Scotland Transport Partnership) is one of seven Regional Transport Partnerships (RTPs) in Scotland, set up under the Transport (Scotland) Act 2005. SEStran contains eight constituent council areas – City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. A key requirement under the Act is for RTPs to develop a statutory Regional Transport Strategy (RTS) to provide a strategic framework for transport management and investment for the Partnership area over a 10-15 year period. SEStran's RTS 2008-2023 was approved by the Scottish Government in 2008.

1.1.2   Since the establishment of the RTPs, their role has moved away from direct funding and implementation of transport measures to a more strategic and co-ordinating function working in partnership with Scottish Government, local authorities and other stakeholders. The purpose of the RTS is to set a policy framework that will guide effective transport provision over the wider city region by marshalling resources, including for cross-boundary measures, by promoting connectivity requirements essential to the whole regional economy and by supporting the transport functions of the constituent local authorities.

1.1.3   The establishment of Community Planning Partnerships for local authorities and associated Single Outcome Agreements has also affected the RTP role. SEStran is a Community Planning Partner in each of the constituent local authority areas although the nature and structure of involvement varies in each. The Community Planning process is still evolving, and SEStran will continue to commit significant effort to engage with the Partnerships within the region.

1.1.4   A number of significant policy documents have been produced by the Scottish Government since the preparation of the 2008 RTS. While these do not change the direction of policy, they need to be taken account of in the RTS framework.

1.1.5   As a result of these changes, the completion of a number of the projects included in the 2008 RTS and the changed economic climate, SEStran considers that a refresh of the Regional Transport Strategy is now appropriate. This document is therefore an updating of the 2008 RTS rather than a new strategy. The vision, objectives and policy framework of the Strategy remain unchanged, and the various chapters have been revised only where necessary to take account of the most recent data and information and the more detailed strategy development that SEStran has undertaken since 2008. The substance of the strategy and suggested interventions have not changed.

1.2   Content of the refreshed RTS

1.2.1   The refreshed RTS is divided into 10 Chapters closely corresponding to those in the RTS 2008. Chapter 2 sets out the overall context for the RTS; Chapters 3 and 4 set out the vision, objectives and policies of the RTS and indicators and targets to monitor progress; Chapter 5 summarises the major connectivity requirements and issues for the SEStran area; Chapters 6, 7 and 8 provide detail of the topics, initiatives and interventions required within the SEStran area to achieve the RTS objectives and Chapter 9 lists the detailed strategies and initiatives that have been developed

following the 2008 RTS. Chapter 10 discusses delivery and funding issues. The Table below summarises these and identifies the key changes that have been made.

Table 1.1 Changes to RTS

Chapter	Changes in this RTS refresh
2: Key Trends and Issues	Base information updated to reflect the impacts of the recession and some results from the 2011 Census. Marked divergence in travel choice trends between Edinburgh and the rest of the SEStran area identified.
3: Objectives and Policies	Greater tie in with National Objectives and more emphasis on international connectivity requirements.
4: Targets and Monitoring	Targets and indicators remain the same except for road accidents, adjusted to reflect new national targets. Monitoring results for the first 5 year period set out reflecting the monitoring carried out on an annual basis.
5: External Connectivity (formerly "National and other Transport Schemes")	Expanded to include national and international connectivity by all modes and to update the status of national projects.
6: Region Wide Measures	Topics remain unchanged but SEStran's role in implementation re-evaluated.
7: Initiatives for Specific Areas and Groups	Initiatives unchanged but text reflects progress to date.
8: Regional Transport Corridors	Chapter refocused on the potential implications of the SESplan Strategic Development Plan. Interventions (previously identified in the existing RTS) are focused on specific travel corridors which have been identified with potential future travel problems.
9: Strategy Development	New Chapter setting out the strategies and initiatives developed by SEStran since the publication of the RTS2008
10: Delivery and Funding	Replaces Chapters 9 Delivery and 10 Funding in the RTS 2008. Very much simplified reflecting SEStran's current role in facilitation and co-ordination rather than direct implementation.

1.2.2   The Appendices provide supplementary technical information and an Equalities statement.

1.3   Strategy Overview

1.3.1   The RTS developed for the SEStran area combines many initiatives into a coherent overall strategy. The main aspects of the RTS are summarised in the following paragraphs:

- Good **access to a wide labour market** is essential to the SEStran economy. Many of the RTS policies aim to improve access by public transport to key employment sites. This reduces dependence on the private car at a time when the use of the car is coming under increasing pressure from congestion, environmental issues and pricing, and widens labour markets;

- Key **connectivity** on the transport networks in the SEStran area is also supported by the RTS, to maintain and improve external links, ports and airport links to facilitate a successful **economy**;

- The RTS supports extensive measures to **improve public transport** in SEStran in terms of journey time, reliability, price, convenience, quality, availability, information and integration;

- It also includes a policy framework on parking standards and a recognition that **integrating land-use and transport planning** is key to developing sustainable employment and residential locations in the medium and long term;

- There is a strong emphasis on **'Smarter Choices'** measures– influencing travel behaviour at the level of the individual through personalised planning and information and the use of innovative technology;

- Increased use of **walk/cycle** is a win/win scenario – motorised travel is reduced and there are **health benefits** to the nation – the RTS encourages this;

- Targeted proposals to improve **accessibility** for disadvantaged areas to **health** services, **education** and **employment** opportunities are supported, as well as improving travel opportunities for those with **mobility difficulties** and improving public transport more generally in **rural areas**;

- The RTS recognises that transport must play its part in the **reduction of greenhouse gas** emissions and **improvement of local air quality**. Many of the RTS measures are aimed at reducing the need for car travel, and indeed reducing the need to travel at all is also a priority; and

- **Road safety** measures will be supported to meet ambitious targets for the reduction of casualties.

1.3.2   In summary, this RTS will help deliver a SEStran area which is economically successful, accommodating growing prosperity and population in a much less car-dependent way, whilst improving access for the most excluded and vulnerable groups. This will be of benefit to the residents of the SEStran area, the SEStran economy and the wider environment.

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2   SEStran Area - Key Trends & Issues

2.1   Introduction

2.1.1   The main purpose of the RTS is to provide a framework which will guide the future management of, and investment in, transport for the SEStran area over the next 10-15 years. Before embarking on the development of a RTS, there are a number of key issues related to transport which are essential to understand. This Chapter summarises the key trends and issues which the RTS is setting out to address.

2.2   The SEStran Area currently

2.2.1   The SEStran area is very diverse from both a geographic and socio-economic perspective. In terms of geography, the area has a wide range of urban and rural environments, from a major capital city in Edinburgh, to very rural areas in East Lothian and the Scottish Borders. From an economic perspective, the importance of Edinburgh as the main driving force of the SEStran economy is clear. From a socio-economic perspective, areas of deprivation can be found across most of the SEStran area, some of which is compounded by geography and location in some cases. This diversity brings with it a wide range of transport needs which the RTS sets out to address.

2.2.2   The level of transport provision generally reflects the geography of the area, with the densely populated areas supporting well developed public transport systems, which diminish as areas become less densely populated. Reflecting this, the levels of traffic congestion vary enormously across the area, whilst a number of regional bottlenecks, such as the Edinburgh City Bypass and the Forth Crossings are particularly prone to congestion.

2.2.3   Current, population levels by SEStran local authority area, together with an indication of the urban / rural split are shown in Table 2.1 below.

Table 2.1 SEStran population 2013

	Population[1]	% urban[2]	% rural[3]
Clackmannanshire	51,280	86	14
East Lothian	101,360	73	27
Edinburgh, City of	487,500	96	4
Falkirk	157,140	91	9
Fife	366,910	80	20
Midlothian	84,700	83	17
Scottish Borders	113,870	51	49
West Lothian	176,140	90	10

[1] Mid-2013 Population Estimates Scotland, National Records of Scotland, June 2014

[2] defined as living in any settlement of greater than 3,000 persons (mid 2010 estimates)

[3] defined as living in any settlement of less than 3,000 persons (mid 2010 estimates)

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2.2.4   In mid-2013, the population of the SEStran area was estimated at approximately 1,538,900. It can be seen that the City of Edinburgh and Fife make up over half the population, with the City of Edinburgh having the highest population at around 487,500. The other local authorities are of varying sizes, Clackmannanshire being the smallest, with a population of only 51,280. City of Edinburgh and Falkirk are the most highly urbanised areas whilst East Lothian and Scottish Borders have the highest proportion of rurally based population. Indeed the Scottish Borders represent only 7% of the SEStran population, but over half of the geographical area.

Road and Rail Networks

2.2.5   For reference, this section provides a brief overview of the transport networks in the SEStran area. Figure 2.1 below shows the main road network in the area distinguished by class of road and trunk / non trunk road.

Figure 2.1 SEStran area road network
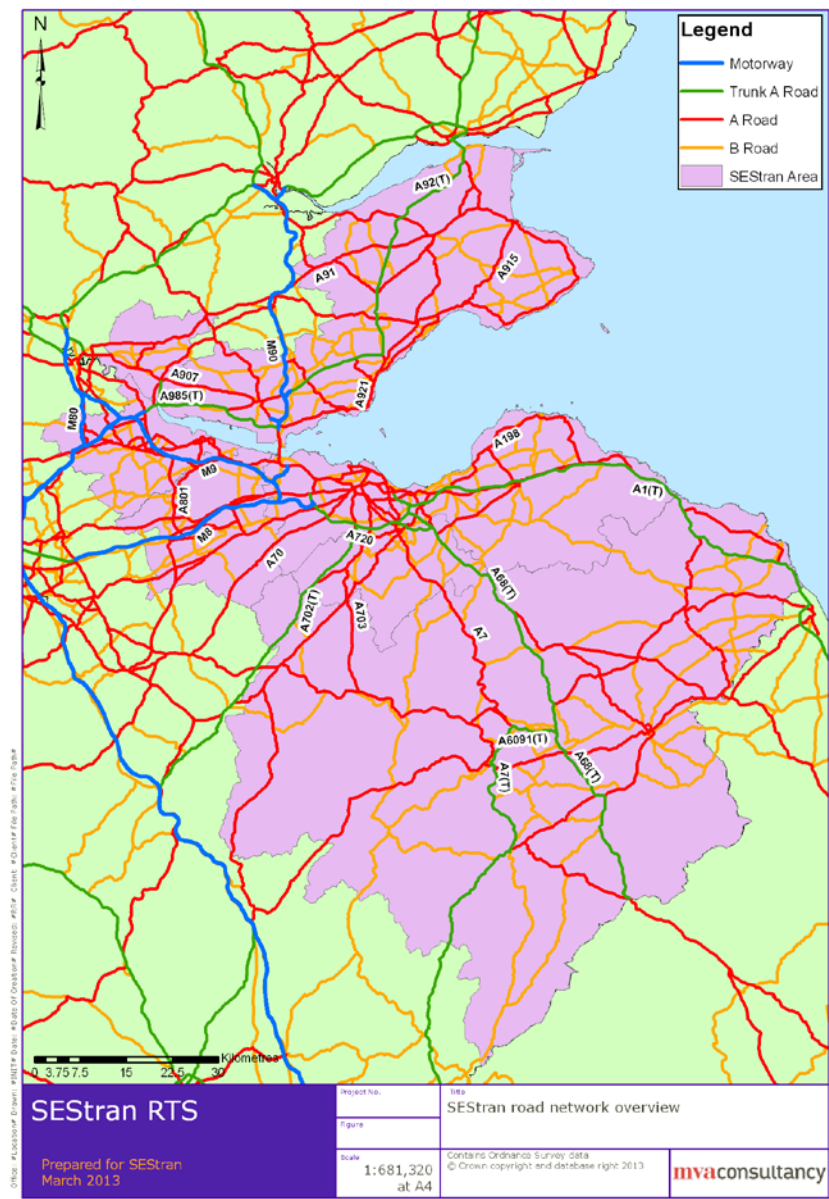
2.2.6   The trunk road network is supplemented by an extensive network of local roads. These provide internal connectivity, in addition to further external links. Most of the inter-urban local road network in SEStran is single carriageway. Some of the main heavily-trafficked local roads in the SEStran area are:

- A90 (M90 Junction 1 to Edinburgh);
- A921 Kirkcaldy to M90;
- A915 Kirkcaldy to St Andrews;
- A91 Stirling to St Andrews;
- A907 Alloa to Dunfermline;
- A803 Linlithgow – Falkirk – Bonnybridge;
- A801 M8-M9;
- A71 West Calder – Edinburgh;
- A89 Bathgate-Edinburgh;
- A7 Edinburgh-Galashiels;
- A703 Edinburgh – Peebles;
- A68 Edinburgh to Border;
- A68/A697 Edinburgh - Coldstream
- A701 Edinburgh – Moffat;
- A198 Prestonpans – North Berwick; and
- A199 Musselburgh – Wallyford.

2.2.7   The road network provides key strategic links to the area's ports and airports, the most important of which are Grangemouth, Leith, Rosyth and Methil docks, and Edinburgh Airport.

2.2.8   The rail network in SEStran is a combination of local and long distance services operated by ScotRail (operated by Abellio as from April 2015) and long distance services provided by East Coast, Virgin Trains, Cross Country, First TransPennine and the Caledonian Sleeper (Serco). Edinburgh Waverley station forms the main focus of these services. The main characteristics of the rail network in the SEStran area are as follows:

- **East Lothian / Borders**: local service to North Berwick and Dunbar, with East Coast and Cross Country also serving Dunbar and Berwick-upon Tweed, which provides rail access to many in the eastern Scottish Borders;
- there are currently no train services directly serving **Midlothian and Scottish Borders** (although the new Borders Railway is currently under construction);
- **Clackmannanshire** is now served by the Stirling-Alloa line which opened in 2008, although direct connectivity is principally to Glasgow rather than Edinburgh,
- **West Lothian** is served by four main train services: Edinburgh - Shotts (Carstairs) -Glasgow, Edinburgh – Bathgate - Glasgow, Edinburgh – Falkirk High

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– Glasgow mainline, Edinburgh – Falkirk Grahamston - Dunblane - the latter two also serving **Falkirk**; and

■   **Fife** has an extensive local network via the Fife Circle, services to Dundee and the north-east, and other services to Perth and the north.

Figure 2.2 SEStran area rail network and station footfall <mark>Needs to be updated for usage and to add Borders rail line</mark>
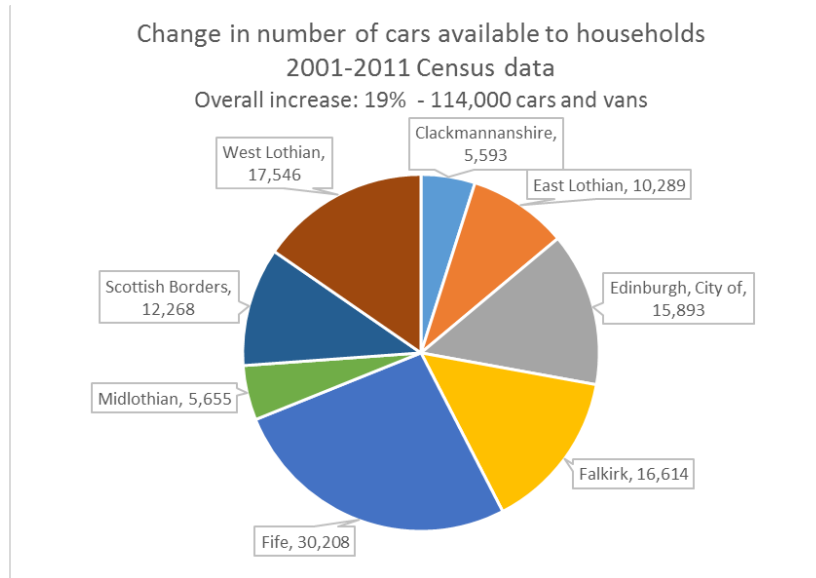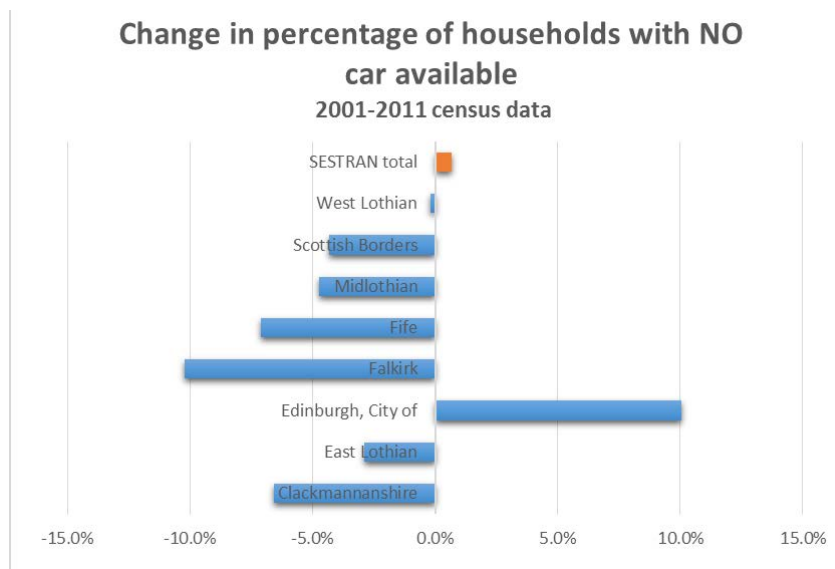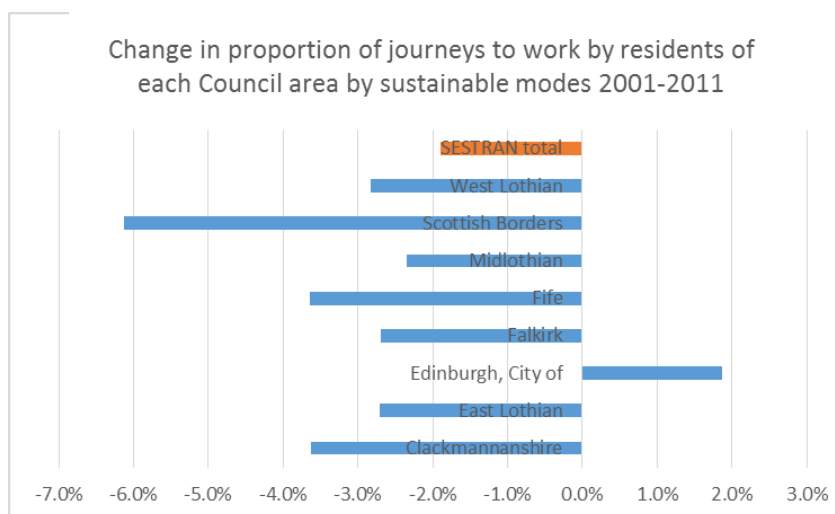

2.2.9   The current network and stations are shown in Figure 2.2 below. The stations are grouped into seven categories to indicate passenger levels at each station. Outside of Edinburgh Waverley and Haymarket, it can be seen that the busiest stations are Linlithgow and Inverkeithing, followed by Falkirk High, Kirkcaldy, Dunfermline Town, Larbert, Bathgate, Polmont, Livingston North and Edinburgh Park.

2.3   Trends over the last decade

2.3.1   The first SEStran RTS was set in the context of a strongly growing economy, and a growing demand for transport. Since the publication of the RTS in 2007, the UK economy contracted sharply in 2008 and 2009 and in 2012, the economy was still 2% smaller than its 2007 peak. This has had a significant impact on transport in the SEStran area. The promotion of sustainable transport policies at national and local authority level over a prolonged period has also had an effect on transport behaviour.

2.3.2   The 2011 census provides some indications of the changes over the longer term, including periods of both growth and recession in the overall economy. Some of the changes in travel patterns and car ownership by residents of the SEStran Council areas are illustrated in Figures 2.3 to 2.5. These

show a general continuation in the long term trend of continuing car ownership growth and reducing overall use of 'sustainable modes' – especially bus, cycle and walk.

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Figure 2.3 Cars available to households

Change in number of cars available to households
2001-2011 Census data
Overall increase: 19% - 114,000 cars and vans

Figure 2.4 Percentage of non car owning households

Change in percentage of households with NO car available
2001-2011 census data

Figure 2.5 Journeys to work

Change in proportion of journeys to work by residents of each Council area by sustainable modes 2001-2011

2.3.3   However, there are some marked exceptions to these patterns. The City of Edinburgh is the only local authority area in Scotland where the proportion of households without a car available has increased, and the proportion of journeys to work as car driver has reduced. Cycling has increased substantially for journeys to work in the City of Edinburgh (over 50%), East Lothian (25%) and Midlothian (12%). Edinburgh and the Lothians have also shown increases in public transport usage, although it should be noted that train travel has significantly increased over the ten year period by residents of all the SEStran authorities. There have been negligible changes in travel to school mode shares over the SEStran area as a whole between 2001 and 2011.

2.3.4   After many years of continuous growth, **Road traffic** levels in Scotland peaked in 2007 and have declined slightly thereafter. At the national level, by 2012 road traffic (vehicle kilometres) was 2.5% down on 2007 levels. Within the SEStran area, comprising over 25% of all Scottish vehicle-km, traffic has reduced by 3.5%. Changes overall are small, but must be seen in the context of the pre-2007 growth trend - had the 2002-07 trend rate of traffic growth continued, road traffic in 2012 would have been around 10% higher than the actual outturn level[4]. Many of the measures in the RTS were set in the context of reducing this anticipated growth in traffic.

2.3.5   **Bus use** has also declined over the last 5 years, with a 6% reduction in passenger numbers in South East Scotland between 2007/8 and 2012/13[5]. This is in spite of a fall of 16% in local bus service vehicle-km, and is also a smaller drop than the Scottish average. Subsidised bus services have reduced more than commercial services Scotland-wide, and this will disproportionately affect more rural areas.

2.3.6   The picture with **rail** is more encouraging, with 18.3m passengers using ScotRail services in 2010/11, an increase of 1.8% from the previous year and 22% from 2004/05. Cross border services are also experiencing large increases in demand, with the East Coast Main Line showing an annual increase in passengers from Waverley of 3.3% in 2010/11 and 40% since 2004/05. On the supply side, train kilometres increased by 13% over this period and continues to grow year on year.

2.3.7   **Aviation** has also been affected with total terminal passengers at Scottish airports down by 12% in 2012 from its 2007 peak. Edinburgh Airport had bucked this trend however, recording record passenger numbers of almost 9.8m in 2013. Edinburgh Airport's passenger numbers overtook Glasgow's in 2006 and in 2012 saw 27% more passengers than Glasgow. Freight and mail traffic through the airport, however, has declined slightly.

2.3.8   The fastest growing mode of travel is **cycling**. Nationally, between 2007 and 2011 recorded cycle kilometres grew by 27% and the increase in cycling in and around Edinburgh is also identified from the census data mentioned earlier.

2.3.9   **Freight** movement has declined significantly in recent years. The tonnage of freight moved by both road and rail in Scotland dropped by over 25% between 2007 and 2010, by coastal shipping by over 20%. However, freight is being moved further, particularly by road and rail: tonne-kilometres

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[4] Based on Scottish Transport Statistics 32 (Table 5.5), Transport Scotland 2013

[5] Scottish Transport Statistics 32 (Tables 2.2, 2.3), Transport Scotland 2013

dropped by 14% and 17% respectively[6]. These statistics reflect reduced economic activity in the recession as well as changes in the structure of the local economy.

2.4   Implications of recent trends

2.4.1   The census data above suggest that in general underlying trends towards increasing car use have been sustained over the last ten years, although reduced traffic levels since the economic downturn of 2007/8 suggest shorter or less frequent journeys. It also appears that the policies favouring sustainable modes of travel that have been implemented over a sustained period in the SEStran area have had some success is stemming traffic growth, particularly in the urban area of Edinburgh which shows a very different pattern of change to the rest of the SEStran area and to the other Scottish cities.

2.4.2   Forecasts of future transport demand in the SEStran area, based on a return to overall economic growth combined with significant amounts of new development, suggest that traffic growth pressures will continue with the potential for increasing problems of congestion and environmental damage. This is discussed further in Section 8.

2.4.3   This refreshed RTS therefore has a rather wider set of issues to tackle compared to the original RTS at least in the short-medium term. This is set against a more challenging financial backdrop in terms of transport budgets. The two major challenges are:

a) to support economic recovery; and

b) to spread the environmental and social benefits of reduced car dependency beyond Edinburgh to settlements in the remainder of the SEStran area – including the new developments that will be required to house the forecast increase in population and households.

2.5   Key issues for this RTS

2.5.1   At the heart of the RTS is the need to balance the needs of a growing area (in terms of population) and a recovering economy, with the associated growth in movement of people and goods this implies, and the recognition that this increased movement has consequences for the local and global environment. In addition, many in society without access to a car, particularly outside core urban areas, are excluded in some ways through lack of access to services and opportunities, with a detrimental impact on their quality of life, and this could be exacerbated by reductions in bus services.

2.5.2   Transport systems enable people and goods to move, facilitating the economy and providing access to the essentials of life. In their simplest form however, the main problems associated with transport can be summarised as:

■   Problems for economic activity associated with poor connectivity between the SEStran area and key National and International destinations. These include:

–   **air travel** – limited direct connections to long-haul destinations including North America and the Far East;

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[6] Scottish Transport Statistics 32 (data for Figs 3.2, 3.3), Transport Scotland 2013

- **rail travel** – long journey times to major destinations in Scotland and England;

- **road travel** – poor road connections to NE England and to the M74/M6;

- **freight** – limited port facilities;

- **gateways** – poor surface access due to congestion, limited public transport and/or poor quality road links from parts of the SEStran area to key gateways for both passengers and freight.

■ Problems associated with use of the car including:

- **congestion** - affecting economic performance at all levels, travel times, journey time reliability, freight transport, and the convenience of personal travel;

- **environment** - greenhouse gas emissions, local air quality, noise and other impacts on the natural environment and resources;

- **safety** - in terms of road accidents and personal security;

- **cost** – of fuel, maintenance etc – although this has reduced relative to public transport user costs[7]; and

- increasingly **sedentary lifestyles** and related health problems - due in part to reduced physical activity resulting from greater car dependence, particularly amongst children. This can have knock-on impacts on psycho-social wellbeing.

■ Problems associated with lack of access to employment, training, services (in particular health services) and leisure for people who have no, or limited, car availability stemming from, in particular:

- problems associated with public transport provision in rural areas;

- problems associated with 'off peak' weekend and evening travel across the area;

- physical access to public transport vehicles, and indeed the public transport network; and

- cost and lack of integrated ticketing for public transport.

2.5.3 Allied to the above problems, over recent decades, economies have become increasingly dependent on the car, and indeed road transport for freight. In addition to the environmental and health issues, this dependency can now be increasingly seen as an economic risk due to:

■ increasing recognition and awareness of climate change, and therefore pressure on the continued use of fossil fuels; and

■ medium-term uncertainty concerning the security and longevity of current energy supply.

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[7] http://www.transportscotland.gov.uk/statistics/j285663-13.htm#table106a

2.5.4   Both of these factors are likely to continue to result in significant uncertainty about fuel prices in the medium to long term in spite of the major reduction oil prices that took place in 2014. Economies which are the most car-dependent are also those most at risk from these pressures, although it should be noted that public transport costs and therefore fares are also sensitive to fuel prices. In the coming years there could be a rebound effect on traffic volumes, should fuel prices remain at low levels or should alternative fuel vehicles become significantly cheaper to purchase and run.

2.5.5   Increasing car ownership and cheap travel have led to a more dispersed society, with people living further from their place of employment, and being willing to travel further to take up shopping, leisure and other opportunities. A further key trend is that of reducing household size (ie the average number of persons per household). This contributes significantly to travel volumes as eg two single-adult households are likely to generate more travel than one two-adult household.

2.5.6   Cheaper car travel and improved connectivity for business and industry resulting from extensive new and improved road networks have contributed enormously to economic development, personal mobility and quality of life for many. However, increasing use of the car has also led to the problems highlighted above. Care must therefore be taken in addressing the problems of excess traffic to ensure that further economic development is not hindered. A balance must be sought between the benefits of road-based transport and its negative impacts. Account also needs to be taken of the effects of developing technology on peoples transport needs, the characteristics of transport supply, and the management of transport.

2.5.7   In economic terms, the key to the RTS is to seek to provide alternatives to the private car, which can maintain and increase the level of accessibility required to enable economic recovery in the face of increasing pressure on travel by car – from congestion, environmental concerns, and potentially fuel prices. This will enable the economy to adapt, becoming less car dependant and more sustainable in the longer term, whilst remaining competitive.

2.5.8   Significantly improving both public transport and conditions for walking and cycling, thus moving towards a less car dependent society, would:

- reduce greenhouse gas emissions;
- 'protect' the economy to some degree from rising fuel prices by providing a range of alternatives to the private car;
- improve the health of the community, and improve local air quality;
- increase travel opportunities for those without access to a car, and in so addressing social exclusion issues; and
- help to protect and improve sensitive urban and rural environments from the intrusion of additional private vehicle traffic.

2.5.9   With respect to making step-change improvements to public transport, the role of the bus as the principal means of public transport in the SEStran area is recognised.[8] Many of the RTS proposals would result in significantly improved bus services in the area.

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[8] NTS Bus Action Plan paragraph 1.12 & Action 1.

2.6   The Future of the SEStran Area

2.6.1   The SEStran area is home to what is generally recognised to have been one of Scotland's stronger economies in recent years, with the City of Edinburgh being the main driver of this economic growth. The difficulties encountered across the financial services sector globally have also affected the Edinburgh economy.

2.6.2   This section briefly considers how the SEStran area is forecast to change over the coming years, looking at the key areas of population / households, employment, car ownership and planning.

Population and Households

2.6.3   The SEStran area is projected to see a significant increase in population of nearly 185,000 (around 16%) between 2013 and 2033 (GROS[9], 2010 based). Across the rest of Scotland over this period, population is projected to grow by only 6%.

2.6.4   Between 2010 and 2035, there is projected to be a pronounced demographic change, with the number of over 65s set to increase by nearly 75%, with only a 6% increase in working age adults and a 10% rise in those under 15 years old. In terms of households, it is anticipated that there will be an additional 168,000 households (a 24% increase) between 2013 and 2033 in the SEStran area. The changing nature of household composition (ie the average household size is reducing) combines with population growth to create this requirement for many more households.

2.6.5   Implications for RTS – the projected increases in population and households will have pronounced effects on the transport system - the integration of land use and transport planning is essential if dispersed, car dependent growth is to be avoided.

Employment and Labour Force

2.6.6   The recession has also had an impact on employment in the SEStran area. Total employment of SEStran area residents peaked in 2008 at 757,500, reduced to 734,100 in 2011 and recovered to 745,500 in 2013[10]. Initial indications are that in 2014, employment in the SEStran area may have exceeded its previous 2008 peak[11].

2.6.7   The nature of the area leads to very significant commuting flows between SEStran local authorities and between SEStran and the rest of Scotland[12]. Overall, the City of Edinburgh accounts for around 45% of total jobs located in the SEStran area (but only 32% of the population), so acts as a major draw for surrounding areas. Midlothian, Clackmannanshire and East Lothian see the highest proportions of residents out-commuting, while West Lothian has similar levels of in- and out-commuting.

2.6.8   As well as the forecast increase in population referred to above, significant employment growth is also expected. Arising out of the Scottish Government's Agenda for Cities, the Scottish Cities Alliance was established to focus on key city-regions as drivers of growth, including Edinburgh. A

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[9] General Register Office for Scotland

[10] http://www.scotland.gov.uk/Topics/Statistics/Browse/Labour-Market/Local-Authority-Tables

[11] http://www.scotland.gov.uk/Topics/Statistics/Browse/Labour-Market/Publications/APSOctSepSum

[12] http://www.scotland.gov.uk/Topics/Statistics/Browse/Labour-Market/Publications/Supplementary-LA-Tables

'City Deal' to bring investment and improved infrastructure to the region is currently under discussion.

2.6.9   Implications for RTS – Economic recovery will bring employment growth which will require larger labour markets, potentially with employees travelling from further afield. This will add to pressure on the transport networks in the SEStran area in the medium term.   Again, new developments must be planned together with public transport to minimise car-based commuting. The scaling back of bus services across the area could have an important impact on labour markets.

Car Ownership

2.6.10   The number of vehicles on Scotland's roads has increased from 775,000 in 1962 to around 2,700,000 in 2012. Of these, around 85% were cars and light goods vehicles[13]. In spite of this, car ownership levels in Scotland are lower than in the many other EU countries. Significantly, although rates of car ownership here are lower than some other comparable areas of the EU, the use of the car is greater here. At the Scotland level, car ownership rates have stabilised since 2008, after many years of consistent growth.

2.6.11   Within SEStran, there is a marked division, with car ownership being low in Edinburgh and higher in other local authority areas. The low figure for Edinburgh reflects, amongst other things, the density of population, the good level of public transport, and difficulties with parking in parts of the city.

2.6.12   This means that there are significant numbers of households without access to a car. In broad terms, around 1/3 of SEStran households do not own a car, 1/3 have partial availability (eg two adults / one car) and 1/3 have 'full' car availability (eg two adults, two cars)[14]. Looking at individual household types, over 40% of non-car owning households are either 'single parent' or 'single pensioner' households.

2.6.13   Implications for RTS – (i) there is significant scope for car ownership to continue to grow in the SEStran area, but this need not inevitably lead to increased car use, and (ii) very large numbers of households remain without access to a car – many of these are in more vulnerable groups.

Planning

2.6.14   The Edinburgh and South East Scotland Strategic Development Planning Authority (SESplan), was designated by Scottish Ministers on 25th June 2008 and comprises the City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian Councils. The key role of SESplan is to prepare and maintain an up to date Strategic Development Plan (SDP) for the area. SDP 1 was approved in June 2013 with modifications.

2.6.15   The spatial boundaries of SESplan and SEStran are not however identical, as Falkirk, Clackmannanshire and north Fife are outwith the SESplan area. Nevertheless, SESplan is clearly a key partner to SEStran in developing coherent land use and transport strategies for the future.

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[13] http://www.transportscotland.gov.uk/statistics/j285663-04.htm#table12

[14] It is noted that, for some, non-car ownership is an 'active' choice.

2.6.16   This combination of projected increases in population and households places considerable pressure on the planning system, especially when coupled with economic recovery and employment growth. The planning system clearly has a key role to play in planning the location of this new activity and the sheer numbers involved mean that development activity will be occurring across the SEStran area.   While this may lead to increasingly dispersed patterns of residential and employment location, it also presents major opportunities to develop growth in a more sustainable way. **It is therefore vital that this new development is planned with a firm perspective on sustainable transport**. To support this coordination, SEStran agreed with member authorities in 2010 that planning applications with strategic transport implications would be referred to SEStran for comment.

2.6.17   This is one of the key issues for the RTS – planning transport in the medium term to complement the ongoing development of the SEStran area.   In particular, the update to the SESplan SDP currently in preparation (SDP2) and other associated Local Development Plans must continue to be developed in partnership with the RTS and Local Transport Strategies, in order to encourage more sustainable forms of transport.

2.6.18   **Implications for RTS – the allocation of extensive new land for development underlines the importance of integrating land-use and transport planning in the SEStran area, linking Strategic and Local Development plans closely with the RTS. Failure to do so will lead to further significant increases in car use.**

Freight

2.6.19   The SEStran area represents a significant origin and destination for freight traffic. Over 20% of Scottish HGV tonnage is lifted or dropped in the area and over one third of Scottish maritime freight tonnage (and one third of seaborne container tonnage) uses the Forth ports. Together, the hub intermodal railheads at Coatbridge, Grangemouth and Mossend generate the same level of container traffic as the port of Grangemouth. With the loading gauge clearance of the East Coast Main Line and Edinburgh's South Suburban Line to be enhanced in 2015-16, the volume of intermodal rail traffic passing through the SEStran area is likely to grow further, and this in turn may lead to increased opportunities for intermodal railhead facilities within the SEStran area.

2.6.20   Overall in Scotland, coastal shipping accounts for 11% of tonnes moved in 2010, compared to 78% for road. In terms of tonne-kilometres, however, coastal shipping is the most significant mode with 47% of the Scottish total. Road accounts for 44% of tonne-km reflecting the shorter lengths of road freight journeys. Rail has a 5% and 9% share respectively[15].

2.6.21   **Implications for RTS – the significance of coastal shipping and the importance of linking sea and land-based transport effectively need further attention. Grangemouth and Rosyth in particular are becoming increasingly important within the SEStran area as hubs for freight activity. SEStran must continue to act to facilitate efficient movement of goods and ensure quality facilities for the freight sector in key freight corridors and gateways to facilitate economic recovery.**

2.7   Accidents

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[15] Scottish Transport Statistics 32 (data for Fig 3.1, Tables 9.3, 9.5), Transport Scotland 2013. Mode share figures quoted exclude pipelines.

2.7.1　In 2009 the Scottish Government published its Road Safety Framework[16], setting a number of targets to meet by 2020 (relative to the 2004-08 average) as set out in the table below. In addition the previous 10% reduction target in the slight casualty rate is continued to 2020.

Target	2015 Milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged <16) killed	35%	50%
Children (aged <16) seriously injured	50%	65%

2.7.2　The number of accidents on the road network continues to fall. Within the SEStran area, annual road accident deaths and serious injuries fell from an average of 745 in 2004-8, to 481 in 2013, a reduction of 37%[17]. Nationally, the total number of serious injuries fell by 36% between 2004-08 (average) and 2013. The number of people killed also fell from 292 to 172 over this period, a reduction of 41%. Child deaths fell by 46% and serious injuries by 40%. Slight casualties have also reduced, by 24% in the SEStran area and by 32% nationally, exceeding the national target.

2.7.3　These figures represent significant success in accident prevention/reduction resulting from the efforts off all stakeholders involved in this area. However, these efforts need to be continued and reinforced if further dramatic falls in accident figures are to be realised and the national targets met. It is also the case that an element of this decline may be due to a reduction in the exposure of vulnerable groups (pedestrians and cyclists) who are disproportionately represented in accident statistics – for example there may be fewer being killed because there are fewer on the road, so the rate of accident involvement per cycling or walking trip may not be decreasing, or decreasing as fast as the absolute figures.

2.7.4　Implications for RTS – SEStran must work to continue the trend of reducing transport related casualties and contribute to the national targets.

2.8　Environment

Climate Change

2.8.1　The importance of climate change and emissions reductions in transport policy is now well established, and the Scottish policy context is clear. The Scottish Government passed the Climate Change (Scotland) Act in 2009 and this Act sets an interim target of a 42% reduction in

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[16] Scotland's Road Safety Framework to 2020, Scottish Government 2009

[17] Derived from http://www.transportscotland.gov.uk/system/files/documents/tsc-basic-pages/Table%2036%20-%20Casualties%20by%20Council%2C%20severity%20and%20road%20type_0.xlsx

greenhouse gas emissions (relative to 1990 levels) by 2020 with an ultimate aim of an 80% reduction by 2050.

2.8.2   The Act places duties on all public bodies including the requirement that a public body must, in exercising its functions, act:

- in the way best calculated to contribute to delivery of the Act's emissions reduction targets;

- in the way best calculated to deliver any statutory adaptation programme; and

- in a way that it considers most sustainable.

2.8.3   These responsibilities are embodied in 'Public Bodies Climate Change Duties: Putting Them into Practice', published by the Scottish Government in February 2011.   Specifically in terms of transport, the Scottish Government's Climate Change Delivery Plan of 2009 includes four 'transformational outcomes' which must be delivered to meet the 80% emissions reductions targets.   One of these is:

- '*almost complete decarbonisation (the reduction in the emission of carbon dioxide and other greenhouse gases) of road transport by 2050, through wholesale adoption of electric cars and vans*'.

2.8.4   In more detail, the most recent policy document 'Low Carbon Scotland: Meeting our Emission Reduction Targets 2013-27' published in 2013 sets out a range of Policies and Proposals within the context of four 'packages': decarbonising vehicles, road network efficiencies, sustainable communities, and business engagement around sustainable transport.   Greenhouse Gas (GHG) emissions from transport reduced from 2007 to 2011 getting back to the 1990 level. This represents a reduction of over 10% from the 2007 peak. In part this will be due to the reduction in traffic levels in Scotland mentioned earlier, but this was 2.9% - less than the GHG emission reduction[18]. Most other sectors of the economy showed significant reductions in GHG emissions between 1990 and 2011, highlighting the scale of the task to tackle transport emissions.

2.8.5   While Greenhouse gases have a global impact, other emissions from transport sources (eg Nitrogen oxides, Carbon monoxide and small Particulates) have local impacts which can directly and seriously affect people's health. European Directives provide limit values and targets for such emissions that are translated into UK and Scottish legislation. Within the SEStran area, there are currently (February 2015) 13 Air Quality Management areas established under the UK Environment Act 1995, out of a total of 33 in Scotland. A 'Low Emission Strategy' is under development by the Scottish Government to support further action to improve local air quality and meet statutory requirements.

2.8.6   Conclusion – if the Scottish policy commitments are to be met, very significant reductions in vehicle emissions will be necessary, using the pathways outlined in national policy. RTPs and local authorities need to act in line with these policies.

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[18] http://www.scotland.gov.uk/seso/DatasetSearch.aspx?TID=226

Alternative Fuels

2.8.7   In the light of an emerging consensus on the need for emissions reductions, the use of alternative fuels as a means to reduce overall GHG emissions and improve local air quality is now seen as essential.

2.8.8   In 2010, there were 28.4m motor vehicles licensed in Great Britain. Of these, 0.18% were 'Gas' (gas, bi-fuel, petrol/gas and gas/diesel) and 0.01% were 'Electric'. This means that 99.5% of all registered vehicles in Great Britain are petrol or diesel powered, illustrating that the use of alternative fuels remains at an embryonic stage, although it is growing[19].

2.9   Overall context for the RTS

2.9.1   The SEStran area faces a set of issues which are perhaps unique in Scotland. It is first and foremost a rapidly growing area (in terms of population), and the main thrust of the RTS is in managing this growth.   The local authorities within the SEStran area are becoming more interdependent. In order to compete on an international basis, areas have to bind together to form larger economic units – this is the philosophy behind the Scottish Cities Alliance. City Regions can acquire a certain critical mass, in terms of skilled labour markets and the agglomeration benefits brought about by close proximity of similar firms. Good transport links are clearly a vital element in achieving this within SEStran and between SEStran and the rest of Scotland, the UK and the rest of the world.

2.9.2   The SEStran area economy has changed significantly in a relatively short period.   Outside Edinburgh, the traditional manufacturing base has declined rapidly. There then followed a boom in inward investment, which itself has proved to be only a short-term boost in places.   The policy emphasis now is on the development of indigenous industries in the key sectors of tourism, life sciences, advanced engineering, food and drink, financial services and energy.   Reflecting the national picture, in certain areas, there is a heavy reliance on the public sector for employment, but employment levels throughout the SEStran area are generally high, although pockets of unemployment and deprivation remain. In contrast, the economy of Edinburgh had enjoyed greater stability and growth, built on its traditional strengths of the business sector and financial services in particular. Edinburgh has also been boosted by significant growth in public administration resulting from Scottish devolution. It has proved more resilient than many areas to the economic downturn[20].

2.9.3   The economic geography of the area has changed markedly in recent years too.   Around Edinburgh, there have been major new retail and office developments including Leith, Fort Kinnaird, Straiton and Edinburgh Park. One of the major hospitals for the Lothians relocated from the city centre to an edge of town site in 2003. Many of the traditional industrial sites of Edinburgh have been transformed into residential areas, both large scale developments in areas such as Leith and Granton as well as smaller infill developments throughout the region.   Other centres of excellence have emerged, such as the biotechnology park in Midlothian, and the Alba centre in Livingston.   None of this necessarily means that the importance of Edinburgh city centre is diminished, and indeed it continues to thrive as a commercial centre - merely that economic

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[19] https://www.gov.uk/government/publications/tsgb-2011-vehicles

[20] Cities Outlook 2013, Centre for Cities, Jan 2013

growth, the ease and relatively low cost of car travel, and the planning environment has led to a more dispersed pattern of economic geography across the region.

2.9.4   Increasing population and the reduction in average household size, coupled with increased prosperity, created pressure on the housing market throughout the area, but particularly in Edinburgh. Property prices were also above the Scottish average in East Lothian, Midlothian and Scottish Borders[21]. Combined with rapid increases in prices, this impacted on the ability of staff in some key sectors to enter the property market, which in itself affects labour markets and travel patterns. Whilst the majority of the residential development in Edinburgh has been in the form of high-density flats, beyond the Edinburgh green belt there has been extensive construction of family homes to cater for local markets, Edinburgh out-migration, and in-migration from other parts of the country. Again, the recession has affected property and labour markets. In 2003/4 average house prices in Edinburgh were 50% above the Scottish average. In 2013/14 they were only 40% higher[22], with sales volumes 50% down. However, given the expected growth in population and households once recovery is established, these issues are likely to re-emerge.

2.9.5   These developments in demographics and economic geography all point to an increased level of interdependence throughout the SEStran area. In order to develop and compete in increasingly competitive markets, employers will require wider labour markets for skilled staff. Access to these labour markets should not be constrained by congestion, or poor public transport. Good transport can assist in matching employers with employees. At the same time, there is increasing pressure on the use of the car through environmental concerns, fuel prices, congestion and parking supply. Many major employment locations are currently highly car-dependent.

2.9.6   Strategic public transport provision in the SEStran area is currently highly focussed on Edinburgh city centre. Travel between most other local authority areas except those West of Edinburgh, or between other local authority areas and Edinburgh's suburbs, generally requires travel via Edinburgh city centre. Travelling via Edinburgh city centre by bus is time consuming, as it involves the most congested area within SEStran, so these types of journeys are usually not attractive public transport options.

2.9.7   The range of key destinations which are not based in Edinburgh city centre therefore seem likely to continue to grow in importance. The transport system of the SEStran area needs to adapt to reflect this, whilst at the same time, the strategic planning process has to work in partnership with transport planning to create new development in sustainable locations.

2.9.8   In addition to this pattern of economic growth being dispersed across the area, moves to reduce car dependency will inevitably create pressure on public transport in existing transport corridors. Key public transport corridors will be more intensely used, and capacity and level of service in these corridors will have to reflect this.

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[21] Property Market Report 2003-2013, Registers of Scotland, 2013

[22] Property Market Report 2003-2013, Registers of Scotland, 2013

3   RTS Objectives & Policies

3.1   Introduction

3.1.1   The RTS needs to be framed in the context of Scottish Government's five Strategic Objectives, the emphasis placed on Community Planning by Government and Local authorities, Local Transport Strategies developed by constituent local authorities, the Agenda for Cities[23] and the statutory Strategic and Local Planning framework.

3.1.2   The background and analysis described in Chapter 2 provides an overview of the key issues and trends which the RTS has to address. In broad terms, these related to:

- issues concerned with the detrimental effects of the use of the car, and car dependency, whilst recognising the contribution of the private car and road-freight in economic terms; and

- issues concerned with lack of access for those without use of a car.

3.2   National context

3.2.1   The Scottish Government's five Strategic Objectives were set out in 2007. They are:

That Scotland should be -
- Wealthier and Fairer
- Smarter
- Healthier
- Safer and Stronger
- Greener

3.2.2   The National Transport Strategy produced by the Scottish Government published in 2006 [ref] sets out a number of high level objectives:

- Promote economic growth
- Improve integration
- Promote social inclusion
- Improve safety of journeys
- Protect our environment and improve health

3.2.3   The Scottish Government identifies three strategic outcomes for Scotland's transport that will support these objectives:

• Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;

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[23] http://www.scotland.gov.uk/Topics/Economy/EconomicStrategy/Cities

•Reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and

• Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

3.2.4   In addition to the National Transport Strategy, there are a range of other strategy documents, produced or updated since 2008 that are relevant to the refreshed RTS. These are listed below and are referred to in Table 3.1 using the initials in brackets:

- National Planning Framework 3, July 2014 (NPF)

- Scottish Planning Policy, June 2014 (SPP)

- Let's Get Scotland Walking: The National Walking Strategy, June 2014 (NWS)

- Cycling Action Plan for Scotland, Transport Scotland, June 2013 (CAPS)

- Creating Places: A policy statement on architecture and place for Scotland, June 2013 (CP)

- Designing Streets: A Policy Statement for Scotland, March 2010 (DS)

- Strategic Transport Projects Review, Transport Scotland, 2009 (STPR)

- Infrastructure Investment Plan, 2011 (IIP)

- Scotland's Cities: Delivering for Scotland, 2012 (SCA)

- Government Economic Strategy, Scottish Government, 2011 (GES)

- Community Planning legislation and guidance (CPP)

- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2007 (AQS)

- Low Carbon Scotland - Meeting our Emissions Reduction Targets 2013-2027, The Second Report on Proposals and Policies, 2014 (RPP2)

- Low Emissions Strategy: Scottish Government is currently (March 2015) consulting on a Low Emissions strategy (LES).

3.3   RTS Vision Statement

3.3.1   In the light of the issues emerging from consultation and an analysis of key transport related trends, the following high-level Vision Statement for the RTS was agreed in 2007:

> '*South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health.*'

3.3.2   This Vision Statement continues to encapsulate the spirit of the RTS, covering economic development, accessibility, the environment and health.

3.4   RTS Objectives

3.4.1   The Issues identified gave rise to a comprehensive set of RTS Objectives. The objectives were developed under the four main categories covered in the RTS Vision Statement: Economy, Accessibility, Environment, and Safety and Health. These link back to the Scottish Government Strategic Objectives.   Note that there is no specific category headed 'Integration' as the integration of transport systems is a means to achieve other objectives, rather than an objective in its own right. However, many of the policies and interventions in the RTS will, in themselves, clearly help to achieve a more integrated transport system for all modes of travel in south-east Scotland, which is of fundamental importance.

Objectives

3.4.2   The objectives of the RTS are as follows:

1. Economy - to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner;

1.1   to maintain and improve labour market accessibility to key business / employment locations, from all localities and communities.

1.2   to maintain and improve connectivity to the rest of Scotland, the UK and beyond for business and tourists.

1.3   to support other strategies, particularly land-use planning, and economic development.

1.4   to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight.

3.4.3   The economy is one of the main priorities highlighted in the RTS Guidance. The three main ways in which the transport system affects economic performance are: (i) allowing for the efficient movement of goods and personnel in the course of business both within the SEStran area and with national and international economic hubs; (ii) giving employers access to as wide a labour force as possible, allowing the most efficient match between employees and employers, (iii) creating an attractive environment for businesses to remain or locate in an area and (iv) providing high quality tourist-related transport infrastructure for visitors to the region from the UK and abroad. The RTS Objectives recognise the need to maintain and improve access to key employment locations, and also to ensure that the links between SEStran and the rest of the country / world are of a standard which does not act as a constraint on economic growth. In a time of recession it is important that the provision of good transport facilities and services is aimed at hastening economic recovery and improving Scotland's overall competitiveness, whilst still meeting environmental objectives.

3.4.4   The provision of transport is a cross-cutting issue, affecting a wide range of policy areas. The RTS has an Objective to work with other policy agencies and stakeholders in the area, to ensure that planning for transport has an active role in the development of other strategies. Transport has a strong role to play in the **economic recovery** – through working with Scottish Enterprise, local authorities, Chambers of Commerce, and other stakeholders, steps can be taken to ensure that the needs of these stakeholders are fed directly into the transport planning process. The development of **Strategic Development Plans and Local Development Plans** must be integrated with transport planning, if more sustainable development is to be achieved.

3.4.5   Unreliable journey times, on routes which are affected by congestion, are a source of economic inefficiency, as additional time has to be allowed for personal travel and the transport of goods which may not be required. The RTS has an Objective to alleviate congestion and hence tackle unreliable journey times.

> **2. Accessibility - to improve accessibility for those with limited transport choice (including disabled people) or no access to a car, particularly those who live in rural areas:**
>
> 2.1   to improve access to employment.
>
> 2.2   to improve access to health facilities by working with health boards and other agencies.
>
> 2.3   to improve access to other services, such as retailing, leisure / social and education.
>
> 2.4   to influence decisions on the provision of public transport to make it more affordable and socially inclusive.

3.4.6   A second strong theme of the RTS covers the area of **accessibility**. If all groups in society are to share in the economic recovery of the SEStran area, access to a range of employment, health and other opportunities must be as wide as possible. Those without access to a car in particular can be excluded from employment and educational / training opportunities, limiting their participation in the labour market. Difficulties in accessing health facilities can have a detrimental effect on health, and poor access to retail and leisure opportunities impact on consumer choice, health and culture.

3.4.7   Lack of public transport services is only one element of poor access. Other barriers to use of transport include lack of physical access (i.e. access to public transport vehicles and access to the public transport network) and also cost. Affordability can be a major barrier to use of transport and hence participation in wider society.

3.4.8   The RTS Objectives for accessibility compel the RTS to improve accessibility in its broadest sense in geographical areas and for groups in the community where poor access is identified as a significant problem.

> **3. Environment - To ensure that development is achieved in an environmentally sustainable manner:**
>
> 3.1   to contribute to the achievement of the Scottish national targets and obligations on greenhouse gas emissions.
>
> 3.2   to promote more sustainable travel.
>
> 3.3   to reduce the need to travel.
>
> 3.4   to minimise the negative impacts of transport on natural and cultural resources.
>
> 3.5   to increase transport choices, reducing dependency on the private car.

3.4.9   There are a range of **environmental** issues at the heart of the RTS Objectives. The RTS is committed to developing a transport system for SEStran which minimises the impact of transport on the local and global environment. In particular, there is a specific sub-objective with reference to the reduction in the emission of greenhouse gases (GHG). One of the main

ways SEStran can influence these issues is by ensuring sustainable travel is a key element of the relevant Strategic Development Plans (SESplan and TAYplan) and the constituent authority's Local Development Plans. Other sub-objectives include the promotion of more sustainable travel, minimising impact on natural and cultural heritage and measures which reduce the need to travel. Reducing dependency on the private car is a cross-cutting objective, which would also be beneficial in economy and health terms.

4. Safety and Health - To promote a healthier and more active SEStran area population:

4.1   to improve safety (accidents) and personal security.

4.2   to increase the proportion of trips by walk/ cycle.

4.3   to meet or better all statutory air quality requirements.

4.4   to reduce the impacts of transport noise.

3.4.10   The final theme of the RTS Objectives is **safety and health**. A reduction in the number and severity of accidents is a sub-objective of the RTS recognising that Local Authorities will play a major role in achieving this objective. The other main way in which transport directly impacts on health is through air quality. It is clear that transport is a significant contributor to local air pollution, and that this exacerbates respiratory disease and cardiovascular mortality and morbidity[24]. The RTS has a specific sub-objective relating to this. Transport noise can also have a detrimental effect on the health of individuals, and this is referred to in the RTS Objectives although it is recognised that the implementation of noise reduction schemes tends to be associated with specific new projects and schemes.

3.4.11   Increasing the proportion of trips made by walk / cycle, and reducing the proportion by car, will have positive impacts on health through a reduction in sedentary travel, and there is a sub-objective to this effect. This has the further benefit of improving local air quality and reducing GHG emissions, if there is a corresponding reduction in car journeys.

3.4.12   How the SEStran Objectives links with the Scottish Government's Strategic Objectives is shown in Figure 3.1.

Figure 3.1 Relationship between SEStran and Government objectives

3.4.13
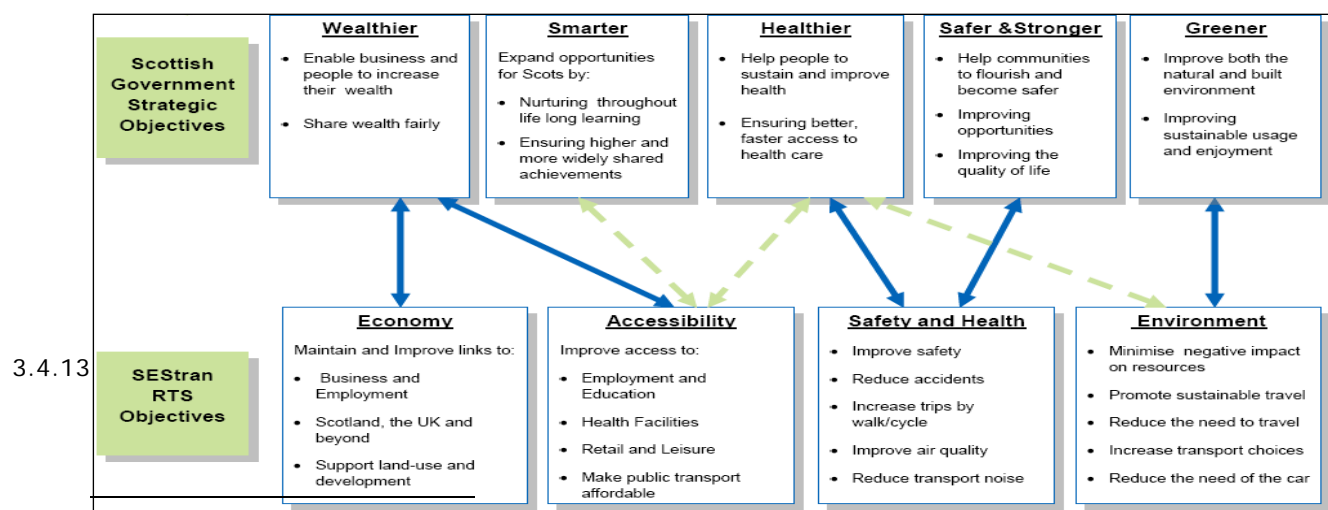
24 Air Quality and Road Transport: Impacts and solutions, Guy Hitchcock et al, RAC Foundation, June 2014

3.5   RTS Policies

3.5.1   A set of policies has been developed for SEStran which act as a 'bridge' between the RTS Objectives and the type of action which is generally promoted by the RTS to address the Objectives. These provide a clear SEStran policy position on the issues raised throughout the RTS. A policy may indicate a presumption in favour of a certain type of 'intervention' in a given set of circumstances.

3.5.2   The RTS Policies also provide a link to the wider policy context, to ensure that the RTS is, as required, consistent with other strategy / policy documents at the local, regional and (particularly) national level. This includes links to the documents listed in para 3.2.4 covering planning, planning policy, economic development and regeneration, sustainable development, social inclusion, climate change and health. The content of these documents has been very much reflected in the policies seen in the RTS.

3.5.3   The RTS policies are listed in summary in Table 3.1 below, grouped together into broad category areas, and shown in relation to the RTS objectives. The policies are also found in Appendix C, where a commentary and policy links are also included.

Table 3.1 Summary of RTS Policies

RTS Policy	Relates to Objectives ...	Relates to SG Strategy (para 3.2.4)
Connectivity		
Policy 1 The RTS will support improvements to the connectivity of the SEStran area to key national and international destinations by a) supporting appropriate infrastructure investment and service improvements, and b) supporting improvements to key gateways such as airports, main rail stations, ports and freight terminals including local access to these especially by sustainable modes.	1.2, 1.3, 1.4	GES, NTS SCA
Improvements to Public Transport (Bus)		
Policy 2 There will be a general presumption in favour of schemes that improve the efficiency and effectiveness of public transport, and make it a more attractive option for existing car users.	1.1, 1.4, 2.1, 2.2, 2.3, 2.4, 3.1, 3.3, 3.5	NTS
Policy 3 The improvement of all aspects of bus services (services, vehicle quality, fares, infrastructure, bus rapid transit, and integration) as a means of reducing congestion and enhancing accessibility, will be encouraged.	1.4, 1.1, 1.2, 2.1, 2.2, 2.3, 2.4, 3.3, 3.5.	NTS
Improvements to Public Transport (Rail)		
Policy 4 Encouragement will be given by SEStran to Transport Scotland for cost-effective investment and service support that builds an integrated rail-based regional transport network, including trams where appropriate, fully integrated with existing and planned development.	1.1, 1.2.	NTS, STPR IIP

Policy 5 There will be a presumption in favour of supporting the targeting of rail investment to enhance the public transport capacity (including, where appropriate, station capacity) of existing heavily-used and congested rail corridors for passengers and / or freight.	1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 3.3.	NTS, STPR IIP
Policy 6 SEStran will support intervention where affordability is recognised by the Partnership as a barrier to the use of public transport.	1.1, 2.4, 3.4, 3.5	CPP
Information / Campaigns		
Policy 7 The RTS will give support to the promotion of 'soft' measures such as information, marketing, personalised travel assistance, awareness campaigns and travel plans.	3.1, 3.2, 3.3, 3.4, 3.5.	NWS, CAPS CP
Policy 8 Investment in new infrastructure and services will generally be complemented by 'soft' measures such as information, marketing, personalised travel assistance, awareness campaigns (including the promotion of the links between transport, safety, health and environment) travel plans and, where relevant, traffic management measures to ensure that the benefits will not be eroded by induced traffic.	1.3, 1.4, 2.1, 2.2, 2.3, 3.2, 3.3, 3.4, 3.5.	SPP, DS CPP
Parking		
Policy 9 A consistent framework for parking standards for new development will be promoted across the region in line with our Regional Parking Standards, to ensure that comparable developments have similar parking standards.	1.3, 1.4, 2.1, 2.2, 2.3, 3.2, 3.3.	SPP
Policy 10 Town and city centre parking provision (including areas on the edge of centres) will favour shoppers, essential business users and residents. Commuter parking in town or city centres will be discouraged with decriminalised parking control where viable and the provision of Park and Ride (see the SEStran Park and Ride Strategy)	1.3, 1.4, 2.1, 2.2, 2.3.	NTS, SPP SCA
Policy 11 The efficient use of parking provision at major employment and essential service centres outwith town and city centres (e.g. hospitals, areas around business parks) will be supported. This will be in line with the SEStran Parking Management Strategy.	1.3, 1.4, 2.1, 2.2, 2.3.	NTS, SPP
Traffic Reduction		
Policy 12 The RTS will seek to reduce road traffic levels, especially single occupant cars in the most congested places at the most congested times.	1.1, 1.4, 3.1, 4.3 & 4.4.	NTS
Infrastructure and Roads		
Policy 13 The RTS will give high priority to the maintenance of public transport networks and infrastructure	1.1, 1.2, 1.3 and 1.4.	NTS
Policy 14 There will be a presumption in favour of addressing problems of congestion through measures to reduce demand for car travel and promote modal shift.	1.3, 1.4, 3.1, 3.3, 3.4, 3.5 and 4.2.	NTS
Policy 15 Any additional capacity on commuter corridors that are congested, or forecast to become congested within the lifetime of the strategy, will normally be used to benefit space-efficient modes such as bus, train, high-occupancy vehicle and cycles.	1.4, 2.1, 2.2, 2.3, 2.4, 3.3 and 3.5.	NTS

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Policy		Objectives	Source
Policy 16 New road capacity, to improve journey times and reliability, will be supported where it can be demonstrated that these benefits will not be eroded by induced traffic in the medium to long term, and that other alternatives have been appraised and found to be less effective.		1.1, 1.4.	NTS
Mode Shift - Freight			
Policy 17 SEStran will work with the freight transport industry to facilitate the sustainable movement of freight to key destinations, including, where appropriate promoting greater use of rail and water-borne transport and to encourage more efficient logistical distribution; and including logistics relating to sustainable energy projects.		1.3, 1.4, 3.3.	NTS, LCS
Accessibility			
Policy 18 SEStran will seek to support communities with poor access to employment by PT and low car ownership / high deprivation and areas of peripherality less well served by public transport.		2.1, 2.4.	NTS, CPP
Policy 19 Where improvements in accessibility are found to be required, the RTS will seek to support measures which enhance conditions for pedestrians, cyclists and public transport users (including community transport / DRT).		1.4, 3.3, 3.4, 3.5, 4.2.	NTS, SPP
New Development			
Policy 20 SEStran will use its influence to support strategies set out in Strategic and Local Development Plans by seeking to ensure that major trip generating sites – including housing – are located in areas that are capable of being well served by walking, cycling and public transport, or will be made so by transport investment delivered in phase with the development.		1.1, 1.3, 2.1, 2.2, 2.3.	SPP, CP
Policy 21 SEStran will support planning authorities in using their land-use planning powers to reduce the need to travel, to promote the provision of non-car access to and within new developments and to promote travel plans (see SEStran Sustainable Development Guidelines).		3.3, 3.4, 3.5.	SPP, NTS CP
City and Town Centres			
Policy 22 Support will be given to interventions which reinforce and strengthen the role of Edinburgh city centre and of other town centres, as centres of economic activity including retailing and tourism.		1.1, 1.3, 2.1, 2.3, 3.1, 3.3, 3.4, 3.5, 4.2.	GES, SCA
Sustainable Modes			
Policy 23 Affording a higher priority to schemes that improve the accessibility by public transport, walking and cycling of key development areas as identified in Strategic and Local Development Plans will be supported.		1.1, 1.2, 1.3.	SPP, CP
Policy 24 The RTS will prioritise interventions in all types of area (city, town, local community) that promote the use of more sustainable modes of transport, in particular non-motorised modes for shorter journeys.		3.2, 4.4, 1.4.	NTS
Equalities			
Policy 25 All relevant interventions will be subject to an equality audit to ensure that they promote equalities in accordance with the law.		Relates to all objectives	CPP

Policy 26 SEStran will seek to ensure that people who have difficulties in using transport due to disability will be the subject of targeted measures to address this.	2.1, 2.2, 2.3, 2.4.	CPP
Access to Health		
Policy 27 SEStran and its constituent authorities will work in partnership with Health Boards and the Scottish Ambulance Service to improve access to health services and to reduce congestion caused by travel to these services.	2.2.	CPP
Policy 28 SEStran will seek to ensure that Health Boards take into account transport issues in all service decisions, and make necessary provisions to meet any transport impacts of these decisions, including where necessary funding for public transport services.	2.2, 4.1.	CPP
Environmental Impact		
Policy 29 Transport interventions should be designed and operated to minimise their impact on the environment.	3.2, 4.4.	SPP, AQS LCS
Policy 30 Interventions in the RTS should contribute to the achievement of national and international targets related to local air quality and climate change, through reducing emissions of NOx, CO, Particulates, CO_2 and other greenhouse gases.	3.1, 1.4.	AQS, LCS LES
Policy 31 New transport infrastructure proposals which could have significant adverse effects on areas designated for their natural or cultural heritage and environmental quality, including air quality, will not normally be supported.	3.2.	SPP, AQS
Energy Use / Efficiency		
Policy 32 The RTS will promote interventions that will reduce the consumption of non-renewable resources and will improve energy and resource efficiency.	3.1, 3.2, 3.3, 3.4.	LCS
Accident Reduction		
Policy 33 Interventions that are cost-effective in reducing accidents will be supported.	4.1, 3.3, 3.4, 3.5.	NTS
Health Promotion		
Policy 34 There will be a presumption in favour of schemes that lead to greater physical activity, and that facilitate independent travel especially by children.	4.2, 2.1, 2.2, 2.3, 3.3, 3.4, 3.5.	NWS, CAPS
Personal Security in Transport		
Policy 35 There will be support for measures that enhance personal security, especially for pedestrians, cyclists, and public transport users.	4.1, 2.1, 2.2, 2.3, 1.1, 1.3.	NTS
Air Quality		
Policy 36 There will be support for measures that assist the achievement of local air quality targets.	4.3, 3.2, 3.3, 3.4, 3.5.	AQS, LES
Transport Noise		

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Policy 37 In association with new infrastructure, appropriate measures will be supported to minimise the adverse impacts of transport noise.	4.4, 3.2.	NTS
Strategy & Policy Integration		
Policy 38 Schemes supported in national and other regional strategy and policy documents will be supported in the RTS.	1.1, 1.2, 1.3.	All
Policy 39 SEStran will work with member authorities, regional planning bodies and the Scottish government to promote the shared policies and objectives of the RTS and LTSs and the Single Outcome Agreements of member authorities.	All	CPP
Policy 40 All relevant projects and interventions will be subject of a Quality Audit to ensure they maximise opportunities to meet all RTS objectives and policies and that the needs of all groups are given due consideration in the assessment and design of RTS measures.	3.3, 3.5, 4.2.	
Local Funding		
Policy 41 SEStran will set aside funding to support cost-effective local projects and services consistent with initiatives in the RTS.	1.1, 1.2, 1.3, 1.4.	

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4   Targets & Monitoring

4.1   Introduction

4.1.1   Targets are set at the beginning of a strategy period to give some quantified indication of how much progress SEStran is making towards achieving its objectives. The Scottish Government's RTS Guidance specifically requires the setting of targets in the RTS.   However, too many targets can be problematic in that they can be confusing, and may require a very large amount of data collection for them to be measured.

4.1.2   Therefore, most objectives are covered by at least one target, but one target may cover more than one objective, where appropriate. For each target, a baseline must be measured. The targets shown here are mainly set in terms of a percentage change on the baseline. Note that the time period for the RTS is taken here as 15 years, although intermediate targets for 5 years are also set.   Also included here are the indicators which are being used to monitor the progress of the RTS. The monitoring of the targets is carried out on a regular basis and reported annually in SEStran's Annual Reports.

4.1.3   Over the period 2007-2012/13, progress towards the targets has been mixed as discussed in the paragraphs below and summarised in the table at the end of this section. More detail is included in Appendix B. Performance of the transport system in the SEStran area is influenced by a wide range of factors, many of them outwith the control of SEStran. Also, updated population estimates available from the 2011 Census may affect measures of accessibility to employment and health facilities in some areas. However, where targets are not being met, this may indicate where more effort and resources need to be focused.

4.2   Targets for Economy

4.2.1   The **economy** targets are particularly aimed at reducing congestion, widening labour markets and ensuring key economic transport links are maintained and developed.

> **Objective 1.1 - to maintain and improve labour market accessibility to key business / employment locations**

4.2.2   Access to key business and employment locations can be assessed in terms of the number of potential employees with a given travel time by public transport. This can be thought of as the labour market catchment for key, currently identified, employment centres. Improvements in public transport will increase this catchment, which can be defined in two bands – under 30 minutes and under 60 minutes.

4.2.3   **Target**: Relative to 2007, achieve a 10% increase in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.

> **Objective 1.2 - to maintain and improve connectivity to the rest of Scotland, the UK and beyond**

4.2.4   Key economic 'gateways' to the rest of Scotland, the UK and the rest of the World include the motorway network, major railway stations, Edinburgh Airport, and Rosyth, Grangemouth and

Leith ports. This objective seeks to ensure links to these gateways and beyond are maintained and improved.

4.2.5   **Target**: To improve 'connectivity' to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland.   SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.

Objective 1.3 - to support other strategies, particularly land-use planning, and economic development

4.2.6   No quantitative target possible – only demonstrable synergies with other strategies, through new working relationships and structures.

4.2.7   **Target**: Demonstrable progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key Agency in the planning process in relation to Strategic and Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.

Objective 1.4 - to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight

4.2.8   Commute-based mode share targets have been developed for the RTS. Achievement of these targets will reduce congestion in key corridors and improve journey time reliability. 'Time lost to congestion' is regularly monitored on the busier parts of the trunk road network by the Scottish Government, and reported annually.

4.2.9   **Target**: (i) Reduce 'car driver' share for travel-to-work by six percentage points over the period of the RTS (see Chapter 8 for details),; (ii) Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network;   (iii) From the Scottish Household Survey (Travel Diary), reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.

4.2.10   Targets for Accessibility

4.2.11   The overarching objective for **accessibility** is 'to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas'. Targets for each sub-objective are proposed below.

Objective 2.1 - to improve access to employment

4.2.12   Through accessibility modelling, the RTS has established a measure for residential access to employment for all areas of SEStran, at a detailed spatial level. Modelling can be used to measure the impact of public transport improvements on this accessibility measure.

4.2.13   **Target**: For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average of at least 10% after 15 years).

Objective 2.2 - to improve access to health facilities

4.2.14   The accessibility modelling undertaken in the RTS also allows an accurate picture to be built of communities with long travel times, using public transport (defined here as greater than 60 minutes), to hospital services, where there are a significant number of zero-car households (see Chapter 6).

4.2.15   **Target**: Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).

> **Objective 2.3 - to improve access to other services, such as retailing, leisure and education**

4.2.16   **Target**: 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).

> **Objective 2.4 - to make public transport more affordable and socially inclusive**

4.2.17   There are a range of barriers to the use of public transport which the RTS is setting out to address.

4.2.18   **Targets**: (i) By, or before the end of the RTS, monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act 2010. (ii) Identify high fare 'anomalies' in the SEStran area by the end of the RTS period, relative to 2007 (iii) Seek to influence national policy in relation to the procurement of bus services, if necessary to meet other RTS targets.

4.3   Targets for Environment

> **Objective 3.1 - to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions**

4.3.1   Reducing the level of road traffic is central to the goal of cutting greenhouse gas emissions.

4.3.2   **Target**: Progress should be made at the SEStran level towards the Scottish Government's aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government's emissions targets.

> **Objective 3.2 - to minimise the negative impacts of transport on natural and cultural resources**

4.3.3   **Target**: To minimise significant effects on areas designated for, or acknowledged for, their biodiversity interests (including protected species), landscape and / or cultural heritage importance, from interventions in the RTS.

> **Objective 3.3 - to promote more sustainable travel**

4.3.4   The achievement of more sustainable travel choices will be evidenced through changes in mode share, and in particular a reduction in the share of 'car driver'.

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4.3.5   **Target**: Targets for mode share (see objective 1.4).

Objective 3.4 - to reduce the need to travel

4.3.6   Advances in technology are creating opportunities for reducing the amount of travel undertaken, eg home working, teleconferencing, internet shopping etc.

4.3.7   **Target**: To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.

Objective 3.5 - to increase transport choices, reducing dependency on the private car

4.3.8   **Target**: Targets for mode share (see objective 1.4).

4.4   Targets for Safety and Health

Objective 4.1 - to improve safety (reducing accidents) and personal security

4.4.1   **Targets**: (i) By 2020, to cut the number of killed by 40% and seriously injured casualties by 55%; and to cut the number of children killed by 50% and seriously injured by 65%, all from a 2004-2008 base. There is also a target to reduce the slight casualty rate by 10%(ii) Over the period of the strategy, a 20% reduction (7% after five years) in pedestrians and cyclists killed or seriously injured (KSI) per trip made (using SHS data for trip making). (iii) 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%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).

Objective 4.2 - to increase the proportion of trips by walk/ cycle

4.4.2   **Targets**: 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. Cycling Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.

Objective 4.3 - to meet or better all statutory air quality requirements

4.4.3   Target: To contribute to meeting the national targets for air quality.

4.5   Summary of performance

Objective	5 year target	Performance 2007-2012	
1 Economy			
1.1 - to maintain and improve labour market accessibility to key business / employment locations	Increase % of SEStran working age population within 30/60 mins of identified key employment centres by public transport by 3%	Target **not** achieved - except Livingston (60 mins)	↘
1.2 - to maintain and improve connectivity to the rest of Scotland, the UK and beyond	Increase number of daily coach/rail/air services to regional/national/ international destinations	Target achieved	↗

1.3 - to support other strategies, particularly land-use planning, and economic development	No quantified target.	Participation in SDP preparation, Community Planning	↑
1.4 - to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight	Reduce time lost in congestion on trunk road network after 15 years (stabilise after 5 years); Reduce car mode share for the journey to work; Reduce car users reportedly affected by congestion	Trunk rds: target achieved at some sites; car mode share not achieved; car users in congestion, mixed results	↔
2 Accessibility			
2.1 - to improve access to employment	For areas defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment by an average of at least 3%	Target not achieved	↓
2.2 - to improve access to health facilities	Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 15%.	Target not achieved Trend in wrong direction in many cases	↓
2.3 - to improve access to other services, such as retailing, leisure and education	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 7% after five years.	Target not achieved -except to Retail Parks/ Supermarkets	↘
2.4 - to make public transport more affordable and socially inclusive	(i) By, or before the end of the RTS, seek to monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act2010. (ii) Identify high fare 'anomalies' in the SEStran area by the end of the RTS period, relative to 2007 (iii) Seek to influence national policy in relation to the procurement of bus services, if necessary to meet other RTS targets.	No data on DDA compliance for 2012; reduction in proportion of bus users finding fares 'good value'; increase in use of concessionary bus pass.	↔
3 Environment			
3.1 - to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions	Progress should be made at the SEStran level towards the Scottish Government's aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government's emissions targets.	Traffic levels on track to 2021 target; Scottish CO_2 emissions broadly on target but transport emissions still slightly higher than 1990 base.	↗
3.2 - to minimise the negative impacts of transport on natural and cultural resources	No quantified target or practical indicators	No specific changes identified	↔

3.3 - to promote more sustainable travel	Aim to increase mode share of sustainable modes	No change overall; increase in Liftshare takeup	→
3.4 - to reduce the need to travel	To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.	No data from monitoring	↔
3.5 - to increase transport choices, reducing dependency on the private car	Targets for mode share (see objective 1.4).	Target not achieved, trend in wrong direction	↓
4 Safety and Health			
4.1 - to improve safety (reducing accidents) and personal security	(i) By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and child killed by 50% and seriously injured by 65%from a 2004 -2008 base. There is also a target to reduce the slight casualty rate by 10% (ii) Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs per trip made (using SHS data for trip making). (iii) 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%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).	i) On track to meet 2020 target ii) Targets met in terms of total number of casualties iii) No recent data	↗
4.2 - to increase the proportion of trips by walk/ cycle	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. Cycling Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.	Small increases in proportion walking and cycling.	↗
4.3 - to meet or better all statutory air quality requirements	To contribute to meeting the national targets for air quality	Increase in number of AQMAs from 5 to 8	↘
4.4 - to reduce the impacts of transport noise	No indicators or target currently feasible due to lack of data		

Key to symbols in table

↑	5 year target for RTS met
↗	Trend in correct direction towards target; or some targets for this category met, others in correct direction
↔	Neutral; or some indicators trending towards target, others away from target
↘	Targets for this category not achieved with some exceptions
↓	5 year target not achieved; trend in wrong direction

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4.6   Future Monitoring

4.6.1   In the light of the first 5 years' experience with monitoring of the RTS, changing data availability and in response to government strategies and guidelines, some amendments to the indicators used and the approach to monitoring may be required. For example, future Scottish low emissions strategy performance indicators may need to be reflected in the RTS. However, maintaining the continuity of monitoring is also important, and any adjustments will seek to achieve this. Future changes to the RTS monitoring framework will be reported in the SEStran Annual Reports.

5   Connectivity

5.1   Introduction

5.1.1   The SEStran area is a key driver of the Scottish Economy. Key business sectors include Financial Services, Tourism, the Knowledge economy, Creative Industries and Retailing, all of which are crucially dependent on the ability of people, goods and ideas to connect easily locally, regionally, nationally and internationally. The importance of connectivity in supporting the competitive position of any major city-region is well recognised: "*A connected city ... has a reliable, resilient infrastructure with strong transport and digital links to its workforce, its supply chain and its markets. Rail, road, sea, air and digital infrastructure link the city with its region, with neighbouring cities and with international markets. Our transport and digital infrastructure keep pace with evolving technology and international standards and enable access for all*"[25].

5.1.2   Connectivity requirements for the SEStran area are varied. For example:

- Businesses and their customers need to be able to get around the SEStran area easily to facilitate business activity

- Business needs good rail, road and air connections to access other centres of economic activity in the UK and abroad;

- Customers (including tourists) need to consider South East Scotland an easily accessible destination from elsewhere in the UK and abroad;

- Good port, rail and road infrastructure and suitable intermodal terminals are required to support freight movement and efficient logistics;

- Good connections for commuters maximise the labour force that is accessible to the area's employers.

5.1.3   Underpinning all connectivity requirements is the need for a sustainable approach that will support the long-term competitive position of the area through resource efficiency, social inclusion and minimum environmental impact.

5.1.4   The SEStran area has a number of major links and gateways that provide external connections including key rail stations, Edinburgh Airport, the Forth Ports, and the motorway and trunk road network. These are important in themselves, but they are only of value if they can be accessed easily from throughout the SEStran area and if they operate effectively. They should also support the other strengths of the SEStran area for business and the workforce - in particular the quality of the environment.

5.1.5   The Scottish Government agency, Transport Scotland, has responsibility for the maintenance and development of Scotland's strategic transport networks while the UK Department for Transport retains responsibility for cross border rail services and international air and sea connections. These elements therefore fall outwith the direct remit of SEStran. SEStran will however seek to influence and work constructively with Transport Scotland on the development of its transport proposals within the SEStran area and with Transport Scotland and the Department for Transport on external links serving the SEStran area in the context of available financial resources.

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[25] Scotland's Cities: Delivering for Scotland, Scottish Government 2011

5.1.6   The following paragraphs consider these gateways and key links in turn, considering the connectivity needs of both people and goods and indicating SEStran's position in relation to the these topics.

5.2   Gateway – Edinburgh Airport

5.2.1   The peripherality of Scotland means it is very dependent on air transport for its international links. SEStran recognises the key role played by **Edinburgh Airport** in the local economy, in terms of both travel and employment. SEStran supports the expansion of direct international services from Edinburgh airport and the retention of services to the hub airports in the SE of England as a means to improve international connectivity and competitiveness.

5.2.2   SEStran will therefore support the development of international direct air services from Edinburgh. The airport currently supports a growing range of destinations, particularly in Europe, but direct access to longer range destinations such as North America and the major emerging market economies of Asia and elsewhere remains limited and additional services of this type would be particularly welcomed.

5.2.3   However, SEStran supports rail as the preferable, more sustainable mode for journeys within the UK. The proportion of these journeys made by train could be considerably increased with the completion of HS2 to Scotland. While international connections from Edinburgh are likely to remain predominantly by air, SEStran supports the linkage of HS2 to HS1 to make train an attractive option for travel to nearer continental destinations.

5.2.4   The airport is also Scotland's busiest for freight and mail movement, with a total of around 43,000 tonnes handled in 2012[26]. Unlike passenger numbers, this total has declined slightly over the last 10 years, but remains a vital element in the mix of services that business requires.

5.2.5   To operate as an effective gateway, and to ensure the whole of the SEStran area can benefit from job opportunities at and around the airport, surface access to the airport from around the whole SEStran area, especially by sustainable transport modes, requires improvement. A number of projects have recently been completed or are committed, including the Edinburgh Tram and Edinburgh Gateway station, and the Transport Infrastructure Study for West Edinburgh has identified the need for a package of road and bus priority improvements around the airport. These are supported.

5.2.6   The new Edinburgh Gateway station will allow national rail connectivity via the Edinburgh Tram. Train services between Edinburgh and Fife and further afield to Dundee, Aberdeen, Perth and Inverness will operate via the airport station.   SEStran will seek to build on the opportunities afforded by this investment to develop the facility as a major public transport interchange. SEStran will also seek the construction of the Dalmeny Chord so that Train services from Glasgow, Alloa, Stirling and Dunblane are able to access the new station.

5.2.7   A key gap in connectivity is between the airport and Midlothian, East Lothian and the Borders. Through rail services to Edinburgh Park or the new Edinburgh Gateway station could improve this, together with an Outer Orbital Bus service. SEStran considers the improvement of public

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[26] UK Airport Statistics, CAA, www.caa.co.uk

transport linkages on this corridor as a priority both to serve the airport and other major employment centres (see below and Chapter 8).

5.2.8   The Edinburgh Airport Surface Access Strategy 2012-2017 aims to further improve surface travel by sustainable modes to and from the airport, with a public transport mode share target of 35% by 2017. SEStran will continue to engage with Edinburgh Airport and local authorities to encourage further sustainable transport solutions for surface access to Edinburgh Airport to be promoted.

5.3   Rail links - Passengers

5.3.1   Transport Scotland has an ongoing programme of rail improvement schemes which are of particular relevance both within the SEStran area and to the area's links to the rest of Scotland and the UK. Schemes that have been completed include the Stirling – Alloa – Kincardine line and reopening of the Airdrie – Bathgate line. Work is currently in progress on the network of lines between Edinburgh and Glasgow (EGIP – Edinburgh and Glasgow Improvement Programme) to improve journey times, improve reliability and increase capacity. This includes electrification between Edinburgh and Glasgow, signalling improvements and station upgrades including capacity for longer trains. These improvements will significantly improve rail connections between Edinburgh and Glasgow and provide better rail options for many parts of the SEStran area.

5.3.2   SEStran would welcome further electrification of the network in the SEStran area and beyond under the Transport Scotland 100 single track-km per year electrification plan. This will include the lines to Alloa and Dunblane, Falkirk-Cumbernauld and the Shotts line under a rolling programme of electrification.

5.3.3   The Stirling – Alloa – Kincardine line is open for passenger services between Alloa and Stirling. SEStran wishes to see the line between Alloa and Rosyth also utilised for passenger services in the longer term. An initial feasibility study was carried out by SEStran in 2009/10 indicating that this could provide connectivity and economic benefits, and would merit more detailed consideration.

5.3.4   SEStran supports plans and proposals for:

- Reduced journey times between Edinburgh and Inverness, Aberdeen, Dundee and Perth, together with the further development of 'interchange' stations (subject to full consideration of stopping patterns on these routes);

- Upgrading of Carstairs junction although SEStran would argue the case for a higher speed limit than the suggested 45 mph

- Introduction of a semi fast service between Edinburgh and Newcastle.

5.3.5   High Speed Rail, Edinburgh - Glasgow, Edinburgh - London: In addition to planned improvements to the current lines, there are longer term proposals for high speed rail links between Scotland and London probably in phased approach and for early implementation between Edinburgh and Glasgow, which would also form part of the Scotland-London High Speed Line.

5.3.6   SEStran welcomes the UK Government announcement to construct High Speed Lines from London to Leeds and Manchester (with early extension as far as Crewe) and would strongly

argue for either of these to form part of a High Speed Line to Scotland, either up the East or West Coast allowing London to Edinburgh journey times of under 3 hours. SEStran also considers that construction need not be sequential from south to north, but could start in the north or at a number of points simultaneously.

5.3.7   Within the SEStran area, rail is becoming an increasingly significant mode for local journeys, and is the best alternative to car use for longer distance commuter journeys. Between 2001 and 2011, the proportion of SEStran residents travelling to work by train increased by over 40%.

5.3.8   Growth and development in South East Scotland has led to the location of important areas of employment and housing in new locations, and resulted in a more dispersed pattern of travel demand. One obvious effect of this is the rapid growth in traffic levels on the Edinburgh outer city bypass. Given the substantial increase in population and households anticipated over the next 10 to 15 years this trend can be expected to increase. This issue is considered in more detail in Chapter 8.

5.3.9   To ensure that rail services provide good connectivity and an attractive option for the future, SEStran supports a number of key rail plans and proposals within the SEStran area:

- Further capacity enhancements in the Edinburgh suburban networks including as a priority the maintenance and development of 'Cross Rail' services across Edinburgh. SEStran considers this to be an essential component of tackling increasing demand for travel around the outer orbital corridor of the city (see Section 8.5 below).

- Re-opening of the Levenmouth railway line to passenger and freight services (feasibility work has already been undertaken by SEStran);

- Improved local rail services throughout the SEStran area with the provision of new stations at locations including Winchburgh, Bonnybridge, Cambus, Grangemouth, East Linton, Reston, Newburgh and/or Oudenaarde. Some of these will be dependent on demand and funding from new development.

5.3.10   The Borders Rail line is currently under construction. This highly significant project will provide new rail services to expanding areas of Midlothian and the central Borders, providing a step change in the quality of public transport in this corridor. SEStran supports measures to further reduce journey times, to provide competitive end to end journey times compared with car. SEStran wishes to see passenger services extended beyond Tweedbank to Carlisle in the longer term.

5.3.11   SEStran will also strongly argue for the linking of Borders railway with the Fife Circle service (or another appropriate service to the west/north of Edinburgh) as part of the 'Cross Rail' service highlighted above.   This would continue and develop the service currently provided with the Fife circle linking with the service to Newcraighall.

5.4   Rail Gateways

5.4.1   Edinburgh's Waverley station is the busiest station in the SEStran area by a large margin, used by over 18 million passengers in 2012/13. Haymarket station is the next busiest with 4 million passengers. Major investment has gone into both of these stations in recent years, providing substantial improvements to accessibility and facilities for passengers.

5.4.2   Waverley Station Redevelopment: A major refurbishment of the SEStran area's key rail gateway has been completed. It has provided additional platform capacity, improved track layout and signalling and better facilities for passengers.

5.4.3   Haymarket Station Redevelopment: This involves the total redevelopment of the station including improved platform access and passenger facilities. The new station was opened by the Transport Minister Keith Brown in December 2013. The new main entrance also provides direct access to the tram line and local bus services.

5.4.4   SEStran welcomes these major projects which represent a significant investment in rail infrastructure in the SEStran area. SEStran will strive to see further enhancements to stations in the future, in particular ease of access to stations by other public transport modes, on foot and by bicycle.

5.5   Buses and Trams

5.5.1   Buses provide the backbone of the public transport system throughout the SEStran area. Policies and proposals relevant to the whole SEStran area are set out in the following Chapter. Two specific projects are however of strategic significance in terms of connectivity – the Edinburgh Tram, and the proposed orbital bus service.

5.5.2   The construction of the Edinburgh Tram from York Place to Edinburgh Airport is complete and services commenced on 31 May 2014. This provides a high quality, high capacity public transport service on the key western corridor of Edinburgh. SEStran supports the extension of the tram network within Edinburgh and beyond as part of an integrated public transport system that provides an attractive and effective alternative to car use throughout the SEStran area and can promote more sustainable development

5.5.3   For many journeys to key non-central employment locations, public transport does not provide a realistic alternative to car use. In addition to the 'Cross Rail' train service referred to in 5.3.9 above, a high quality orbital bus service linking these employment locations, Park and Ride sites and potentially the airport could improve the attractiveness of public transport for such journeys considerably. SEStran carried out a feasibility study for an Orbital Bus Rapid Transit route in 2010, and supports the further development of this concept as a priority.

5.5.4   A number of other public transport measures are discussed in the following chapter. Of particular note is the extension in 2014 of real-time passenger information systems beyond Edinburgh to cover the whole SEStran area and beyond into the SWestrans area. The extension was procured and managed by SEStran.

5.6   Road links

5.6.1   Roads are of course fundamental to connectivity for strategic and local journeys, for car users, buses and coaches and freight. SEStran supports the maintenance and development of strategic roads, not only those that are heavily used by commuters, but also those providing key economic links and connectivity. Efficient and safe movement of people and goods on these corridors is essential to the wider 'city region' aspirations for the area.

5.6.2   A number of important trunk road schemes have been completed in recent years that are of strategic significance to the SEStran area, including:

- A68 Dalkeith Northern Bypass

- A7 and A68 Improved Overtaking Opportunities: minor schemes providing better overtaking opportunities on single carriageway routes

- A876 Upper Forth Crossing at Kincardine (Clackmannanshire Bridge)

- Completion of M80, Stepps-Haggs: upgraded motorway link improving access between the west of SEStran and the Glasgow conurbation

- A8 Newhouse – Baillieston motorway upgrade: completes the M8 motorway between Edinburgh and Glasgow

- Various motorway junction improvements.

5.6.3   SEStran strongly supports further improvements to the A1 both north and south of the border as a key external link for both personal and freight traffic and to improve safety. Improvements north of the border should not be dependent on Department for Transport decisions south of the border.

5.6.4   Strategic corridors within the SEStran area are dealt with in more detail in Chapter 8. However, there are other links that are significant either to provide access to the strategic road network, or that have economic importance. Examples of these are:

- A91 Stirling – St Andrews;

- A801 Grangemouth – M8 (West Lothian);

- Kincardine links – A985, A977;

- Borders east – west, A72 / A6091 / A698 / A6105.

5.6.5   The A801 forms a key strategic link between the M9 and M8 corridors and also provides a strategic freight route from Grangemouth Docks to the various distribution centres in West Lothian and the wider central belt via the M8. The current route for this operation is via the M9 and Newbridge Interchange (a longer and more expensive route). The upgrading of the A801 Avon Gorge will reduce journey times and distances travelled thus improving freight movement and as a result will have positive effects on the economy and environment.

5.6.6   The road network is a key asset and should be managed efficiently. In congested areas, this means ensuring that the space available carries as many people as possible, best achieved by allocating road space for efficient modes such as buses or other high-occupancy vehicles.

5.6.7   Additional road capacity to improve reliability on key economic links will therefore only be supported where it can be demonstrated that the benefits will not be eroded by induced traffic in the medium to long term, and where other alternatives have been evaluated and found to be less effective. Design of new road capacity should allow priority for public transport and integral provision for cyclists and pedestrians.

5.6.8   Where, on the key economic network, traffic routing through towns is: (i) demonstrated to be experiencing excessive delay and unreliability of journey times, and (ii) causing significant local environmental damage and/or road safety problems, the construction of a bypass will be supported. On the local road network, this will be a matter for local authorities. In either case, the RTS policies will ensure that alternatives to new road building are fully considered in the first instance.

5.6.9   SEStran will engage with Transport Scotland, other RTPs and other stakeholders to ensure the continuing development of external links and key internal connectivity.

5.7   Forth Road Bridge and Queensferry Crossing

5.7.1   The crossing of the Forth is a key strategic link in Scotland's road network, and of key importance for connectivity to, from and within the SEStran area. Concerns about the resilience of the original Forth Road Bridge led to the decision in 2007 to build a replacement crossing, currently under construction and scheduled for completion in 2016.

5.7.2   The purpose of the new Queensferry Crossing is not to provide additional road capacity for general traffic across the Forth. Road networks on both sides of the river do not have the capacity to handle significant increases in cross-Forth movement and there will be a continuing need to prioritise and develop attractive and effective alternatives to car use for this traffic.

5.7.3   Following completion of the Queensferry Crossing, the existing bridge will therefore be reserved for the use of public transport, servicing and emergency vehicles. In exceptional circumstances such as maintenance and repair requirements, traffic may be diverted from the new crossing to the old. SEStran, in association with Transport Scotland, developed the basis for a Public Transport Strategy which will maximise the benefits of public transport in association with the new bridge.

5.7.4   The strategy includes:

- Halbeath Park and Choose
- Rosyth Park and Choose
- Hard Shoulder bus lanes on M90
- Improvements to Admiralty junction
- Hard Shoulder bus lanes on M9 approaching Newbridge
- Improvements to Newbridge
- New slips on M9 spur to B800
- Bus lanes on A8 westbound and A89 eastbound.

5.8   Freight Logistics

5.8.1   SEStran supports the development of a transport network which facilitates the efficient movement of goods. A working relationship with the freight sector has been established through the Freight Quality Partnership proposals discussed in Chapter 6. This provides a means to discuss the requirements of the freight sector in a regional context and direct future investment in freight-related facilities. Examples could include the provision of safe rest areas and specific sectoral issues such as the transportation of whisky products and the location of consolidation/distribution centres.

5.8.2   The promotion of modal shift of freight from road to rail and shipping is an objective of the National Transport Strategy Freight Action Plan. SEStran wishes to see further development of inter modal freight facilities/gateways in the SEStran area and will work through European partners and the Freight Quality Partnership to improve land-side access to these facilities. The rail freight gateways most relevant to the SEStran area currently are at Grangemouth, Mossend and Coatbridge, with the potential for further sites including Bathgate and Cameron Bridge (Fife).

5.8.3   SEStran supports the network wide enhancements for rail freight proposed by Transport Scotland, DfT and Network Rail, including upgrading the East coast main line to W12 loading gauge (including Edinburgh south suburban line).

5.8.4   SEStran also supports further electrification of the rail freight network, in particular the Grangemouth branch and the Edinburgh South Suburban line; and the reopening of the Levenmouth branch line.

5.8.5   SEStran will work with European partners to identify and implement improvements to the efficiency and sustainability of international freight movements to ensure the potential for economic growth in the SEStran area, and ultimately Scotland, is fully realized.

5.8.6   The development of a Grangemouth Freight gateway is also supported. This will include improvements to port facilities, rail and road access (including the construction of the Avon Gorge bridge on the A801 and improved junctions on the M9)

5.8.7   Through SEStran's involvement in the EU Dryport project, SEStran has identified that a Dryport in the Coatbridge area and a Distribution Centre in the Livingston/Bathgate area would improve the efficiency of freight movement and distribution within the SEStran area and Central Scotland

5.9   Gateways – The Firth of Forth ports

5.9.1   There are a significant number of ports operating in the SEStran area which provide key economic links to the rest of Europe and the wider world, primarily for freight. The key facilities are at Grangemouth, Leith and Rosyth with smaller ports operating in Fife and East Lothian. SEStran supports the continuing development of these facilities, and through working with European partners and the Regional Freight Quality Partnership SEStran will work with freight operators to ensure that multi modal landside access to these facilities is of the necessary quality.

5.9.2   Additional freight capacity on the Forth is identified in NPF3 as a National Development, as is the Grangemouth Investment Zone. SEStran therefore supports the proposals for a deep water container port at Rosyth, preferably with direct rail access to the portside. SEStran also supports the development of Rosyth as a ferry port and the continuation and further development of the existing European freight ferry service to Belgium. However, the role and development of direct intermodal train services from a Scottish rail hub to continental Europe should also be considered in this context.

5.10   Sustainable Gateways

5.10.1   Freight Gateways, whether ports, airports or multi-modal hubs have a significant environmental impact. SEStran is participating in the EU funded 'WEASTFLOWS' project, which aims to promote more sustainable logistics including the development of the concept of 'sustainable gateways' meeting specific criteria for environmental management. The Forth is Scotland's freight gateway to Europe as well as an environmentally sensitive area and SEStran therefore supports examining the contribution that a 'sustainable gateway' approach could make.

6   Region-Wide Measures

6.1   Introduction

6.1.1   This chapter identifies RTS measures which can be classed as 'region-wide' ie they are not necessarily geographically specific in the way that infrastructure or transport services are. Region-wide measures include initiatives to address travel behaviour – smarter choices agenda; ticketing arrangements; freight; parking; demand management; safety; walking and cycling; public transport – services, vehicles, fares, integration, information; mobility impaired; urban design; enforcement; and other measures.

6.1.2   In many cases these measures will link with national strategies. These include the National Transport Strategy[27], the National Planning Framework[28], Scottish Planning Policy[29], national strategies for walking[30] and cycling[31], and design guidance for streets and place-making[32].

6.1.3   Each of these areas is now covered in turn in the sections which follow. Each measure has been given a grading of low, medium or high priority in terms of its being taken forward by SEStran based on its performance against the objectives. In many of the topics discussed below, the potential role for SEStran involves one or more of the following:

- collating information on best practice across the area;

- establishing this as an information source for other local authorities, providing 'added value' by taking a regional perspective where appropriate;

- development of 'regional frameworks' – where appropriate, frameworks will be developed which recognise the diverse geographical nature of the SEStran area;

- encouraging the development of consistency of provision across the area, seeking to 'level up' provision across the area;

- acting as a 'centre of excellence' offering information and advice to particularly the smaller councils, in areas where lack of resources affect the councils' capabilities in these areas;

- marshalling funding from third parties (eg from EU, Scottish Enterprise, SUSTRANS, and the private sector); and

- funding local council implementation or implementing the measures itself.

6.1.4   In developing the proposals contained in the Region-Wide Measures theme, it is essential that a partnership approach is adopted and maintained between SEStran, the local authorities and other stakeholders. A first stage indication of possible delivery is shown below. However, SEStran will need to decide the most appropriate delivery mechanism on a case by case basis

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[27] National Transport Strategy, Scottish Government, December 2006

[28] NPF3, Scottish Government, July 2014

[29] Scottish Planning Policy, Scottish Government, June 2014

[30] Let's Get Scotland Walking: The National Walking Strategy, Scottish Government, June 2014

[31] Cycling Action Plan For Scotland (CAPS), Transport Scotland, June 2013

[32] Designing Streets: A Policy Statement for Scotland, Scottish Government, March 2010

over time.   These issues are discussed further in Chapter 10, but will include the following types of action:

1.   **Influencing** - SEStran can seek the support, influence and persuade other partners, particularly where SEStran is not the funding body;

2.   **Guidance** - SEStran can provide guidance and advice to other partners tied in with funding provision to achieve consistency and best practice across the region;

3.   **Co-ordination** - the co-ordination of partners in the development and implementation of projects and initiatives is a potential role for SEStran; and

4.   **Direct Delivery** - this is the function that may require SEStran to take on additional statutory powers depending on the implementation powers required.

6.1.5   For each region-wide measure, an indication of how it will be taken forward, using the above typology is given. A separate RTS Delivery Plan will provide more information on SEStran's role in the implementation of these measures.

6.2   Travel Behaviour – 'Smarter Choices'[33]

6.2.1   There are a number of initiatives which can be undertaken to encourage behavioural change amongst the population, when it comes to travel choices. This can range from 'hearts and minds' campaigns, to information supply and travel plans, typically implemented by large employers.

> **Topic 1 - Travel plans: facilitation of widespread workplace and school travel plans**

- ■   contributes well to a range of RTS objectives.

6.2.2   Travel plans are implemented by organisations to provide incentives and disincentives to people travelling to them, in order to travel by means other than the private car. For example, they may install cycle parking or secure improved bus services, or manage on-site parking. Planning conditions and Section 75 agreements provide a means to require organisations that are applying for planning permission to implement travel plans. When implemented properly, travel plans have been seen to reduce car travel to an organisation by 15-20% (DfT, 2002). The 'school-run' is frequently identified as a significant traffic issue which school travel planning sets out to address.

6.2.3   In the SEStran area, a number of local authorities, especially Fife and Edinburgh, have been active in trying to facilitate voluntary travel plan adoption. In addition, all SEStran authorities follow government guidance[34] and request travel plans from new developments, through the planning process. In the RTS, this intervention would see a number of travel plan officers employed both at the local authority and SEStran level whose job it would be to meet with large organisations to encourage them to adopt travel plans.

6.2.4   **Action:** SEStran will co-ordinate and help local authorities with travel planning and help implement travel planning itself (including for schools, local authority employees, health boards

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[33] NTS paragraphs 157-162

[34] Development Planning and Management – Transport Appraisal Guidance, Transport Scotland 2011

and other public and private sector workplaces). This proposal is included as a **high priority,** due to its potential effectiveness against a wide range of RTS objectives. SEStran has provided a regional forum for the discussion of travel planning issues and knowledge sharing. [TYPE 3]

> **Topic 2 – Developing sustainable travel through frameworks for development control / company travel plans, including the enforcement of travel plans**

- ■ contributes particularly to the Economy and Accessibility RTS objectives.

6.2.5 The RTS guidance, LTS guidance and Scottish Government's road traffic stabilisation target, all require consideration of modal shift and road traffic reduction. Promoting a common framework for development management standards (including travel plans) is a means of reducing the dependence on transport overall, thereby promoting inclusion and economic activity while reducing the need to travel and its consequent impact on network efficiency and the environment.

6.2.6 The role of SEStran in promoting development management and related travel plans, is in establishing and sharing best practice in the delivery of the relevant standards applicable to these actions.

6.2.7 **Action**: SEStran has published guidance on Sustainable Development and on Parking Standards and Parking Management. This guidance has been adopted by the SEStran Partnership and SEStran Local Authorities are encouraged to implement this guidance in their development management processes as part of the statutory planning process. This should be a **medium priority** for SEStran authorities., [TYPE 2]

> **Topic 3 – Regional car sharing schemes, personal travel plans, and personalised travel assistance pilots**

- ■ contributes particularly to the Accessibility and Environment RTS objectives.

6.2.8 The regional car-share database is in place and is well used (www.tripsharesestran.com) and SEStran has developed tripshare schemes for all the constituent local authorities, health boards and a number of major employers. This will be sustained and opportunities sought to link this database to the travel plan work undertaken by local authorities for new developments. Personalised travel assistance pilots have already been undertaken by 'Step Change' and the Scottish Government's 'Smarter Choices, Smarter Places' Scheme and Demonstration Sites (with Falkirk being the only demonstration within the SEStran area). It may be appropriate to build on this work to establish best practice in personalised travel planning. Consideration should be given as to the value for money implications of any pilot, given the potential to apply it more widely to the SEStran area.

6.2.9 SEStran has been successful in attracting funding for two European car share projects, NweRIDE and CHUMS both of which seek to increase car occupancy, reduce car numbers and reduce energy use by reducing the behavioural and practical barriers to car sharing/ride sharing.

6.2.10 **Action**: continue SEStran's car-share scheme and engagement with European car sharing projects; and offer links to local authorities' travel plan work. Establish likely value of personalised travel planning assistance in SEStran context and if shown to be good value, implement across the SEStran area. The **car-share element is a high priority**, as it already

exists and should be sustained.   **Workplace travel plans and personalised travel assistance plans are a medium priority**.   Workplace travel plans and personalised travel plan assistance are, by definition, local. They should, in the first instance, be delivered as part of the developments likely to take place in the SEStran area over the appropriate development plan periods. [TYPE 3]

> **Topic 4 – Promotion and facilitation of tele-working as a substitute for travel**

■   contributes particularly to Economy and Accessibility RTS objectives

6.2.11   Promoting tele-working is a means of reducing the dependence on transport overall, thereby promoting inclusion and economic activity, while reducing the need to travel and its consequent impact on network efficiency and the environment. The promotion of tele-working will be best undertaken by SEStran and local authorities operating though their Local Development Plans, development management services, and workplace and personal travel planning capabilities. This may need to include promoting the improvement of internet connectivity especially in more rural areas.

6.2.12   The role of SEStran in promoting tele-working as a substitute for travel would be initially limited to establishing and sharing best practice in the delivery of travel plans and the monitoring of the role of tele-working. This could be developed to include promotion of electronic smarter working to enable employees to work from home or a local work hub.

6.2.13   **Action:** include establishing best practice on promoting and monitoring tele-working in the RTS. Consider role of travel plan officer and sustainable transport group in this context. This should be seen as a **medium priority** for SEStran, in the absence of national guidance.   It would be practical to establish a region-wide approach, although pilot schemes may be established, possibly as part of travel plans for individual developments. [TYPE 3]

> **Topic 5 – Use of awareness campaigns to increase use of sustainable transport modes, reduce overall travel and encourage active travel**

■   contributes particularly to Environment and Accessibility RTS objectives.

6.2.14   SEStran will undertake awareness campaigns to increase use of sustainable transport modes and reduce overall travel. Examples of such campaigns in other areas have met with mixed success.   The awareness campaigns that SEStran undertakes will be linked to specific measures, identifiable services or infrastructure provision. It is less likely that general, less targeted campaigns would represent good value for money, as they would not be as focussed on user groups or service/ infrastructure provision.

6.2.15   **Action:** establish a good practice methodology, focussing on links between services / infrastructure and awareness campaigns. This should be a **medium priority** for SEStran, as it supports wider travel initiatives, can be delivered regionally on a relatively short timescale and does not require any capital investment. This activity will include supporting sustainable travel events and promotion of sustainable travel at "green" events.   [TYPE 3/4]

6.3   Ticketing Arrangements

6.3.1   Efficient ticketing systems can make public transport more affordable and more convenient, thereby assisting in initiatives to increase the use of public transport.

> **Topic 6 - Promoting through ticketing and OneTicket in the SEStran area and beyond**

   ■   contributes particularly to the Accessibility and Economy RTS objectives.

6.3.2   Integrated tickets allow passengers to change between public transport modes and operators to make one journey or for many journeys during a set period. The integrated tickets 'OneTicket' and 'PlusBus' already exist in the SEStran area, but in some cases, are more expensive than the single operator alternative. For various reasons, these tickets currently have low market penetration. Scottish Government research shows that much higher market penetration rates are achieved in continental European regions, where there is no legislative impediment to the introduction of integrated tickets and they offer substantial price savings, compared with single journey alternatives.

6.3.3   **Action:** it is recommended that the existing OneTicket as a multi operator ticket continues to be promoted as a **medium priority**. SEStran has recently taken over responsibility for the daily operation of OneTicket. In addition, as a **medium priority**, SEStran should work towards developing the coverage, attractiveness and sales of OneTicket across the whole region. SEStran will seek a change in the legislation referred to above to allow the full potential of integrated ticketing to be realised.   As a **high priority**, SEStran will engage with Transport Scotland and bus operators in order to progress the wider integrated ticketing agenda and in particular investigate the feasibility of introduction of electronic ticketing to One Ticket and the potential of a Scotland-wide smart ticketing system. SEStran will also seek the establishment of rail-tram integrated tickets through the proposed Edinburgh Gateway rail station serving the airport. [TYPE 3/4]

> **Topic 7 – Regional rail concession scheme**

   ■   contributes particularly to Accessibility RTS objectives.

6.3.4   Rail concession schemes offer discounted or free travel on the rail network for targeted groups within the community, eg the elderly or students. Across the SEStran area, various rail concession schemes have been in place in recent years. At the regional level, there may be a case for harmonising these schemes, to ensure equality of provision, build upon experience / best practice, and provide economies of scale in operational terms.

6.3.5   **Action:** SEStran will objectively review past and present relevant schemes from across SEStran and elsewhere, before making further recommendations.   This should be seen as a **medium priority** for SEStran. [TYPE 1]

6.4   Freight

6.4.1   It is important that the needs of the freight sector are met across the SEStran area. This will be achieved by active engagement with the relevant bodies.

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> **Topic 8 – Regional freight partnerships, supporting region-wide approach to freight management**

- ■ contributes particularly to the Economy RTS objective.

6.4.2   The Freight Quality Partnership (FQP) will focus on the opportunities to improve the economic operation of freight services.   The formation and implementation of the freight quality partnership is undertaken on a regional basis, and provides a regular dialogue between SEStran and SEStran local authorities, and the freight sector.

6.4.3   Published sources from the Freight Transport Association suggest area-wide benefits can accrue from freight partnerships, particularly where close working between agencies leads to greater appreciation of constraints and agreement on packages of interventions. The Freight Quality Partnership will provide a forum for the discussion and progression of freight issues such as delivery time curfews, use of bus lanes, secure lorry parking, environmental impacts, distribution centres, etc.

6.4.4   **Action:** SEStran will continue developing a Freight Quality Partnership[35] at the regional level, as part of the RTS. Such a partnership supports agreed objectives and policies, and meets the requirements of the RTS guidance. This action is a **high priority** for SEStran. [TYPE 2]

> **Topic 9 – Environmentally sustainable freight movement**

- ■ contributes particularly to the Economy and Health (the local level) RTS objectives.

6.4.5   The examination of these measures will focus on the management of existing infrastructure or the provision of new facilities.   The primary focus of proposed interventions is network efficiency, ensuring that goods vehicles use the most appropriate routes on the network. As such, many of the proposed interventions would currently lie within the responsibility of local authorities, particularly in terms of signing and network restrictions. It will also be appropriate to consider how access to nationally or regionally significant localities can be protected or improved. Localities such as ports, Dryports, distribution and consolidation centres, would be considered in this context[36].

6.4.6   SEStran will also examine the extent to which modal shift from road to rail or short sea shipping can reduce the volumes of road based freight passing through the region. This will include the promotion of more environmentally sustainable freight transport to England and wider Europe through the attraction of European funding support.

6.4.7   **Action:** the consideration of HGV facilities, routing issues and HGV signing will be undertaken through the FQP. Through various European projects SEStran has already identified the potential for a Dryport in the Coatbridge area and a Distribution centre near Livingston/Bathgate. A freight signing strategy has been developed along with freight route maps. In addition SEStran has published information on available rail freight routes linking the region to the rest of the UK. This is a **high priority** for SEStran, supplementing the measures outlined above. [TYPE3/4]

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[35] NTS Freight Action Plan paragraph Action 10

[36] NTS Freight Action Plan paragraph Action 5

6.5   Parking

6.5.1   Parking policy is a key element in the planning of transport. There are a range of potential regional issues with regard to parking.

> **Topic 10 - Consistently developed framework for maximum parking standards in relation to new developments**

- ■   contributes particularly to Environment and Health RTS objectives.

6.5.2   Parking standards are set by local authorities to guide the amount of off-street parking which is provided at new developments, for which planning permission is required. Scottish Planning Policy[37] (SPP) recommends the adoption of maximum parking standards, where developers can provide parking in new developments up to a maximum number, in relation to the size of the development, in order to encourage more sustainable travel choices. SPP also sets standards for most land-uses, for large developments. For smaller developments, most SEStran authorities currently use minimum standards. There have been national maximum standards for large developments in place in England since 2001, and in certain regions of England for much longer. Experience of their use shows that they reduce the effect of developers 'playing off' local authorities against each other to get more parking approved. SEStran has developed proposed region wide parking standards to try and overcome these problems in the SEStran area and provide a consistency of approach across the region.

6.5.3   **Action:** A framework of suggested bands for maximum parking standards has been developed, depending on location, public transport accessibility and land-use, for all sizes of development and adopted by the SEStran Partnership. Local Authorities should take account of this framework in developing their own standards.   This measure is promoted as a **medium priority**. [TYPE 2]

> **Topic 11 - Regional parking management policy, including decriminalised parking enforcement (DPE)**

- ■   contributes particularly to Environment and Health RTS objectives.

6.5.4   A parking policy seeks to manage parking in areas where demand exceeds supply, in order to ensure that the limited parking available is focussed on priority users. Normally in such situations, local authorities try to make more parking available for residents, business travellers and shoppers, whilst discouraging all-day parking for commuters. It is important to note that normally, parking policy focuses on those places with the most acute parking problems. Decriminalised parking takes enforcement of on-street parking regulations out of the hands of the police and allows local authorities (or their contractors) to do it instead, giving them control over the extent of parking regulations and the level of enforcement..

6.5.5   In 2014, The City of Edinburgh and Fife Councils have DPE parking arrangements in place. For smaller local authorities, DPE may cost more to implement and run than it generates in revenue, which has serious consequences for these authorities in managing parking – not only in town centres but also in relation to reserved 'Blue Badge' parking and bus lanes (see Topic 11).

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[37] Scottish Planning Policy, Annex B, Scottish Government, June 2014

6.5.6   SEStran has developed a parking management strategy, adopted by the SEStran Partnership that gives general guidance to constituent authorities to manage parking to benefit residents, visitors and business users and to discourage commuter parking, in line with RTS policies. Also the potential viability of introducing DPE in the various consistent authorities has been examined. This last aspect will need to be reconsidered as Police Scotland withdrew the traffic warden service in February 2014.

6.5.7   **Action:** SEStran local authorities should take account of the SEStran parking management strategy in developing their Local Transport Strategies and implement DPE where appropriate. Local authorities should also consider a combined DPE management regime including the option of using SEStran as a facilitating body. **High priority**. [TYPE 2]

Topic 12 – Park and Ride / Share

■   contributes to a wide range of RTS objectives.

6.5.8   There are many bus and rail-based park and ride sites in operation around the SEStran area. Indeed Park and Ride accounts for 30% of all rail travel in the area. It is extremely popular with users and the demand for park and ride continues to grow. At many sites, car park capacity is often reached and this can cause local conflicts in the vicinity of the site. There are obvious benefits from park and ride, most notably the removal of car traffic from congested corridors.

6.5.9   SEStran has developed a Park and Ride Strategy (see Chapter 9) which promotes the shortest car element of the journey. The cost and time of travel are also taken into account. A dedicated web site has been established to recommend to travellers various park and ride sites related to their journeys.

6.5.10   **Action:** SEStran has established a regional park and ride strategy that has been adopted by the SEStran Partnership and the promotion of measures associated with the strategy is viewed as a **high priority**.   Proposed new sites have been identified / appraised as part of this strategy to ensure a consistent, regional approach to Park and Ride. SEStran will also work with partners to tackle local problems that may arise from high parking demand around stations. [TYPE 3]

Topic 13 Development of new vehicle fuels including electric vehicles

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■   contributes particularly to the Environment RTS objectives.

6.5.11   Over the last few years, the motor industry has invested significant resources to developing more fuel efficient vehicles and vehicles that run on alternative fuels and the Scottish Government and EU have provided grants for infrastructure and development. SEStran has been involved in encouraging the development of electric vehicles and the allocation of vehicle charging points. Car clubs may also provide scope for introduction of electric vehicles. SEStran will also encourage the development of biofuels, hydrogen and other non-polluting sustainable fuels through projects such as the EU commercialisation road map for fuel cell buses[38]. Scottish Government targets for reduction of greenhouse gases from transport will not only require a degree of reduction of road traffic but also the need to shift to non-polluting fuels if the targets are to be met.

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[38] http://www.fch-ju.eu/

6.5.12   **Action:** SEStran will encourage the development and use of alternative fuels within the SEStran area as a **high priority**. [TYPE 1]

6.6   Safety

6.6.1   Road safety is a key element of the RTS. The following proposals outline how SEStran could provide added value in this context.

> **Topic 14 – Regional road safety input to complement local AIP programmes and speed enforcement resources**

> ■   contributes particularly to the Safety & Health RTS objective.

6.6.2   The consideration of safety is required in the RTS. Moving forward, SEStran will take a regional perspective on safety issues.   Road Safety measures are currently being delivered by SEStran's constituent local authorities.

6.6.3   The main issues that should be considered therefore are the potential overlap between any action SEStran could take and the actions currently underway, and the extent to which SEStran could bring added value or additional resources to the promotion of safety.

6.6.4   The most practical inclusion of safety in the RTS is achieved by policy, supporting the government's road casualty reduction targets and the provision of region wide statistics.

6.6.5   **Action:** carry forward general support for road safety, linking to local and national actions, and consider how best to bring added value to the delivery and monitoring of road safety in the SEStran area,   This should be a **low priority** for SEStran, as local authorities are already working to this end. [TYPE 2]

> **Topic 15 – Safer routes to schools**

> ■   contributes particularly to the Safety RTS objectives.

6.6.6   This proposal builds upon a significant amount of work ongoing by local authorities, particularly in terms of access to schools. SEStran's key role will fall to sharing best practice and guidance on how these interventions can be applied. The experience of the local authorities making up SEStran is an effective basis upon which to build good practice. Currently, all of the authorities in the SEStran area are delivering safer routes to schools or similar initiatives in some form.

6.6.7   **Action:** SEStran to share current practice amongst its members and identify gaps where these exist in localised networks. A high-level policy framework will be set to ensure consistency of provision across the area.   This is a **low priority** for SEStran in policy terms, in so far as significant work has already been undertaken. [TYPE 3]

6.7   Walking and Cycling[39]

6.7.1   The promotion of 'Active Travel' in the form of walking and cycling is central to meeting many RTS objectives. This can be achieved through a combination of measures, including better and safer facilities, appropriate urban design and 'Smarter Choices' policies. SEStran will work with appropriate agencies in support of the national walking[40] and cycling[41] strategies as well as supporting urban design principles that will encourage active travel (see 6.14). For cycling, a number of specific actions are proposed here.

6.7.2   The improvement of cycling facilities will assist present day cyclists, and encourage more people to consider cycling as a potential mode of transport, since exposure to traffic is a significant deterrent for some.   The promotion of cycling can bring major health and environmental benefits. The measures below will contribute to the national targets as set out in the Cycle Action Plan for Scotland.

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Topic 16 - Urban cycle networks, including integration and parking

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■   contributes particularly to the Environment and Health RTS objectives.

6.7.3   Urban and commuter cycle networks make it easier and safer for cyclists to travel around urban areas and are of key importance in improving the attractiveness of cycling as a mode. Transport Scotland has produced a Cycling Action Plan for Scotland with the aim of achieving a 10% cycling mode share throughout Scotland by 2020. In the UK, Peterborough, York, Hull, Nottingham, Oxford and Cambridge have had considerable success in stabilising or growing their cycle modal split, by gradually retrofitting safe and direct cycle routes into the existing urban fabric, as well as by ensuring that new development caters for cyclists properly. In Edinburgh, cycle use has now been increasing steadily for 20 years, and though starting from a very low base, nearly one in 20 journeys to work in the city are now made by bike, more than train. Cycle measures are generally low cost unless major structures are involved (eg cycle bridges). Also included here are facilities to enable cycling to integrate with other transport modes. SEStran has identified low cost measures to complete urban cycle routes adjacent to major transport flows to encourage modal change and is assisting by the partial funding of low cost measures.

6.7.4   **Action:** SEStran to support the development of urban cycle networks as identified in our study as a **high priority.** [TYPE 3/4]

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Topic 17 - Regional Active Travel network, including integration and parking

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■   contributes particularly to the Environment and Health RTS objectives.

6.7.5   An initiative is being undertaken with Sustrans to develop a plan to deliver a more comprehensive Active Travel Network for the SEStran Region. Sustrans are contributing funding for a member of staff to work within SEStran supporting the development of such a Network, focusing in particular at cross-boundary active travel throughout the SEStran area.

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[39] NTS paragraph 163-165

[40] Let's Get Scotland Walking: The National Walking Strategy, Scottish Government 2014

[41] Cycling Action Plan for Scotland 2013, Transport Scotland, June 2013

6.7.6   In addition, rural cycle networks make it easier and safer for cyclists to travel around rural areas.   Sustrans in the UK has pursued rural (as well as urban) cycle networks and its monitoring statistics show sharply increasing use of these facilities, and also demonstrate their contribution to local economies through encouraging tourism. Also included here are facilities to enable cycling to integrate with other transport modes, especially bus and rail where there is a need for substantial improvement in provision.

6.7.7   **Action**: To work closely in partnership with Sustrans on the development of these networks. This should be supported as a **high priority**. [TYPE 3/4]

Topic 18 – Cycling infrastructure, best practice

- ■   contributes particularly to the Environment and Health RTS objectives.

6.7.8   SEStran has provided guidance in terms of the configuration and layout of cycling infrastructure. At present, the treatment of these issues can vary widely across the area. This work needs to be reviewed on a regular basis to ensure current best practice is being recognised.

6.7.9   **Action**: SEStran will review best practice on cycling infrastructure; local authorities should take this into account in developing their LTS. **Medium priority**. [TYPE 2]

6.8   Public Transport - Services

Topic 19 – Support for off-peak and non-commercially viable bus services

- ■   contributes to a wide range of RTS objectives.

6.8.1   The level of bus services provided during off-peak hours and in areas of relatively low demand is essential from the perspective of non-car owners, and in providing alternatives to the car. At present, many services drop off sharply or cease fairly early in the evening, which is problematic for many. In addition, many Sunday services are infrequent with some not running at all.   This is a particular issue for access to education, retail and leisure, in addition to employment and health.

6.8.2   **Action:** As a **medium priority**, SEStran will help local authorities to review off-peak and supported services across the SEStran area and identify major 'gaps' in provision. [TYPE 1]

6.9   Public Transport Vehicles

6.9.1   The quality of public transport vehicles impacts on the attractiveness of the service and image they offer.   In addition older buses are problematic in terms of air quality. A high quality vehicle fleet is good for the environment and attractive (and accessible) to all users. SEStran has already studied the potential for the introduction of alternative fuels, the standard of vehicles, fares policy and the quality of bus infrastructure in the SEStran area to address the following topics.

Topic 20 –Alternative fuels for buses

- ■   contributes particularly to the Environment and Health RTS objectives.

6.9.2   By encouraging the take up of alternative fuels and alternatively fuelled vehicles in the public transport vehicle fleet, SEStran will contribute to its environmental objectives and to energy security.[42]   The SEA has underlined the importance of this measure with reference to the increasing number of buses in urban areas. The technology and economics of alternative fuels are changing rapidly and the options available will need to be kept under review.

6.9.3   Scottish Government has provided grant to bus operators to purchase more environmentally friendly vehicles and SEStran will support any applications made to this funding source.

6.9.4   **Action:** As a **medium priority**, SEStran will encourage bus operators to consider the introduction of alternative fuel buses by seeking grant from Scottish Government or any other source (Lothian Buses have already introduced Hybrid buses to their fleet) [TYPE 1]

> **Topic 21 – A framework for minimum standards for public transport vehicles**
>
> ■   contributes particularly to the Accessibility, Environment and Health RTS objectives.

6.9.5   New public transport vehicles are generally introduced as part of a wider package of improvements to public transport, so it can be difficult to isolate their impacts. However, there are some examples from smaller British towns (eg Perth) where the introduction of new vehicles alone has led to an increase of 10% in the number of passengers using a route within a year.   Low-floor vehicles, in particular, have a positive effect, such as the 747 Fife – Edinburgh Airport service. London has a minimum level of vehicle standards specified through its contracts with operators. Statutory Quality Partnerships can also include undertakings by operators to provide vehicles to a minimum standard. Experience in recent years in a number of UK locations shows this can achieve significant increases in bus use.

6.9.6   **Action:** SEStran will seek to achieve an applicable minimum standard of vehicle across the area. Minimum standards should be encouraged in terms of vehicle age, accessibility, and emissions.   SEStran should examine the options available in this context as a **medium priority**, recognising the difficulties faced by small operators in this regard, and other local issues. [TYPE 1]

6.10   Public Transport – Fares

6.10.1   The level of fares is a key factor in the use of public transport in some (but not all) parts of the SEStran area.

> **Topic 22 - Fares Measures: Costs of public transport fares[43]**
>
> ■   contributes to a range of RTS objectives, particularly Accessibility and Economy.

6.10.2   Fares can be a major barrier to the use of public transport in some places, limiting labour market participation, and adding to social exclusion. Analysis has revealed significant regional

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[42] It is recognised that major improvements have been made to diesel engine technology in recent years. Also NTS Bus Action Plan paragraph 1.17.

[43] NTS paragraph 190-195

variation within SEStran in terms of fare levels on comparable routes – for both train and bus. The long-term trend has been for a real terms increase in the cost of public transport, whilst the real terms cost of car travel has reduced.

6.10.3   **Action:**   SEStran has reviewed fares levels across the area in terms of value for money. In the longer term, SEStran will seek to address inequalities in public transport fares across the SEStran area as a **medium priority**. [TYPE 2]

6.11   Public Transport – Integration & Infrastructure

6.11.1   Public transport services which are well integrated are much more attractive to users.

> **Topic 23 - Bus and rail timetable and service integration**

- ■ contributes to a range of RTS objectives, particularly Accessibility and Economy.

6.11.2   Cities and regions in many European countries have enjoyed significant increases in public transport patronage over the last 10-15 years. Freiburg, Strasbourg, Basel and Stockholm are examples. In part, this has been due to the integration of services: buses, trains and trams are timetabled, and networks structured so that passengers can take advantage of interchange opportunities. In the UK this type of integration is more difficult to achieve due to the regulatory environment. In spite of this, Edinburgh has seen increased public transport patronage over this period.

6.11.3   SEStran needs to work within the current framework to support practical measures that can overcome barriers to customer convenience in using the public transport system caused by lack of integration. The extension of the real time passenger information system - RTPI (see Topic 27) - from Edinburgh to the wider SEStran area in 2011-14 is an example, which also helps operators in keeping services operating to time. 'One-ticket' (see Topic 6) is another example of a scheme that promotes integration and ease of interchange between services.

6.11.4   **Action:** SEStran will seek to identify barriers to integration and work with appropriate stakeholders to overcome these **as a high priority**. [TYPE 1]

> **Topic 24 - Improved accessibility to major stops, stations and interchanges**

- ■ contributes particularly to the Accessibility and Economy RTS objectives.

6.11.5   The RTS guidance highlights the need to provide improved pedestrian and cycle links as part of managing overall travel demand and ensuring accessibility for people with mobility impairments. Key destinations such as schools and public transport interchanges are a key focus. This measure ensures that there is safe and high quality cycle and pedestrian access to, and cycle parking at, stations, major bus stops and interchanges across the region, since the walk to the public transport stop can be a major deterrent to public transport use by both able bodied and mobility impaired people. Action in SEStran will start with the most heavily used stops and stations, and work out from them to more lightly-used locations.

6.11.6   **Action:** it would be sensible to encourage upgrading access first to those interchanges which are most heavily used and to which access is currently poorest. These will be identified by SEStran as a **high priority**. [TYPE 3]

> ## Topic 25 - Improved infrastructure at bus stops

- ■   contributes particularly to the Accessibility and Safety RTS objectives.

6.11.7   Allied to links to bus stops discussed above, it is clear that good quality bus stop infrastructure can make a major difference to both physical access to, and the perception of bus services in a corridor (and hence use).   Bus build-outs and associated measures, coupled with improved enforcement (see Topic 32), improves access to buses particularly for those with mobility difficulties, or with pushchairs etc. SEStran carried out a review of bus stop infrastructure which included the condition of the bus stop and the information provided.

6.11.8   **Action:** SEStran has reviewed bus stop infrastructure on key regional public transport corridors.   The promotion of minimum standards at bus stops is a **medium priority** for SEStran. [Type 3/2]

6.12   Public Transport – Information

6.12.1   The provision of good public transport information at the stop / station removes much of the uncertainties of travelling by public transport, and adds to the quality of the service.

> ## Topic 26 – Public transport information strategy (bus)

- ■   contributes particularly to the Accessibility and Economy RTS objectives.

6.12.2   The level and quality of public transport information varies across the SEStran area. There is a need to implement a region-wide Public Transport Information Strategy.   This sets standards for public transport information and defines best practice.   The strategy also involved the production of a region-wide public transport map, in paper or web-based form. The development of smartphone and web-based journey planners also allows a multi-modal approach to travel information, including walking/cycling.

6.12.3   **Action**: As a **high priority**, SEStran to build on recent work to implement, where practical, the SEStran Bus Passenger Information Strategy. [TYPE 3]

> ## Topic 27 – Real time passenger information (RTPI)

- ■   RTPI contributes significantly to many of the RTS objectives and to the quality of the public transport experience.

6.12.4   RTS guidance, LTS guidance and the Scottish Government's road traffic stabilisation target require improvement to the quality of information available to travellers and potential travellers on public transport. Modern technology allows a step change improvement in this respect. Within the City of Edinburgh RTPI is already available at many bus stops, on the internet and from mobile phone applications. SEStran has marshalled EU and Scottish Government funding to extend the coverage of RTPI into the wider SEStran area, with 300 buses operating outside the city equipped by 2014.

6.12.5   There remains a need to extend the coverage further, with the ultimate aim of covering all bus services and vehicles operating in the SEStran area. Outside the City, the main focus is on providing web and mobile phone-based information, supplemented by displays at key nodes.

The latter could include real-time bus arrival displays within public buildings, business premises and shopping centres.

6.12.6   **Action**: Continue to promote and seek funding for the implementation of RTPI using up to date technology. This is a **high priority** for SEStran, as RTPI offers considerable potential, is a proven technology and is already in place in some areas. A common regional approach covering bus and rail should be adopted, particularly in IT terms, to ensure that systems are inter-operable. [TYPE 3/4][44]

6.13   Mobility Impaired

6.13.1   Those with mobility impairments have specific requirements of transport services. This topic is considered further in Chapter 11.

> **Topic 28 – Delivery of a regional taxicard**
>
> - ■   contributes particularly to the Accessibility RTS objective.

6.13.2   The RTS guidance, LTS guidance and Scottish Government's road traffic stabilisation target all require consideration of alternate models of delivering public transport, particularly where commercial or subsidised services may not be appropriate. A regional taxicard could augment other public transport services and provide connectivity where bus and train infrastructure is limited or absent. Some local authorities offer a taxicard which permits disabled people to travel by taxi at reduced cost. It cannot be argued that SEStran residents enjoy equality of access to a taxicard at the present time.

6.13.3   Such a regional taxicard would allow holders to undertake a limited number of journeys, without the need to possess a private car. This type of scheme is particularly important for the mobility impaired. In so doing, it is intended to overcome accessibility and inclusion issues. The aim of the region-wide scheme is to provide consistency of provision / equity amongst all SEStran authorities. However initial study work has indicated that the various taxicard schemes operating in the SEStran area vary so significantly and that the local authorities were not prepared to consider the suggested changes, especially where additional costs would be incurred.

6.13.4   **Action:** SEStran has investigated the potential for a region-wide taxicard in terms of delivering the RTS objectives, and as part of the rural transport hierarchy described in Chapter 7. This is a **low priority** for SEStran to review previous work and ascertain its current relevance, [TYPE 1]

> **Topic 29 – Mobility impaired transport information services**
>
> - ■   contributes particularly to the Accessibility RTS objective.

6.13.5   The DDA[45] and RTS guidance highlight the need to provide specific services and infrastructure where reasonable for the mobility impaired. Much of this work is already being provided by local authorities, public transport providers and other agencies. The primary consideration for SEStran is the potential to bring added value at the regional level to the management or

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[44] Note that the Edinburgh system should continue to be developed, managed and operated by CEC.

[45] Disability Discrimination Act

delivery of transport information for mobility impaired persons.   It is also appropriate to consider to what extent existing transport information services can deliver the required levels of service. It may also be appropriate to consider how transport information services can be used in support of Demand Responsive Transport. Good practice eg 'Review of Demand Responsive Transport in Scotland', highlights opportunities to link information provision to the more general provision of specialist transport services. Most of these issues are progressed through our Equalities Forum which has been responsible for the introduction of the Thistle Card in the SEStran area, which informs bus drivers of the customer's disability and the help they require.

6.13.6   **Action:** SEStran will identify the current levels of information service provision and its potential role to bring added value to the delivery of these services through our Equalities Group. This is a **medium priority** for SEStran, given the requirements of the DDA and benefits that could accrue from delivery. Mobility impaired information services are deliverable on a regional basis including bus RTPI. [TYPE 3/4]

6.14   Urban Design

6.14.1   Good urban design can encourage more walking and cycling by creating a more favourable environment for these forms of travel and reducing the need to use cars in urban areas to access all types of activity. This complements specific policies for and provision of walking and cycling infrastructure, reflected in the policies and actions set out elsewhere in this RTS, for example in section 6.7 above.

> **Topic 30 – Framework for design standards for sustainable settlements and other city streetscape schemes**

   ■   contributes particularly to the Environment and Health RTS objectives.

6.14.2   The RTS guidance, SPP and several SEStran local authorities include reference to urban layouts and streetscape supporting the promotion of sustainable travel. Street design also has a direct influence on issues such as climate change, public health, social justice, inclusivity and local and district economies[46]. SEStran supports the principles set out in the Scottish Governments guidance 'Designing Streets' which in turn supports the overall urban design and place-making objectives of 'Creating Places'[47].

6.14.3   Each of the SEStran authorities has road and street development guidelines and standards in place. Many of these share common themes, although differences in emphasis are present. The design of residential developments, incorporating hierarchies of roads and pedestrian links, is typically included in these guidelines. SEStran has established guidance for the delivery of sustainable settlements. In so doing, SEStran has been able to bring added value to the delivery of such schemes, without the need to rewrite existing local authority guidance.

6.14.4   **Action**: Best practice guidance has been produced, offering guidance on how best to consider transport provision in sustainable design. This guidance should be taken into account in the Strategic Development Plan for South East Scotland, and local authorities should also take

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[46] Designing Streets, Scottish Government, March 2010

[47] Creating Places - A policy statement on architecture and place for Scotland, Scottish Government, June 2013

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account of it in developing their Local Transport Strategies and Local Development Plans **High priority** [TYPE 2]

6.15   Enforcement

> | **Topic 31 - Bus lane compliance and enforcement[48]** |
> | --- |

■   contributes to a range of RTS objectives, as it improves journey time reliability for buses in the affected areas.

6.15.1   Bus lane enforcement cameras (static, mobile, or on-bus) provide automatic enforcement of bus lane infringements.   They can be used in either a criminalised or decriminalised enforcement regime.   Good enforcement is critical to the functioning and credibility of bus lanes, and experience in London (in a decriminalised regime) has shown camera enforcement to significantly enhance drivers' compliance with, and the effectiveness of, bus lanes. Enforcement of parking regulations at bus stops and in bus lanes is equally important – in general design measures which improve compliance will be used wherever possible and applied across the region. The issues discussed in relation to Topic 11 also apply here. Enforcement measures in Edinburgh have already been implemented.

6.15.2   **Action:** Initially this measure will be considered as a **medium priority** to encourage extending measures to all viable routes in Edinburgh, but may extend to specific routes in other council areas on a consistent basis as further bus lanes are introduced over time. [TYPE 2]

6.16   Other Area-Wide Measures

> | **Topic 32 – Tourist signing strategy** |
> | --- |

■   contributes in a small way to the RTS objectives, particularly Economy.

6.16.1   A tourism signing strategy can assist in the promotion of tourism facilities and attractions across the area.   It also provides a consistency of signing from the perspective of the tourist. The delivery of a tourism signing strategy will focus on the provision of new infrastructure (ie signs where none currently exist) but also on best street design practice.   The delivery of the signing strategy will be undertaken on a regional basis.

6.16.2   It is considered that a best practice approach, leading to interventions, would be the most appropriate.   Given the risks and deliverability issues associated with applying a region-wide approach to tourist signing, it may be appropriate to focus any good practice on the existing tourist signing strategies of the constituent authorities.   It may be practical to standardise this approach, although the benefits of doing so would have to be demonstrated.   For wider examples of tourist signing operated on an area basis, those strategies offered by the 'Tourist Signing Policy' for Northern Ireland (April 2004) provides a useful template.

6.16.3   **Action**: SEStran to give further consideration to establishing a tourism signing strategy.   This consideration should be a **low priority** for SEStran, as there is no statutory requirement for such a strategy. [TYPE 2]

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[48] NTS Bus Action Plan - Action 17.

> **Topic 33 - Regional coordination of community and accessible transport services**

- contributes in a small way to the RTS objectives, particularly Accessibility.

6.16.4   This is a measure which is complex to evaluate and where there are many stakeholders currently involved. It is considered further in Chapter 7.

6.16.5   **Action:** As a **medium priority** SEStran to promote the establishment of a regional coordination centre, and the development of demand responsive transport. This work will take cognisance of existing cross boundary co-ordination such as between Stirling, Clackmannanshire and Falkirk. [TYPE 1]

> **Topic 34 – A framework for regional standards for Intelligent Transport Systems (ITS) such as parking guidance, real time information**

- contributes in a small way to the RTS objectives, particularly Economy.

6.16.6   ITS can be extremely costly, and a high proportion of these costs can be fixed. Therefore it is imperative that ITS systems adopted within different parts of the SEStran area are at the very least interoperable but, preferably, built to the same standard. This will enhance public understanding of the ITS measures and reduce development and implementation costs.

6.16.7   **Action**: SEStran to compile an inventory of ITS systems in the area, assisting in information provision and the consistency of approach / inter-operability, although only as a **low priority**. [TYPE 2]

> **Topic 35 – Car club systems**

- contributes in a small way to a range of RTS objectives.

6.16.8   The current Edinburgh City Car Club scheme allows members to have convenient access to a car within their own community without actually having the expense of owning and running a car. Members pay a fee to join / pay monthly and can 'book' a car to use and pay for on a rate per mile / per hour basis for use of the car.

6.16.9   **Action**: As a **medium priority**, SEStran to review the evidence on the effectiveness of car clubs in relation to the RTS Objectives, and consider supporting their extension into other areas. [TYPE 1]

> **Topic 36 – Land Use Planning**

- contributes to all RTS objectives.

6.16.10   The importance of land use planning and transport planning in the SEStran area moving forward in an integrated and coherent way has been noted throughout the RTS. SEStran is involved in the development of the SESplan and TAYplan Strategic Development Plans and the various councils' Local Development Plans promoting sustainable travel.

6.16.11   **Action**: As a **high priority**, SEStran to continue to build joint working practices with all relevant local authority structure, strategic development and local development planning teams. [TYPE 2]

Topic 37 – Facilities for Powered Two Wheelers (PTW)

■   contributes in a small way to Economy and Safety RTS objectives.

6.16.12   Users of powered two wheelers (motor bikes, scooters etc) have specific requirements, including safety[49], from the transport network. There are also regulatory issues, such as the use of bus lanes which require consideration. Improved facilities can encourage mode shift away from single occupant car, with gains in terms of congestion relief and the environment.

6.16.13   **Action**: As a **low priority**, SEStran will liaise with stakeholders from this sector of the travelling public. The regional aspects of PTW will be scoped and funds will be made available for investment in PTW-related infrastructure. [TYPE 2]

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[49] NTS paragraph 123

7   Initiatives for Specific Areas and Groups

7.1   Introduction

7.1.1   This RTS theme is focussed on improving accessibility for specific geographical areas and groups of travellers. It is particularly relevant to rural areas and those in the community who have difficulties in accessing public transport vehicles, and indeed the public transport network. This is specifically relevant to:

- access to health care services (key hospitals);
- access to employment;
- community transport / demand responsive transport;
- public transport in rural areas; and
- the travel needs of disabled people.

7.1.2   Note that the emphasis in this theme is on improving public transport services, both conventional and community transport / demand responsive transport, for specific geographical areas and groups of (often vulnerable) people. It is recognised that improved facilities for other modes, including cycling, can play a role in some circumstances, and these will be explored where appropriate.

7.1.3   As in Section 6, each action has been given a grading of low, medium or high priority and the most appropriate delivery mechanism identified using the categories listed in para 6.1.4 above.

7.2   Access to Healthcare – Public Transport

7.2.1   Access to hospitals has emerged as a key issue in recent years, particularly in the light of some major hospital relocations (Edinburgh Royal Infirmary, Forth Valley Royal Hospital) and changes in the nature of the services provided at each hospital (eg centralisation of specialist services). Access to hospitals in SEStran is an issue for all hospital users, patients, visitors and hospital staff, as parking is often problematic and expensive, even for those with access to a car. Good public transport links are therefore vital for those without access to a car, but are also important for those with access to a car.

7.2.2   Note that this section is considering accessibility using 'fixed-route' public transport only. Section 7.4 looks at the role of demand responsive / community transport more generally, including access to health services.

Analysis

7.2.3   As part of the RTS, an 'Accession' accessibility analysis model was developed for the SEStran area to analyse access to hospitals in the context of current fixed-route public transport services. The model combines comprehensive, up to the minute public transport services with Census data at a detailed spatial scale (Census output areas), to give an accurate representation of travel times using public transport. A travel time of one hour was taken as a threshold of a reasonable travel time, and the time period considered was 0600-1000 (it is recognised that there are significant additional issues with off-peak travel by public transport).

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Places beyond this travel time to any particular destination, are identified and: (i) the number of people and (ii) the number of households without access to a car are located and quantified (taken from Census data).   The 10 hospitals considered are Borders General; Dunfermline Queen Margaret; Kirkcaldy Victoria; Dundee Ninewells; Forth Valley Royal Hospital; Livingston St John's; Edinburgh Royal Infirmary (ERI); Edinburgh Western General; and Edinburgh Sick Children's.

Action

7.2.4   The RTS has identified areas with relatively poor or no access to all the main hospitals relevant to SEStran residents, and highlighted those geographical areas with significant numbers of people and zero-car households with poor accessibility. In response, SEStran will, as a **high priority** [TYPE 3]:

- work with bus operators to explore the potential to adjust existing bus routes to serve some of these areas[50];work with hospitals to provide public transport journey plans along with all appointments;

- consider the potential for new routes to link settlements to hospitals, based on consultation with health boards to establish key needs at the detailed level;

- consider the potential for hospital to hospital bus services, serving locations identified as currently having a poor level of access;

- identify methods of managing parking to ensure the most efficient use of parking space at hospitals and maximise the use of public transport;

- review the provision of demand responsive transport in SEStran, with particular reference to rural areas where the provision of scheduled bus services would be highly uneconomical; and

- liaise with community transport groups to advise on best practice, drawing on experience from operational schemes across SEStran and beyond.

7.2.5   This process will be initiated via a comprehensive '**SEStran Access to Health Audit**'. This audit will document the complete picture of all the relevant regional issues regarding access to healthcare as affecting SEStran residents. An Access to Health Working Group has been formed bringing together SEStran, the Health Boards and other relevant stakeholders (eg bus operators, local authorities, community groups, community transport providers, health staff). This group allows all issues related to access to health care to be discussed. Neighbouring RTPs may also need to be involved where hospitals attract significant users from outside the SEStran area.

7.2.6   An agreed Action Plan was formulated based on current issues that could be readily addressed but further work is required, aided by detailed accessibility modelling work[51]. This will identify gaps in public transport provision which will be used as a basis for discussions with the bus and transport operators. The Access to Healthcare Working Group will consider regional access to health issues as they emerge over time, and take forward and monitor the agreed Action Plan.

[50] NTS Bus Action Plan, Action 3

[51] NTS paragraph 232-233

7.2.7   In November 2009 the Scottish Government published a Healthcare Transport Framework to assess how NHS Scotland was meeting its commitment to deliver more accessible services. A Short Life Working Group provided recommendations and a toolkit for partners to take forward a partnership approach to providing adequate healthcare transport. Through our Access to Health Working Group it is intended to draw together a "partnership" to develop these recommendations in the SEStran area. The recommendations focus on instigating structured partnership working to provide a more integrated approach to the provision of health and social care transport.

7.3   Access to Employment Opportunities

7.3.1   Poor public transport provision, in terms of accessing employment opportunities, is a significant contributor to social exclusion and deprivation, particularly for those without access to a car. If the range of employment opportunities is restricted, it affects people's ability to (i) find work, and (ii) find more highly paid work. Poor access also limits participation in the labour market, from an employer's perspective. A major component of the Chapter 8 is focussed on improving access to employment by public transport for high demand corridors. This will clearly also impact on areas beyond these immediate corridors via public transport interchange, but is not aimed specifically at areas with poor accessibility.

7.3.2   SEStran recognises the need to improve access to employment for communities defined as deprived, where poor access to jobs is identified. The areas within SEStran which are classified as being 'most deprived' (as defined by the Scottish Index of Multiple Deprivation (SIMD)) have been identified, areas which tend to be coincident with low car ownership. The most deprived 15% of Scottish 'datazones' are eligible for Community Regeneration Fund (CRF) funding and it is on these datazones that the RTS is focussing in this regard.

Analysis

7.3.3   From the accessibility model, access to employment (by public transport) indicators have been created for each SEStran datazone. The access to employment indicator is a function of the travel times by public transport to each other datazone, and the number of jobs located in each datazone (known as a 'Hansen' measure). This means that a local job is valued more highly than a job some distance away. Reducing travel times by public transport, therefore increases access to jobs by this measure.

7.3.4   The datazones have been examined in terms of the access to employment indicators. Datazones which are both classed as deprived by the SIMD and suffering from poor access to employment can be identified.

7.3.5   The results of this analysis in the central SEStran area are shown in Figure 7.1 below.
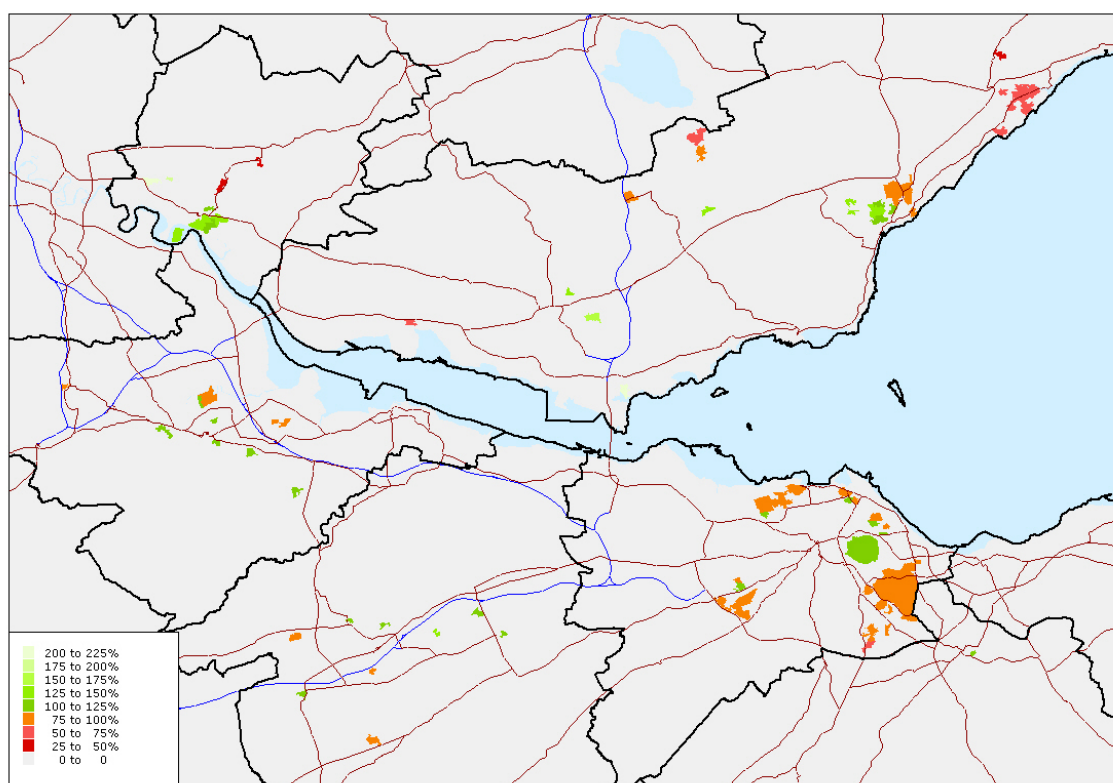
Figure 7.1 SIMD (2012) and Access to Jobs

7.3.6   Each of the areas highlighted in colour in the figure is classed as deprived in terms of CRF. The access to employment measure for each of these datazones is then compared to the average access to employment measure for its relevant local authority, and mapped as a percentage. Any deprived datazone with a score of less than 100% has a worse than average access to employment for that local authority area – shown as shades of red above. Datazones with better than average access to employment are shown in shades of green. Within Edinburgh for example, it can be seen that many of the CRF areas have worse than average access to employment (for Edinburgh), including areas of north, south-east and south-west Edinburgh. This is monitored annually to ascertain changes in accessibility.

Action

7.3.7   The following actions have **high priority** [TYPE 3]:

■   SEStran will examine each area highlighted as: (i) deprived and (ii) suffering from relatively poor access to employment on a case-by-case basis. Detailed examination of the bus services available from these areas could suggest modifications to routes to improve access to employment for these geographical areas[52]. SEStran will promote modifications where practicable – these could include the modification of bus routes, or new links to defined public transport 'hubs'; and

[52] NTS Bus Action Plan, Action 3

- SEStran will engage with local employment agencies and stakeholders to identify any further geographical areas where poor public transport is perceived as a major issue for labour market participation, including areas lacking direct public transport links with Edinburgh.

7.3.8   Discussion with bus operators and other parties, mainly through our Bus Forum, will then take place with a view to altering existing bus routes, extending hours of operation, adding new bus routes or improving security to meet the requirements of the communities identified.

7.4   Community Transport / Demand Responsive Transport

7.4.1   The community transport sector plays an invaluable role in meeting the transport needs of many (both urban and rural, and including the increasing numbers of elderly) in the SEStran area including:

- those who cannot use normal public transport and who need a fully accessible door to door service (urban and rural areas);

- those who are transported by particular agencies (such as social services, or economic development agencies (transport to work));

- those, without access to a car, who live in areas of dispersed demand and rural areas in general; and

- group travel services provided by the community transport sector.

7.4.2   SEStran wishes to ensure quality provision of community transport across the area and to tackle social exclusion. Note that this applies to all community transport, not only access to health and employment, and includes transport to community health services.

7.4.3   Much of community transport can be classed as Demand Responsive Transport (DRT) in some shape or form. DRT is a form of transport whose service provision changes frequently, often daily, in response to the demands of users. DRT services can be defined also in terms of the type of route that is offered. They can operate (in order of increasing flexibility):

- along a fixed route, but at variable times, and with variable stopping points;

- to/from a fixed point to/from any number of points in an area, at any time; and

- from any point to any other point in an area, at any time.

7.4.4   The greater the flexibility then, generally, the higher the cost to serve a given number of passengers, since it is more difficult to schedule vehicles and drivers for a more dispersed set of times and destinations. According to Scottish Government, around 70% of DRT schemes in Scotland fall into the most flexible category.

7.4.5   A normal requirement for DRT is some means by which passengers' demands – where and when they want to travel – can be communicated to the service provider. For a small scheme such as a volunteer-run, car-share arrangement to take elderly people to medical appointments, the booking process can be via telephone and scheduling done on paper – nothing more complex is required. However, as the scale of an operation increases, and there is a desire to use vehicles more efficiently and to cater for the maximum possible number of trips with the vehicles and drivers available, information technology – including real time

positioning of the vehicle by a control room, and real time communication with the driver – assists greatly, in particular by permitting new bookings when a vehicle is already on the road.

7.4.6   DRT services in Scotland are run by a variety of agencies. Many smaller schemes are run by voluntary groups, although the very largest examples of these may have a small number of salaried employees. In addition, much DRT is operated by social services and education departments of Councils, specifically to transport people with special needs from their homes to therapeutic centres, or between such centres. Finally, there are DRT services that are available to a wider public, such as people holding a disabled person's concessionary pass. These may be run by a local authority, or by a voluntary or private sector organisation under contract to a local authority.

7.4.7   In most parts of the SEStran area, the predominant provision is of Dial-a-Bus (which operates to fixed points from variable origins eg users' homes), and Dial-a-Ride (which is fully flexible). Both these services carry elderly / disabled people who pre-register to show that they are unable to use conventional fixed route public transport, other than this, there are no user restrictions. These services are provided by commercial or voluntary operators funded by the local authority in question (although in Fife they are funded and operated by the local authority directly). In addition, there are a number of smaller more limited schemes, mainly car sharing, to take people to medical appointments, and a further option is the development of community car clubs. The vast majority of schemes are for disabled and / or elderly people. There are very few that are open to the general public, a notable exception being the successful 'Go Flexi' service operating in East Fife.

7.4.8   A significant number of these services are therefore provided by community and voluntary organisations and operate under a number of restrictions which limit their use to certain members and groups of society. There are in fact, only a few services within the SEStran area which are open to all members of the general public.

Action

7.4.9   A thorough review of current Community Transport and DRT schemes operating in SEStran is necessary – **medium priority** [TYPE 3] - to establish a comprehensive baseline, including details of the type and scope of the scheme, cost, funding arrangements, customer satisfaction etc. In itself, this would provide a strong indication of current 'best practice' in SEStran. This could be undertaken by SEStran staff or consultants. Consultation should be undertaken with all providers of DRT and Community Transport as part of this exercise, and this will be on-going.

7.5   Rural Area Public Transport – Proposed Hierarchy

7.5.1   The previous three sections have addressed specific issues relating to access to health, access to employment (for deprived communities) and community transport / DRT.

7.5.2   Building on the above, this Section outlines a hierarchy of transport provision aimed at improving other areas of provision not picked up above, in the rural areas of SEStran. This hierarchy will provide a consistent and appropriate level of provision across SEStran on the communities in question. Importantly, it will also provide connections to, and interchange with, the strategic regional corridors, reported in Chapter 8.

7.5.3   The SEStran strategy is therefore to work with stakeholders and define a clear framework for appropriate levels of service in public transport across the rural areas of SEStran. Through the RTS process, significant funding will be required to provide revenue support for bus services, and fund community transport / DRD schemes as discussed above.

Approach

7.5.4   A range of options exist for the meeting of rural residents' / households' travel needs, often involving a combination of services. Optimal provision, in terms of type, cost-effectiveness, hours of operation and frequencies of service, will vary according to locality.

7.5.5   There is no 'one size fits all' solution and combinations are likely to be required, ie fixed public transport on inter-urban corridors supported by community transport or shared taxi operations providing access to, for example, hospitals and frequent public transport services. Allied to this SEStran will be encouraging measures to reduce the need to travel by encouraging homeworking and the provision of localised facilities and remote work hubs Based upon the above variables, it is possible to develop a matrix / model in order to guide rural transport service provision across the SEStran area and ensure equitable provision for all rural residents / households.   Eight rural typologies are proposed, using a mixture of Scottish Government definitions and others to be defined:

- 1. Accessible Rural area, close to a major public transport corridor and with high car ownership;

- 2. Accessible Rural area, close to a major public transport corridor and with low car ownership;

- 3. Accessible Rural area, remote to a major public transport corridor and with high car ownership;

- 4. Accessible Rural area, remote to a major public transport corridor and with low car ownership;

- 5. Remote Rural area, close to a major public transport corridor and with high car ownership;

- 6. Remote Rural area, close to a major public transport corridor and with low car ownership;

- 7. Remote Rural area, remote to a major public transport corridor and with high car ownership; and

- 8. Remote Rural area, remote to a major public transport corridor and with low car ownership.

7.5.6   Table 7.1 summarises these area typologies by key destinations / journey purposes against the typical 'target' types of rural transport provision in each case, ie at the community level.

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Table 7.1 Proposed Rural Transport Provision by Typology and Destination

Destination	Type of Area (see above)							
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Urban Area / Major Employment	Fixed route PT	Fixed route PT	Conventional PT with flexibility	Conventional PT with flexibility	Fixed route PT	Fixed route PT	Taxis to PT corridors	Taxis to PT corridors
Accessible and Remote Small Towns (<10,000 population)	Fixed route PT	Conventional PT with flexibility	Community Transport / Taxi-bus	DRT / Taxi-bus	Conventional PT with flexibility	Conventional PT with flexibility	Car Sharing / Lift-giving / Taxis / Sporadic PT provision[53]	Car Sharing / Lift-giving / Taxis / Sporadic PT provision
Key Service (hospital / higher education)	Taxis to PT corridors / Community Transport	DRT / Community Transport	Community Transport / Taxi-bus	DRT / Community Transport	Taxis to pt corridors / Community Transport	DRT / Community Transport	Community Transport / Car Sharing / Lift-giving	Community Transport / Car Sharing / Lift-giving
Tourism / Leisure Travel	Fixed route PT	Fixed route PT	DRT / Taxi-bus	DRT / Taxi-bus	Conventional PT with flexibility	Conventional PT with flexibility	Taxis / Sporadic PT provision	Taxis / Sporadic PT provision

7.5.7   The exact form of public transport provision will therefore vary by locality and will recognise where existing services can be adapted / built upon, in order to deliver future services. The type of services will include:

- 1. Conventional, fixed-route public transport;

- 2. Conventional public transport with flexibility;

- 3. Demand Responsive Transport (DRT);

- 4. Taxibus, operating solely on an on-demand basis;

- 5. Community Transport, normally operated / co-ordinated by voluntary organisations / public service providers with financial support from local councils;

- 6. Taxis, an organised taxi service with a central number for all users. Concessionary / subsidised fares available for those with a recognised need (eg through Taxicard (see Chapter 6));

- 7. Organised taxi services to principal public transport corridors / interchanges, catering for specific markets such as connections to urban areas, higher education and major employment;

- 8. Lift-giving / car sharing and wheels to work schemes for certain markets in the deeper rural areas; and

- 9. Sporadic public transport provision, typically by conventional public transport and limited to one or two days per week, eg post buses.

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[53] For example, on market days.

Action

7.5.8   SEStran will review rural transport / DRT provision across the area and consider the case for the development of a framework of provision, building on the above. **Medium priority** [TYPE 3]. The role of car clubs (see 6.16.8) should also be considered in providing a level of mobility without owning a car. This would move towards consistency of provision and equality of opportunity across the area. Linked to this is the promoting of electric vehicles and associated charging points. Car clubs are an excellent way to introduce drivers to the benefits of using electric vehicles.

7.5.9   The illustrative hierarchy suggested in the RTS used an eight-way classification of rural areas and suggested an appropriate 'level of service' for different journey purposes from these areas. This framework will be developed further in conjunction with relevant stakeholders, with a view, in the medium term, to ensuring equality and consistency of provision across the area. A SEStran led working group will be required to take this forward through with a realistic view of SEStran's capability to implement change.

7.6   Mobility impaired Travellers

7.6.1   Demand Responsive Transport (DRT) is clearly of particular relevance to mobility impaired travellers. SEStran recognises the need to improve the opportunities for travel by mobility impaired travellers, and this is reflected in the above measures. Other parts of the RTS are dealing with physical access, in terms of eg low floor buses etc, and the principles of the Equalities Act 2010 are embedded within the relevant RTS measures. Measures implemented in the RTS are also be the subject of an Equal Opportunities Audit, see Appendix D for details.

7.6.2   SEStran's Equalities Forum has developed an Action Plan to identify issues which impact on mobility impaired people's ability to travel. SEStran will identify projects to take forward to address these issues. An example of the sort of project being promoted by this group is the introduction of Thistle Card which alerts bus drivers to the customer's disability and indicates the help required.
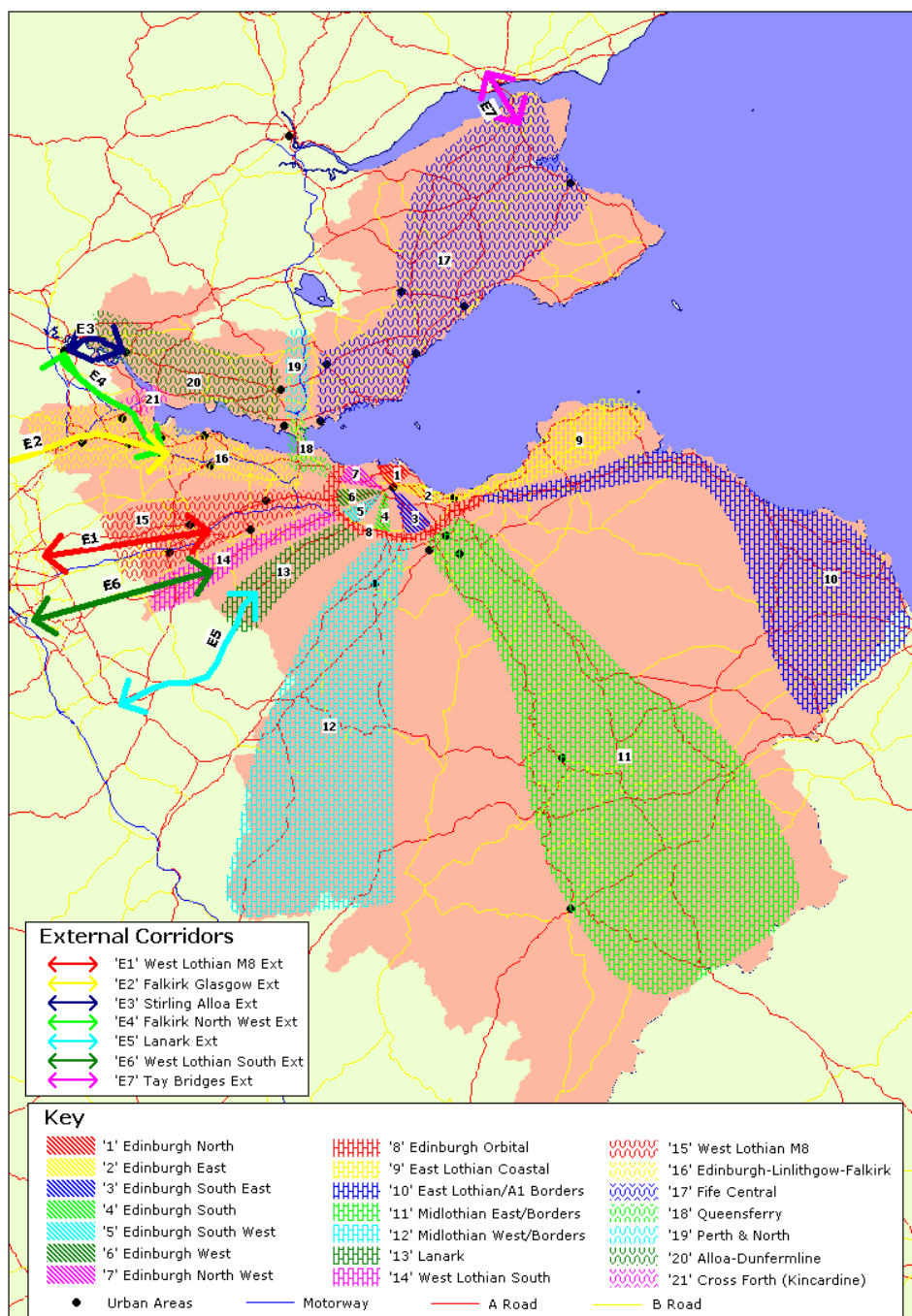
8   Regional Transport Corridors

8.1   Introduction

8.1.1   The third of the main RTS themes, 'Regional Transport Corridors', is primarily concerned with targeting improvements in public transport towards the main regional corridors of commuting travel within SEStran and between SEStran and its neighbouring areas. The main purpose of this theme is to provide improved labour market accessibility in terms of public transport. By doing so, this:

- makes public transport more attractive to those who currently drive, and provides an improved service for current users of public transport;

- expands labour markets from an employer's perspective, giving them a wider pool of labour to choose from;

- can open up new employment opportunities for employees, improving their earning potential and improving regional economic efficiency; and

- reduces the reliance and dependence on the private car as a means of travel-to-work in SEStran.

8.1.2   In doing this, a contribution is made to a wide range of RTS Objectives. Although these measures have been developed to address travel-to-work, improvements to public transport on the main regional corridors in SEStran will clearly also be beneficial for other travel purposes. This targeting is based on a quantified forecast of commuting demand, using current SESplan and TAYplan Strategic Development Plan (SDP) land-use allocations and demographic projections, and is aimed at encouraging and facilitating modal shift away from single occupancy cars.

8.1.3   Much of the analysis undertaken for the Regional Transport Strategy (RTS) and SDP used a defined set of 'corridors'. Figure 8.1 shows the extent of these RTS corridors. A more detailed description of each of the corridors is given in the Appendix.

8.1.4   Recent analysis of the transport modelling associated with the approved SESplan Strategic Development Plan including variations through the requirements associated with the Supplementary Guidance on housing allocations published in 2014 (SG), gives a good update on the travel implications of future development in the SEStran area. It does not, however, include forecasts of transport movements in the Edinburgh built-up area within the line of the Outer City Bypass (Corridors 1-7 in Figure 1). Issues in regard to this key area of transport demand are discussed further in para 8.2.9-12. It should also be noted that the SESplan area does not include Falkirk and Clackmannanshire Council areas, or the Northern part of the Fife Council area.

8.1.5   The remainder of this section describes the outputs and conclusions of the above modelling work. However, preparation is currently under way of the second SESPlan Strategic Development Plan (SDP2) which will update and roll forward the future housing requirements. This is expected to increase the long term land allocations required, especially within and adjacent to the urban area of Edinburgh which will inevitably put further pressure on the transport network. The preparation of SDP2 does not therefore invalidate the issues highlighted below, but is likely to further reinforce them.

8.1.6   In addition, a 'City Investment Plan' for the Edinburgh City Region has been developed as part of the Scottish Government's Agenda for Cities[54]. This identifies a number of key strategic developments, with associated transport requirements which are likely to influence project priorities and funding for the future.

Figure 8.1 Regional Transport Corridors

External Corridors
- 'E1' West Lothian M8 Ext
- 'E2' Falkirk Glasgow Ext
- 'E3' Stirling Alloa Ext
- 'E4' Falkirk North West Ext
- 'E5' Lanark Ext
- 'E6' West Lothian South Ext
- 'E7' Tay Bridges Ext

Key

'1' Edinburgh North	'8' Edinburgh Orbital	'15' West Lothian M8
'2' Edinburgh East	'9' East Lothian Coastal	'16' Edinburgh-Linlithgow-Falkirk
'3' Edinburgh South East	'10' East Lothian/A1 Borders	'17' Fife Central
'4' Edinburgh South	'11' Midlothian East/Borders	'18' Queensferry
'5' Edinburgh South West	'12' Midlothian West/Borders	'19' Perth & North
'6' Edinburgh West	'13' Lanark	'20' Alloa-Dunfermline
'7' Edinburgh North West	'14' West Lothian South	'21' Cross Forth (Kincardine)

Urban Areas — Motorway — A Road — B Road

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[54] http://www.scottishcities.org/s/City-Investment-Plans-FINAL-vdng.pdf

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8.2   Transport Impacts of Strategic Development

SESplan area

8.2.1   At the SESplan level, the forecasts suggest that AM peak traffic levels in 2024 will be 26% higher than in 2007. This is the result of increases in forecast population, households and employment in the area (see Chapter 2), development in new locations leading to changes in travel patterns, and continuing trends in car ownership and usage. It should be noted that although general growth trends have slowed down in recent years and even reversed within Edinburgh, forecasts suggest that growth pressures, albeit at a lower rate, will resume with economic revival.

8.2.2   Given the congested state of the network in 2007, a 26% increase in AM traffic levels would be expected to have a significant impact on congestion, and indeed congestion (in terms of vehicle hours lost, (the time 'lost' when travelling in congested conditions compared to travelling at free-flow speeds)) is forecast to increase by 131% between 2007 and 2024.

8.2.3   For the original SESplan Strategic Development Plan predictions were made of the transport impacts in 2024 of the proposals, referred to as the 2024 (March 2012) Forecast. Following approval of the Plan in June 2012, a requirement for Supplementary Guidance was made by Scottish Government which identified a slight increase and redistribution of housing within the SESplan area. The changes in transport implications of these changes are included in the analysis described below. The change to the 2024 scenario through consideration of the Supplementary Guidance requirements does have some impact on traffic levels across the SESplan area, but this is small in magnitude compared to the overall changes in traffic and congestion that are forecast. Where traffic flows are forecast to change, the level of this change is typically less than 5% at the key locations. Detailed analysis of the 2024 scenarios is included in the Appendix.

8.2.4   The forecast increases in traffic levels and congestion of 26% and 131% respectively between 2007 and 2024 are caused by a predicted 22.3% increase in households being formed and forecast increase in population, combined with 'background' growth in traffic caused by changes to land use patterns and increases in prosperity bringing about higher levels of car ownership and a greater propensity to travel. If these demographic forecasts turn out to be less than forecast then the traffic and congestion increases will be less. Outside Edinburgh, the biggest increases in congestion are found in the A720, M8, Queensferry and A71 corridors.

8.2.5   Table 2 below summarises some of the issues highlighted by the forecasts. Note that this analysis remains a high level overview of network conditions at the SESplan level within the SEStran Regional Model.

8.2.6   The areas highlighted here as problematic will require more detailed consideration within the wider regional transport framework to establish the severity of these problems, to examine potential measures to mitigate them and to determine the priorities for whatever funding is available for transport investment . As such, this table should be seen as a way of highlighting some potential issues for further analysis.

8.2.7   In addition, SEStran is working with Transport Scotland and SESPlan to determine the cumulative, cross boundary impacts of travel between local authorities in the SESPlan area which results from the current SDP and associated Supplementary Guidance (approved in

2013). Furthermore this work is being undertaken in a way which would potentially lead on to the development of a contributions mechanism for transport infrastructure associated with new development. The latter will be a separate project and would not be led by Transport Scotland.

8.2.8   A range of transport interventions were identified in the RTS 2008-23, some of which have been implemented. The case for the remaining interventions is generally reinforced by the analysis in this RTS, and it is not evident that the case for any of the previous proposals has diminished or disappeared. Conversely, it is not considered that further specific interventions need to be added, although further analysis may identify alternative solutions to some of the issues raised in the Table below. It should be noted that inclusion of a scheme in Table 2, including those identified in the SDP Action Plan, does not imply the availability of funding or Scottish Government support.

Table 2 Summary of Transport Issues arising from SESplan forecasts

Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
8 – Edinburgh Outer Orbital	*Very poor overall level of service in the corridor* A720 already operating at or near capacity in base year peak hours, significant further deterioration forecast Entire length of A720 between Old Craighall and M8 sees high levels of congestion Major junction delays at Old Craighall, Sheriffhall, Gilmerton, Dreghorn, including approach routes Very significant increase in delays forecast on eastern stretches of the A720 and associated junctions including Sheriffhall and Old Craighall	P&R outside bypass: Ingliston 1080sp Hermiston 495sp Straiton 600sp Newcraighall 600sp P&R inside bypass: Sherriffhall 560sp	'Cross Rail' rail services SDP Outer Orbital Bus service and infrastructure SDP Park and Ride at Lothianburn and Old Craighall Sherrifhall grade separation SDP Old Craighall junction improvements SDP M8/A720 Managed Motorway Study measures SDP Gogar (Edinburgh Gateway) rail interchange SDP Cross-boundary active travel measures

Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
9 – East Lothian Coastal	*Reasonable overall level of service in the corridor* Delays increasing at junctions on the A1 Old Craighall / Edinburgh Increasing congestion on A199 approaching and into Musselburgh and the junction to the east of the River Esk	N Berwick rail line. Stations at: N Berwick, Drem, Longniddry, Prestonpans, Wallyford, Musselburgh P&R: **N Berwick stn 99sp** **Drem stn 78sp** **Longniddry stn 76sp** Prestonpans stn 176sp Wallyford rail/bus 420sp Musselburgh stn 125sp Newcraighall stn 600sp	Musselburgh QBC Bankton P&R Station at East Linton SDP Additional station parking, especially outer stations Expansion of P&R sites Improved pedestrian and cycle access at Dunbar
10 – East Lothian central	*Reasonable overall level of service in the corridor* Delays increasing at junctions on the A1 Old Craighall / Edinburgh Delays on A1 from A199 junction eastbound in AM peak, approaching capacity west of Old Craighall	Dunbar ECML/N Berwick line. Stations at Dunbar, Drem, Longniddry, Prestonpans, Wallyford, Musselburgh P&R: **Dunbar stn 89sp** **Drem stn 78sp** **Longniddry stn 76sp** Prestonpans stn 176sp Wallyford rail/bus 420sp Musselburgh stn 125sp Newcraighall stn 600sp	Edinburgh-Berwick-upon-Tweed local rail service SDP Stations at East Linton and Reston SDP Additional station parking, especially outer stations Bankton P&R Old Craighall and Bankton junction improvements SDP A1 dualling and improvementSDP

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Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
11 – Midlothian & Borders East	*Moderate overall level of service in the corridor* Significant additional delays on A68, A7, A768, B704 approaches to Edinburgh Associated localised junction issues Some increase in delay on A699 (Selkirk – Kelso) A6091 and routes through Galashiels see an increase in delay	Borders rail line (from 2015). Stations at Tweedbank, Galashiels, Stow, Gorebridge, Newtongrange, Eskbank, Shawfair P&R: Sherriffhall (bus) 560sp Tweedbank stn 240sp Stow stn 28sp Gorebridge stn 73sp Newtongrange stn 55sp Eskbank stn 159sp	Park and Ride N of A68/A720 junction SDP Sherrifhall bus priority SDP Sherrifhall grade separation SDP Potential station at Redheugh on Borders Line SDP A7/A68 bus priority schemes SDP Tram line 3 to Dalkeith SDP Improvements to key routes (A7, A68, A697, A698, A699, A6105) SDP Improved pedestrian and cycle access to Midlothian and Scottish Borders stations Cross-boundary active travel measures
12 – Midlothian & Borders West	*Moderate overall level of service in the corridor* Increasing junction delays along A701 and especially at A701 / A720 junctions Significant additional delay on A702 from Penicuik junction approaching Lothianburn and around the A702 / A720 junction Mauricewood Road / A702 delays	P&R: Straiton (Bus) 600sp	Lothianburn P&R SDP A701 corridor proposals SDP Tram line 3 to Penicuik Improvements to key routes (A72, A701, A702, A703) SDP Cross-boundary active travel measures
13 – West Lothian - Pentlands *(inc Currie/ Balerno)*	*Reasonable overall level of service in the corridor* Major increase in delays along A70 approaches to Edinburgh and junctions in Currie Poor access to A720 and to W Edinburgh area	Glasgow via Shotts rail line. Stations at Kirknewton, Curriehill P&R: **Hermiston (bus) 495sp** Curriehill stn 40sp **Kirknewton stn 30sp**	Currie/Balerno QBC

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Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
14 – West Lothian - Calders	*Poor overall level of service in the corridor* Increase in delays along A71 approaches to Edinburgh – junctions already at capacity Livingston-A720 Increasing A71 junction delays W of Livingston Growth in congestion around Hermiston Gait and Calder Road junction	Ed-Gl via Shotts rail line. Stations at Fauldhouse, Breich, Addiewell, West Calder, Livingston S, Kirknewton P&R: **Hermiston (bus) 495sp** **Kirknewton stn 30sp** **Livingston S stn 120sp** **West Calder stn 27sp**	A71 Bus priority measures W of A720 Additional parking at W Calder and Kirknewton stations SDP Improved pedestrian access at Addiewell and W Calder stations Cross-boundary active travel measures
15 – West Lothian Central	*Poor overall level of service in the corridor* Generally high levels of congestion in base year in this area, forecast to deteriorate further Significant deterioration of level of service on M8 Increased delays at junctions in Bathgate, Broxburn, Livingston, Whitburn and Blackburn AQMA in Broxburn A899 (Livingston spine), A71 and A89 all see increased delays Increased delays on A801 and A7066 Increased delays on A8, Gogar, Edinburgh Park area Widespread and significant additional congestion across the modelled area of west Edinburgh	Ed-Gl via Bathgate rail line. Stations at: Blackridge, Armadale, Bathgate, Livingston N, Uphall P&R: Ingliston (bus/tram) 1080sp **Hermiston (bus) 495sp** Armadale stn 187sp Bathgate stn 560sp Livingston N stn 270sp Uphall stn 282sp [*Bathgate line stations not surveyed since Bathgate-Airdrie reopening*]	Hub and spoke bus services in Livingston Bus improvements Livingston N station to employment locations Livingston bus priority measures Increased car parking at Uphall and Bathgate stations New bus P&R sites (Heartlands, Winchburgh, Beugh Burn, East Broxburn, Linlithgow) SDP A8 Newbridge-Gogar bus priority M8 hard shoulder bus lane SDP M8/A720 Managed Motorway Study measures Airport road links impts SDP A89 corridor bus priority and service impts Cross-boundary active travel measures A801 Avon Gorge improvements SDP West Edinburgh tram extension SDP

Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
16 – West Lothian – Forth - Falkirk	*Poor overall level of service in the corridor* Substantial forecast increase in congestion General deterioration in level of service on M9 / A904 Significant capacity issues in and approaching west Edinburgh area significant Delays appearing through Kirkliston Increased junction delays in Linlithgow and at B8046 / A904 junction	Ed-Gl via Falkirk High rail line. Stations at: Falkirk High, Polmont, Linlithgow. Stirling-Ed line. Stations at Larbert, Camelon, Falkirk Grahamston, Polmont, Linlithgow, Edinburgh Park P&R: Ingliston (bus/tram) 1080sp **Falkirk High stn 282sp** **Polmont stn 188sp** **Linlithgow stn 189sp** Falkirk Grahamston stn 380sp **Larbert stn 324sp**	Improved bus links to stations from Bo'ness, Grangemouth Additional car parking at Falkirk High M9 bus lane Linlithgow-Newbridge SDP Bus Park and Ride at Winchburgh New Winchburgh station inc car parking SDP M9 junction Winchburgh SDP M9 J3 Linlithgow W west facing slips SDP Forth crossing public transport package

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Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
17 – Mid Fife	*Moderate overall level of service in the corridor* General deterioration of level of service on A92 west of A910 (Kirkcaldy) Increased delays on A92 through Glenrothes Increased delays in Redhouse roundabout area causing knock on delays on B981 in Kirkcaldy Increase in delay on A921 approaching Dalgety Bay / Inverkeithing Cross Forth road and rail capacity issues Increased delays on A915 between Leven and Kirkcaldy Delays at A915 / A916 /A911 junction Delays on A915 east of Leven	Tay Bridge-Ed and Fife Circle rail lines. Stations at: Leuchars, Cupar, Springfield, Ladybank, Markinch, Glenrothes with Thornton, Cardenden, Lochgelly, Cowdenbeath, Kirkcaldy, Kinghorn, Burntisland, Aberdour, Dalgety Bay, Dunfermline QM, Dunfermline Town, Rosyth, Inverkeithing, N Queensferry. P&R: Halbeath (bus) 1000sp new Ferrytoll (bus) 1040sp **Leuchars stn 159sp** Cupar stn 70sp Markinch stn 148sp Glenrothes with Thornton stn 48sp Lochgelly Cowdenbeath nr stn 138sp **Dunfermline QM stn 86sp** **Dunfermline Town stn 265sp** Rosyth stn 135sp 65% **Kirkcaldy stn 633sp** Burntisland Aberdour stn 94sp **Dalgety Bay stn 198sp** **Inverkeithing stn 425sp**	A92 express buses plus bus priority in Dunfermline, Kirkcaldy, Glenrothes including network of PT hubs New stations at Kirkcaldy E, Newburgh, Wormit SDP Levenmouth line reopening with revised Fife circle services SDP Increased car parking at Leuchars station A92 Redhouse Interchange impts SDP A92 junction improvements at Bankhead, Preston SDP Dunfermline N Relief Road and BRT corridor SDP Dunfermline W Distributor Rd Dunfermline Junction improvements St Andrews Transport link St Andrews Outer Relief Rd Levenmouth Link road Halbeath Link road, Dunfermline Cupar Northern relief road A92 improvements Glenrothes – Tay Bridge Tay Bridgehead Park and Ride

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Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
18 - Queensferry	*Moderate overall level of service in the corridor* Significant delays on M9 spur Significant capacity limitations at Barnton junction Delays around A904/A90 junction Air pollution problems at Newton	Tay Bridge-Ed and Fife Circle rail lines. Stations at: Dunfermline QM, Rosyth, Inverkeithing, N Queensferry P&R: Halbeath (bus) 1000sp new Ferrytoll (bus) 1040sp **Dunfermline QM stn 86sp** Rosyth stn 135sp **Inverkeithing stn 425sp** New Queensferry crossing (no additional traffic capacity)	Cross Forth ferry SDP Expanded Park & Ride at Inverkeithing, Dalgety Bay stations, Rosyth SDP Dunfermline-Inverkeithing/Dunfermline – Halbeath Bus Priority measures SDP Forth crossing public transport package Signalisation Pitreavie roundabout SDP A90 Northbound bus priority SITCoS bus priority network completion SDP Rosyth port rail link (freight)
19 – M90	*Moderate overall level of service in the corridor* Substantial increases in congestion forecast Increased congestion on southbound approaches to Forth on M90	Cross-Forth rail services. Stations at: Dunfermline QM, Inverkeithing, N Queensferry P&R: Halbeath (bus) 1000sp new Ferrytoll (bus) 1040sp **Dunfermline QM stn 86sp** **Inverkeithing stn 425sp**	Forth crossing public transport package Inverkeithing to Halbeath rail link including rail halt at Halbeath Park & Ride SDP

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Corridor (numbering as in Fig 8.1)	Forecast Road Transport issues 2007-24 (AM Peak)	Existing key infrastructure (P&R sites in **bold** generally close to full utilisation currently)	Possible improvement schemes ('SDP': Identified in SDP Action Programme, Sept 2013))
20 – Stirling Alloa Dunfermline	*Poor overall level of service in the corridor* Increase in junction delays and level of service in and around Dunfermline – especially north-west Dunfermline Increasing delays on A985 and A907	Alloa- Stirling - Glasgow line. Station at Alloa Dunfermline services on Fife circle line. Stations at Dunfermline QM, Dunfermline Town, Rosyth, Inverkeithing, N Queensferry P&R: Halbeath (bus) 1000sp new Ferrytoll (bus) 1040sp **Alloa stn 65sp** **Dunfermline QM stn 86sp** **Dunfermline Town stn 265sp** Rosyth stn 135sp **Inverkeithing stn 425sp**	West Fife QBC New station at Dunfermline West SDP New station at Cambus Extend Glasgow-Alloa trains to Dunfermline and Edinburgh Charleston rail chord Rosyth port rail chord Rosyth Bypass SDP
21 – Kincardine	*Reasonable overall level of service in the corridor* Pressure grows on junctions north of Kincardine Bridge	New Clackmannanshire Bridge	Minor adjustments to new road layouts

8.3   Edinburgh

8.3.1   Within Edinburgh, a strategic transport appraisal of the impact of new development within the City up to 2024 has been carried out for the City of Edinburgh Council. The Approved SDP requires the Council's Local Development Plan (LDP) to identify land for 3,000 houses in West Edinburgh and South East Edinburgh. The appraisal sets out the possible transport impacts the additional housing sites would have and the transport interventions needed to help mitigate any impacts additional to those resulting from previous local plans.

8.3.2   Very limited 'underlying' traffic growth is predicted within the City; most growth is anticipated to be the result of new development. However, taking account of transport interventions reasonably expected to be completed, traffic levels on some corridors within the City could increase by up to 30% by 2024. This does not allow for any additional pressure resulting from developments taking place outside the City.

8.3.3   Even with further interventions to mitigate the impacts of development, a number of key corridors are predicted to see significant traffic growth:
- Corridor 6 West Edinburgh – A8 Glasgow Road
- Corridor 3 South East Edinburgh – A701 Liberton Road
- Corridor 3 South East Edinburgh – A722 Gilmerton Road

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8.3.4   The proposed developments also have an impact on the Outer City Bypass: this is included in the forecasts for the SESplan area described above.

8.3.5   The Council proposes a number of improvement measures on key corridors. However, the core of the Council's strategy for tackling these issues together with the wider vision for transport in the City is founded on promoting Active and Sustainable Travel. This is consistent with the Objectives and Policies of this RTS.

8.3.6   The City Investment Plan[55] developed as part of the Agenda for Cities sets out a number of key strategic developments: City Centre Public Realm; St Andrew Square and Register Lanes; St James Quarter; Fountainbridge; South East Edinburgh Regeneration; Waterfront Connectivity; Edinburgh International (West Edinburgh); Multi-Use Venue; Meadowbank. Several of these have significant transport implications. The Plan may therefore provide an opportunity for investment in some of the key projects identified in this RTS including tram extensions, public realm improvements benefitting pedestrians, city bypass improvements, West Edinburgh transport, and potentially some region-wide measures.

8.4   Outside SESplan

8.4.1   The northern part of the SEStran area lies within the TAYplan Strategic Development Plan area. The approved Strategic Development Plan includes projects to encourage sustainability and increased use of public transport. The projects include south of Tay park and ride sites, rail enhancements and local road additions related to proposed development. In general the proposed developments have localised impacts that do not impact significantly on the SEStran strategic transport network.

8.4.2   In the South West, SEStran has worked with SWestrans in providing comprehensive real time information.

8.5   Conclusion

8.5.1   The foregoing paragraphs give a comprehensive overview of the areas where it is anticipated there will be potential transport issues arising from proposed development. It also indicates potential improvement schemes that would go some way to mitigate the anticipated problems in each corridor. SEStran supports these improvement proposals subject to detailed evaluation and assessment but it is recognised that the projects are at various stages of development or assessment and uncommitted schemes are not yet supported by the Scottish Ministers. The details of these and other schemes included in this RTS will be outlined in a refreshed SEStran Delivery Plan.

8.5.2   It is notable that the most obvious network capacity problems are associated with the city bypass and its various junctions. The problems of the bypass need to be tackled through a multi-faceted approach - resolving the problems at one junction on its own will inevitably place greater pressure on the other junctions on the bypass and the associated link roads which are also already congested. SEStran supports an integrated approach to managing congestion on the A720 Edinburgh City Bypass that incorporates all the following:

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[55] http://www.scottishcities.org/s/City-Investment-Plans-FINAL-vdng.pdf

- Encouraging the use of public transport through the provision of good quality public transport services and infrastructure – in particular:

    a) measures based on the Orbital BRT proposals;
    b) the maintenance and development of 'Cross Rail' services through Edinburgh.

- Provision of additional Park and Ride;

- The removal of obvious bottlenecks such as Sheriffhall through measures which are compatible with the capacity of the surrounding network and which also prioritise public transport, and

- The use of up to date technology to maximise traffic flow and support bus priority.

8.5.3   The other corridors which are under considerable pressure are those coming in from the west, including the Queensferry corridor. Significant investment has taken place in the rail network in this corridor, with the introduction new and improved services. The maximisation of the benefits of these new services should be pursued with the provision of new stations along with improvements to station park and ride provision.

8.5.4   The potential of express bus services should be encouraged with increased bus priority on the motorway approaches to the west of Edinburgh and building on the benefits of the Forth Road Bridge being dedicated to bus services, on completion of the new road bridge. The tram route from Edinburgh airport gives a significant improvement of services from the west of Edinburgh into the city centre and to the employment centres of the Gyle and Sighthill. The development of a comprehensive tram network is seen as a major benefit to people travelling within the city and encouraging those coming into the city to use public transport for at least part of their journey.

8.5.5   The analysis also indicates that there is pressure on the road network within most of the large towns within the SEStran area mainly through new development. The main challenge here is to ensure that new developments are sustainable and residents are able to travel without having to use a car. We are working with SESplan in identifying the most accessible and sustainable sites for new development.

8.5.6   The network analysis tends to focus on road network capacity. However, rail and bus networks are a key part of the solution to these issues and capacities for these modes are also of critical importance. SEStran will work closely with rail and bus industries, for example through the Rail and Bus forums.

8.5.7   For shorter journeys, Active Travel modes are crucial and should be promoted through design and implementation of all new development and transport interventions following the principles of 'Designing Streets'[56].

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[56] Designing Streets: A Policy Statement for Scotland, Scottish Government, March 2010

9   Strategy Development

9.1   Introduction

9.1.1   The previous version of the Regional Transport Strategy, through its associated Action Plan, identified where detailed strategies were required to provide the detail requirements for implementation. The following documents have been produced and approved by the SEStran Board and should be considered as part of the Regional Transport Strategy.

9.1.2   Also as part of the Strategy Development various detailed studies have been carried out to assess the viability of projects identified in the RTS. The results and recommendations of these studies have been reported and approved by the SEStran Board and define SEStran's position on promoting these projects.

9.1.3   It is recognised however that some conclusions of some of the studies may have been superseded due to changing circumstances or other developments. A particular example is the Edinburgh – Berwick upon Tweed local rail service (9.3.8/9 below) which was included in the Scotrail refranchising process: as a result, a two-hourly service will run on this route from 2016.

9.2   Bus

SEStran Bus Information Strategy

9.2.1   The information strategy for SEStran was developed from a review of acknowledged Best Practice, a review of existing information provision, research among the public and bus operators, consultation with stakeholders and the body of expertise existing within consultant and client teams.

9.2.2   The information strategy is set out under a number of headings generally corresponding with various types of information media, or methods of delivery, as follows:

- Timetable Leaflets and Travel Guides
- Information at Bus Stops
- Telephone Information
- Maps of Bus Services
- Websites – Traveline and Transport Direct
- Websites – Provided by SESTRAN and/or Councils
- Information via Mobile Devices
- Real Time Information (RTI)
- Information on Buses
- Notifying Changes in Service
- Distribution Points

Bus Initiatives Issue 1 – Alternative Fuels

9.2.3   Historically fuel research has been focused towards fossil based solutions with an aim to reduce tailpipe emissions locally and in particular Particulate Matter (PM) emitted from diesel engines.

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Over recent history, we have seen significant legislation introduced that has reduced emissions across the fuelling spectrum, and it can now be argued that diesel vehicles with after treatment are approximately as clean as alternative fuels, especially if the vehicle adheres to EEV regulations.

9.2.4   With this background in mind, renewable alternative fuels, electricity derived fuels and vehicle technology in forms such as hybridisation were compared, to understand what effects they would have on a market increasingly focused on sustainability.

9.2.5   The results suggest that the short to medium term strategy should be focused on hybridisation of the fleet, increased renewal rate of buses to remove those that do not meet the Euro III specifications, and retrofitting of Euro III buses where after treatment is not to the highest specification.

9.2.6   In the long term it is recommended that there is an investigation into using electricity as an alternative fuel through the uptake of a trolley bus network (possibly hybridised) on high density routes linked to the tram network.

Bus Initiatives Issue 2 – Bus Quality Strategy

9.2.7   The SEStran area is served by three major bus operators and several smaller but significant independent operators. The three major operators in the SEStran area run just under 1,500 vehicles and this comprises a wide range of types, ages and configurations.

9.2.8   The bus manufacturing industry has shortened the life spans of its vehicles in recent years, partly due to the need to meet legislative requirements but also to reflect changing tastes.

9.2.9   The aim of the study was to achieve a tiered set of standards applicable by route type developing over time to reflect emerging issues and aspirational standards for high quality public transport corridors.

Bus Initiatives Issue 3 - Value for Money (fares)

9.2.10   In order to evaluate value for money we undertook a mystery shopper survey of 243 journeys on a sample of routes by area, operator and distance. Journeys were rated against 32 criteria covering the total travel experience including waiting environment, vehicle presentation, information and driver standards.

9.2.11   The outcomes of this analysis highlights variances in the quality standard delivered. Transport law enshrines clear responsibilities for local authorities and bus operators in delivery of the bus services. Recommendations as to address poor value for money are covered in this report.

Bus Initiatives Issue 4 - Bus Stop Infrastructure

9.2.12   Bus Stop Infrastructure is generally the responsibility of local authorities, though bus operators have (or should have) an interest in the provision of information about the services using it. Stop infrastructure is rightly identified in the RTS as a key influencer on the decision to travel.

9.2.13   Research into Quality Bus Partnerships has confirmed that investment in bus stop signage and facilities has one of the highest paybacks in terms of additional patronage generated as a result of the investment made.

SEStran Clackmannanshire Bus Study

9.2.14   The Stirling – Alloa corridor is currently the subject of significant capital investment with the reopening of the Stirling – Alloa – Kincardine rail line. This has seen the resumption of direct rail passenger service between Alloa – Stirling – Glasgow, with good connection at Stirling and Larbert for onward travel to Edinburgh, although there are now a few direct services to Edinburgh

9.2.15   An important element of the success of the new rail service is seen to be the integration between bus and rail in Alloa. A study was carried out to investigate how to improve access to Alloa and the rail network by bus, including what impact such changes or additions may have, and on the level of financial support that may be required.

9.2.16   This study, therefore, assesses the potential for linking local bus services with rail at the new Alloa station. It assesses what impact this may have on the bus network and existing passengers as well as what level of patronage is likely to interchange between bus and rail at Alloa.

9.2.17   Additionally, the study investigates the potential alterations to the management of the road network and the provision of bus infrastructure and facilities in Alloa town centre, to allow better integration between bus and rail and to improve access to the town centre by bus.

Edinburgh Orbital bus Project

9.2.18   The Edinburgh Orbital Bus Project (EOBP) was conceived as an important measure to link a number of key transport interchanges and employment areas in the vicinity of Edinburgh, thereby addressing two key issues in the SEStran Regional Transport Strategy (RTS):

- the requirement to provide enhanced transport links between the expanding employment areas to the West and South of Edinburgh and areas with expanding population to the East; and
- make these areas more accessible to those reliant on public transport.

9.2.19   A series of reports were produced covering:
- Pre feasibility,
- Traffic Engineering and Design,
- Environment,
- Capacity Analysis, and Appraisal.

9.2.20   The reports resulted in a recommended route and operation to maximise the benefits and viability of the service.

Real time Information Feasibility Report

9.2.21   This report explores the delivery options that exist, taking due account of:

- the aspirations of the various local authority and public transport stakeholders,
- real-time passenger information systems and products currently available in the marketplace,
- existing real-time passenger information systems throughout the area and within SEStran's immediate neighbours,

- existing schedule based passenger information system throughout the area and SEStran's immediate neighbours,
- the varied nature of public transport operations throughout the SEStran area
- existing communications platforms,
- existing data management systems,
- existing administrative arrangements, financial agreements and partnerships.

9.2.22   The report ultimately recommends an appropriate strategy to deliver effective, robust and economically viable RTPI across the SEStran area.

9.2.23   This report provided the basis for successfully bidding for European funding for the introduction of RTPI throughout most of the SEStran area and also on some external bus links. However, more funding is required in order to complete the originally planned roll-out of the system to cover all bus services operating within the SEStran area.

9.3   Rail

Levenmouth Sustainable Transport Study

9.3.1   The Queensferry and the Central Fife corridors are identified as having heavy commuter flows to Edinburgh. To allow greater use of public transport the potential for the introduction of passenger services to and from Levenmouth was examined, whilst also increasing the share of the freight transport market carried by rail.

9.3.2   A STAG–based study was carried out in 2008 to appraise proposals for improving services to the Levenmouth area. The reports set out the results of the STAG Appraisals of potential opportunities for improving public transport in the Levenmouth area. The STAG report was submitted to Transport Scotland for inclusion in future rail development plans.

9.3.3   The report recommended that the branch line to Levenmouth should be reopened to allow regular passenger services and improved freight access.

Clackmannanshire - Fife – Edinburgh Study

9.3.4   The inauguration of the Stirling to Alloa railway, which opened in 2008 to passenger services and freight, was the signal for this particular study to examine the benefits of extending rail networks further east and providing direct links to Edinburgh.

9.3.5   The STAG appraisal process considered a wide range of possibilities in addition to rail options, including road access improvement, water freight and bus-based public transport.

9.3.6   The report set out the results of the evaluation of the opportunities identified following the application of the STAG – based methodology, which examines the relative merits of investment in transport provision in the Clackmannanshire – Fife corridor, and to address the issues such investment may bring.

9.3.7   The recommendation is that there are benefits to reopening the line to passenger services and improving freight access to Rosyth.

Edinburgh – Dunbar – Berwick upon Tweed Study

9.3.8   East Lothian, GROS (General Register Office for Scotland) projections suggest that East Lothian will see the highest rate of growth in population of any Scottish local authority area to 2035. Peak hour North Berwick to Edinburgh trains currently operate at, or close to capacity near to Edinburgh. In the medium term, there is a high risk that the current level of train service provision would be unable to cope with the potential demand associated with this projected increase in East Lothian population, given the level of out commuting from East Lothian to Edinburgh.

9.3.9   The previous 2011 Study focussed on rail options in the corridor. This study, a STAG (Scottish Transport Appraisal Guidance) based and objective-led approach has been adopted to consider whether better coach or bus links to Edinburgh could provide a similar level of benefits to a rail-based solution at significantly lower cost. Subsequent reports have recommended the development of improved rail services on this line to serve local demand.

9.4   Freight

SEStran Freight Study and Action Plan

9.4.1   The main objectives of this study and action plan are:

- to promote efficient and effective distribution of freight movement in the SEStran area;
- support the development of the transport network for the region, for distribution purposes;
- produce tangible outcomes to localised freight transport problems;
- promote sustainable distribution in the SEStran area, including greater use of environmentally friendly modes and development of inter-modal freight facilities ;
- promote industry best practice initiatives; share information and increase knowledge of freight issues among SEStran local authorities and the freight sector;
- enhance understanding among different stakeholders and help to reach compromise where there are conflicting objectives.

9.4.2   The plan aims to provide; the maximum benefit to the region, be straight forward to implement with manageable costs, provide SEStran with high visibility outputs, promote Local Authority co-operation and provide common standards across the SEStran region.

Freight Routing Strategy

9.4.3   This study defines the existing freight distribution network in the South East of Scotland and identifies where improvements are required. It also seeks to establish the feasibility/viability of a Dryport in Scotland and examines the network impacts of potential locations for such a facility. Existing freight routing issues are examined in terms of freight distribution and the traffic impacts of various locations for a Dryport are considered.

SEStran Dryport Coatbridge

9.4.4   The Dryport Project has identified Freightliner Coatbridge as the location which best fulfils the role of a Dryport for Scotland serving the SEStran area. Coatbridge Dryport is Scotland's Gateway Terminal with direct rail access from across mainland UK, handling over nine daily rail import and nine export services up and down the length of the UK to include the four major deep sea UK container ports of Felixstowe, Southampton, Tilbury and Liverpool.

9.4.5   The use of rail freight as part of the supply chain, in contrast to road, can significantly reduce carbon output, while maintaining efficiency and getting goods to market in a timely manner. The Dryport Project carried out a comparison of the carbon output of containerised loads exported from Scotland via Coatbridge by: road, rail, short sea shipping or a combination of modes, to final destinations to connect with the deep sea global liners.

9.4.6   A reduction in road miles also means reduced fuel costs and a reduction in traffic congestion, benefiting businesses financially and improving the company's image in the eyes of an increasingly environmentally-aware consumer base.

Freight Flow Mapping

9.4.7   "Connecting Food Port Regions – Between and Beyond", is funded by the European Union under the Interreg IVB North Sea Region Programme with the specific aim of developing the North Sea Region as the best food cluster and hub in Europe for food products delivered via an efficient and sustainable transport system. This study followed a bottom-up approach by focusing on the demand side and undertaking detailed interviews or online questionnaires with key stakeholders from across the food and drink industry. Questions are specifically designed for gaining in-depth knowledge of the inter- and intra-regional food product flows and for receiving insights into the willingness to participate in an innovative logistics concept with its focus on (horizontal) collaboration between (competing) shippers.

9.5   Park and Ride

SEStran Park and Ride Strategy.

9.5.1   The SEStran Regional Transport Strategy (RTS) committed SEStran to develop a Regional Park and Ride Strategy which would objectively review present-day park and ride provision and use in the SEStran area, and set a framework for developing and assessing future investment in park and ride.

9.5.2   The strategy is nested within the RTS objectives, and the role of park and ride in meeting these objectives has been considered. For the purposes of this analysis, the area has been considered in three broad corridors, North, West and South / East, and has considered park and ride issues relating to travel to all major destinations.

9.5.3   This study has a number of key analytical elements which are described below:
- Inventory of Sites
- Catchment Area Analysis:
- Economic Analysis

9.5.4   The study also identified the requirement to reduce the car element of the journey to a minimum taking into account journey time and cost. A Park and Ride web site has been developed using the information gathered during this study which allows the public to plan their journeys using suitable park and ride facilities.

South Tay Park and Ride Project

9.5.5   Rising employment in Dundee and a growing peripheral population requires increased transport investment, not least to control the high level of car use and the congestion problems this generates in Dundee itself. This is recognised in Dundee City Council's policy commitments to increase the use of public transport for journeys to, from and within Dundee.

9.5.6   The study examined the feasibility of a number of potential Park-and-Ride sites and their suitability in serving the Dundee area from the SEStran area. Fife and Dundee City Councils were also on the Steering Group for this commission.

9.5.7   The Cross Tay Sustainable Transport Study concluded that the development of a Park-and-Ride site on the approach to the Tay Road Bridge should be pursued.

9.6   Parking

SEStran Parking Standards

9.6.1   Eight council areas fall into the SEStran region (Fife, Clackmannanshire, Falkirk, West Lothian, Midlothian, City of Edinburgh, East Lothian and Scottish Borders). Our Regional Transport Strategy called for the creation of regional parking standards in order to provide cross regional consistency and to reduce unfair competition between different local authority areas.

9.6.2   These standards should therefore be considered as a detailed development of the Regional Transport Strategy and given due consideration by the constituent authorities. This document is restricted to a presentation of the standards themselves.

SEStran Parking Management Study

9.6.3   Parking is no longer a standalone issue, but has become a key aspect of both transport and land use planning. It must be integrated with all other aspects of urban policy, now that it is to be managed at levels below "unfettered demand". This is necessary in order to promote and to support:

- Lifestyles that are less car-dependent;
- Transport provision that is more socially inclusive;
- Development that is more sustainable in terms of energy and pollution; and
- Settlements which are more attractive and user-friendly.

9.6.4   Control over the availability of parking spaces is a key policy instrument in limiting car trips, and for the time being is the most widely available and readily accepted method of doing so. Even without control over private parking, strict control over public parking could have a major impact on travel choices. In most circumstances parking control is regarded as easier to implement and more appropriate than other measures such as road user charging.

9.6.5   As policy has moved from a "predict and provide" approach to one based on the achievement of wider objectives, the management of parking has become a more important part of national policy. It is becoming accepted that the unlimited growth of car use cannot be tolerated, as the infrastructure costs of providing the necessary road and parking space would be unacceptable in both financial and environmental terms.

9.6.6   The objective of this management strategy is to provide general guidance to constituent authorities a framework for managing parking to the benefit of residents, visitors and business users.

9.7   Sustainable Transport

Sustainable Development Guidance

9.7.1   The Regional Transport Strategy (RTS) highlights an anticipated increase in population of 10% and an increase of 22% in the number of households in the SEStran area by 2024. This will place pressure on the planning system which has a key role to play in the location of new development.

9.7.2   It is expected that development activity will occur across the SEStran area, and while this has the potential to lead to dispersed patterns of residential and employment location, it also presents an opportunity to develop in a more sustainable way. It is vital that new development takes account of sustainable travel.

9.7.3   A guidance document was developed on planning and providing sustainable transport for new development in the SEStran area at three levels:

- **Strategic**: highlighting the key transport planning considerations and elements of sustainable development within the national and regional planning context which can be taken forward to inform the Regional Transport Strategy and the Strategic Development Plan.
- **Local:** provision of guidance to assist planners and transport planners at the site specific level within development plans which can act as a bridge between strategic objectives and the implementation through the development management process.
- **Development Management:** provision of guidance to local authorities and developers in the roles and management of development management to ensure that this last link in the planning chain can operate effectively in delivering on the ground sustainable solutions within the strategic and local planning contexts.

Strategy for Developing the Urban cycle Network

9.7.4   The RTS placed a high priority on the promotion of commuter cycling. Whilst there are many agencies involved in promoting cycling and providing cycle related infrastructure, SEStran is in the position to provide a strategic overview for the regional transport area in order to assist in the provision of facilities, the enhancement of existing infrastructure and the general promotion and encouragement of commuter cycling.

9.7.5   Networks that permit the efficient interface with transport interchanges, particularly rail stations are also a priority for SEStran because they enhance and extend the commuter network. In relation to this study there is a focus on cycle routes and facilities that were in parallel with the Regional Transport Commuter Corridors as defined in the RTS. Within those corridors, urban areas deemed to be relevant for investigation were those with a population greater than 10,000 people.

9.7.6   SEStran has provided grants to local authorities and other bodies to implement various projects which promote the implementation of this strategy.

Car Sharing Guide for Businesses

9.7.7   The projected increases in population and households will have pronounced effects on the transport system with greatly increased congestion. Potential delays in journey times coupled with increased fuel prices and parking spaces which are already at a premium, mean that car drivers have every reason to think carefully about sharing their journey to work.

   More car sharers will mean fewer cars on the road, leading to reduced congestion, less delays, faster journey times and saving money for individuals. Car sharing will save both employers and employees time and money, will contribute to a more pleasant and efficient commute to and from work, and will improve the wellbeing of staff. This guide outlines the different measures needed to manage a successful car share scheme and provides advice on how to implement these measures in a way that will maximise success.

9.7.8   The successful promotion of car sharing through Tripshare SEStran has seen an increase in membership to over 7000 car sharers in the SEStran area.

Cramond Bridge feasibility Study

9.7.9   Consultants were commissioned by SEStran to undertake a review of reinstating a direct pedestrian and cycle link between Cramond and the Dalmeny Estate. This report draws out the findings of that review. It outlines the objectives for the enhancement, gives the findings of a review of the feasibility of a new bridge and shows how public and stakeholder consultation informed the development of options.

Cycling to Work for Beginners

9.7.10   Cycling is the often the fastest, always the healthiest and, apart from walking, the most environmentally sustainable form of transport. SEStran is trying to get more people cycling more often, particularly for trips to the shop, work or school.

9.7.11   Cycling also helps to achieve a number of important local, regional and national targets. For example, cycling:

- enables many people without a car to find and get to work;
- helps the government to fulfil its climate change obligations
- reduces air pollution from traffic;
- improves road and community safety and health;
- reduces travel-related pollution and noise; and
- generally increases transport choices and
- reduces dependency on the private car.

9.7.12   The guidance gives good practical advice on planning your journey by bike.

Cycling Infrastructure and Design

9.7.13   The guide offers cycle infrastructure design guidance to help Local Authorities, developers and other stakeholders involved in providing new cycling infrastructure; whether specifically for cycling or for taking cycling into account for all forms of transportation infrastructure.

Newcraighall sustainable access study.

9.7.14   Consultants were commissioned by SEStran to undertake a feasibility study into a potential footpath/cycle path across the railway line to the south side of Newcraighall Rail Station.

9.7.15   This potential route will provide a more direct link between the station's platform and Park & Ride site on the west of the railway line and the National Cycle Network Route 1 (NCN 1), Newcraighall Park and beyond to Queen Margaret University (QMU) to the east.

9.7.16   At the present time it is recognised that the provision of any new route would be of most benefit to those travelling to and from QMU, which already has a number of issues with overspill car parking into nearby residential streets.

Dunfermline BRT and LRT Project

9.7.17   SEStran appointed consultants to carry out a high-level evaluation of potential options for a Bus Rapid Transport (BRT) system in the first instance, which could be upgraded in the longer term to Light Rail Transport (LRT) system, linking into the new crossing of the Forth Estuary in the Queensferry Area.

9.7.18   The study area for this appraisal is the Dunfermline area, which includes Dunfermline and the surrounding Bridgehead, Inverkeithing, Rosyth including Rosyth Port and links across the Forth.

9.7.19   This area falls within the "Queensferry" corridor, characterised by high volumes of commuter tidal flow between the Dunfermline area (and its hinterland) and Edinburgh. This report sets out the results obtained on the relative merits of both a new BRT and a new LRT system linking the area.

Taxicard Review

9.7.20   Consultants were commissioned by SEStran to consider the establishment of a regional taxicard that would allow holders to undertake a limited number of journeys, without the need to have direct access to a private car whilst providing consistency of provision and equality amongst all SEStran constituent authorities, specifically for the mobility impaired.

9.7.21   This is the final report for the SEStran Taxicard Review; and is an updated version of the briefing paper previously issued in March 2008.

9.8   Summary

9.8.1   The following documents should be considered as part of the detailed strategy development of the RTS and therefore included in the revised RTS:

1.   SEStran Bus Information Strategy
2.   Bus Initiatives Issue 1 – Alternative Fuels
3.   Bus Initiatives Issue 2 – Bus Quality Strategy
4.   Bus Initiatives Issue 3 – Value for Money
5.   Bus Initiatives Issue 4 – Bus Stop Infrastructure
6.   Real Time Information Feasibility Report
7.   SEStran Freight Study and Action Plan
8.   Freight Routing Strategy
9.   Freight Flow Mapping

10. SEStran Park and Ride Strategy
11. SEStran Parking Standards
12. SEStran Parking Management Study
13. Sustainable Development Guidance
14. Strategy for Developing The Urban Cycle Network
15. Car Sharing Guide for Business
16. Cycling to work for Beginners
17. Cycle Infrastructure and Design
18. Taxicard Review.

9.8.2 The following should be considered as detailed development of strategy to implement RTS Strategy and therefore the conclusions and recommended projects should be included in the revised RTS.

1. Levenmouth Sustainable Transport Study
2. Clackmannanshire- Fife-Edinburgh Study
3. SEStran Clackmannanshire Bus Study
4. Edinburgh Orbital Bus Project
5. Edinburgh –Dunbar- Berwick upon Tweed Study
6. SEStran Dryport Coatbridge
7. South Tay Park and Ride Project
8. Cramond Bridge Feasibility Study
9. Dunfermline BRT and LRT Project

9.8.3 Full versions of all the above strategies and studies are available on the SEStran web site.

10   Delivery and Funding

10.1   Introduction

10.1.1   The Transport (Scotland) Act 2005 gives powers to partnerships to give grants and loans, to promote private bills in Parliament and carry out various financial and administrative functions. The Act also allows transport partnerships to confer or transfer various transport functions, currently held by the constituent local authorities, by Ministerial Order.   The processes required to promote a Ministerial Order is a protracted process and therefore would not be pursued unless there were definable benefits to SEStran and the partners

10.1.2   *Scotland's Transport Future* envisaged three models of partnership models with varying degrees of power and responsibility.   The model that SEStran has initially adopted is in line with model one which is based on a limited number of statutory functions to be exercised concurrently with local authorities.

10.2   Possible Partnership 'Models'

10.2.1   The possible partnership 'models' that SEStran could adopt in order to facilitate the *implementation of the RTS ar*e described below.   Whilst the 'Level 1' model is fairly clearly defined in the guidance, the other two models do not define strictly the powers that should be taken on by the Partnership, or retained by constituent local authorities.   This is a matter for careful consideration in the case of most partnerships in Scotland (although SPT, Shetland and Dumfries and Galloway are defined as 'Level 3' partnerships from the start due to the particular circumstances in these cases).

- The so-called 'Level 1' model is that adopted by SEStran. The partnership has the statutory responsibility to produce the RTS, and the power to make grants to other bodies to implement certain elements of the RTS. All transport powers remain with local authorities, the Scottish Government, and private operators. RTS Guidance (para 120) notes that a Level 1 model will provide the RTP with a limited number of statutory powers to be shared concurrently with constituent local authorities, but it is not clear about what such powers are;

- The 'Level 2' model would see an RTP taking on certain transport powers from constituent local authorities, either solely, or concurrently with them. It could, for example, become the roads authority for the strategic road network, whilst constituent local authorities retained roads powers for the local network. The same could hold true of tendered bus services across local authority boundaries (SEStran) and services wholly within local authority boundaries; and

- The 'Level 3' model 'require[s] a significant transfer of public transport functions from constituent councils to the RTP' (RTS Guidance, para 120). However, whether it also requires the transfer of roads powers is not made clear. It must be assumed, therefore that, in common with a Level 2 model,

the Level 3 does not automatically require the transfer of all, or even some, of the roads powers currently held by local authorities – but it could do so.

10.3   Delivery

10.3.1   There are a number ways SEStran can deliver its strategy**:**

- ■   **Influencing** - SEStran can seek the support, influence and persuade other partners, particularly where SEStran is not the funding body;

- ■   **Guidance** - SEStran can provide guidance and advice to other partners tied in with funding provision to achieve consistency and best practice across the region;

- ■   **Co-ordination** - the co-ordination of partners in the development and implementation of projects and initiatives is a potential role for SEStran; and

- ■   **Direct Delivery** - this is the function that may require SEStran to take on additional statutory powers depending on the implementation powers required.

10.3.2   The role that SEStran will play in relation to each project or initiative is identified within the delivery plan.

10.3.3   The RTS will be delivered by SEStran working in partnership with the key providers and in particular the local authorities and the Scottish Government. Where delivery routes involve functions which are not conferred on SEStran by primary or secondary legislation then delivery shall normally be achieved through the bodies on which such functions are conferred.

10.3.4   However, in accordance with its duties under Section 5(2) (f) and (g) of the Transport (Scotland) Act 2005, SEStran shall on a case-by-case basis assess and decide the procurement route which it considers represents the most appropriate or effective method of achieving the particular policy of the RTS, and in appropriate circumstances, shall consider whether direct delivery of the strategy by SEStran or other alternative routes represents best value. In such circumstances, SEStran will seek to reach agreement with its partners on the best means of delivery, where appropriate using powers under Sections 10 and/or 14 of the 2005 Act to assist such alternative delivery methods.

Supporting Constituent Authorities

10.3.5   Where constituent councils may not have the capacity and resources to deliver local authority measures, the RTP could consider providing support to the local authority to implement projects and initiatives relevant to the RTS, with agreement from the relevant authority.

10.3.6   For SEStran to implement the identified strategy projects and initiatives, there is no need to transfer any powers from local authorities to SEStran, but there could be potential benefits in taking on parallel powers to ensure that the strategy is delivered in accordance with the delivery plan if resources became available.

10.4   Funding

10.4.1   The RTS outlines the direction for investment in transport in the SEStran area and provides a strong policy and prioritisation for this investment. Securing the delivery of the RTS will clearly depend on the availability of adequate funding.

10.4.2   The Scottish Regional Transport Partnerships have been included in the schedule of the Public Services Reform (Scotland) Act 2010. The act requires annual publication of certain information which is included in our Annual Report.

10.4.3   Public bodies are required to publish as soon as is reasonably practicable after the end of each financial year a statement of any expenditure they have incurred during that financial year on or in connection with the following matters:

- Public relations;
- Overseas travel;
- Hospitality and entertainment;
- External consultancy;
- Payments with a value in excess of £25,000
- Members or employees who received remuneration in excess of £150,000

Other requirements include reports on:

- Sustainable growth
- Promoting and increasing sustainable growth through the exercise of its functions

10.5   Existing Funding

10.5.1   This section outlines the current funding arrangements for SEStran.

Revenue

10.5.2   The recent financial constraints on the public sector have impacted on SEStran revenue budgets. The approved 2014/15 core (net) revenue budget is set at £451k of which £252k is from Scottish Government Grant and the remainder from council requisitions. This represents a considerable reduction on initial budgets, (in 2007 the initial revenue budget was £615k). It is unlikely in the foreseeable future that the current level of revenue budget will change significantly so it is important that any available revenue funding is focused on priority projects/initiatives which provide good value for money.

10.5.3   The current Revenue Projects Budget includes EU projects Food Port, Lo Pinod, I Transfer, Chums, Nwewride and Weastflows which provide considerable income (as well as expenditure) to SEStran, through a fifty percent contribution from the EC's Interreg programme. The total life cycle value of these projects, which contribute significantly to the sustainability aims of the RTS, is almost £1.5m. One further project, "Chums" under the Intelligent Energy Europe programme has recently begun and will end in 2015. Over time these projects will be completed and hopefully replaced by others, but care has to be

taken that the commitment to European Projects does not outstrip the resources available and the projects fully reflect our Policies and Objectives.

Capital

10.5.4   SEStran has no direct capital monies available to allocate to capital projects. However there is some capital expenditure by Transport Scotland and the constituent councils which reflects priorities within our Strategy, as well as potential private sector funding resulting from new development and from partnership initiatives such as the Scottish Cities Alliance (SCA, see para 8.1.6). As at January 2015, the SCA is developing an 'investment roadmap' linked to the City Investment Plan that could address some RTS measures.

10.5.5   The main Capital Budget Expenditure project is currently Real Time Passenger Information (RTPI) provision aimed at providing RTPI throughout the SEStran area. Funding is through the European Regional Development Fund, ERDF (£1.323m), the Scottish Government's Bus Investment Fund, BIF (£1m) with contributions from SEStran (1.306m), Partnership Councils (£0.48m), bus operators (£0.047m) and adjacent Regional Transport Partnerships (£0.1m) involved in the proposal.

10.5.6   A further bid, of value £0.5m, in relation to RTPI, has been made to Scottish Enterprise (SE). The proposal is an internet based signing approach which offers a bespoke real-time bus information service. The service combines relevant live bus information with other location specific and customer specific content for individual commercial or public sector premises, all of which can be viewed on a television screen. The bid has successfully passed to the second stage of the process and SE will now assign personnel to assist SEStran in preparing a robust business case to take the project forward.

10.5.7   On completion of this project capital expenditure will reduce dramatically reflecting the lack of capital monies available directly to SEStran. It is not anticipated that this situation will improve significantly in the foreseeable future. However, further bids to the Bus Investment Fund are envisaged, as opportunities arise

10.6   RTS Funding Summary

10.6.1   The RTS has laid out a comprehensive policy framework for the SEStran area.   The policies, targets, initiatives and proposed projects in this RTS reflect the current financial constraints and resources.

10.6.2   The revised Delivery Plan will provide a detailed plan on how this strategy will be implemented over the strategy period, to achieve our targets. It will identify the status, required level of appraisal, lead responsibility and the funding position of each project identified throughout the RTS together with SEStran's role in delivery.

10.6.3   The annual Business Plan indicates the proposed expenditure and priorities for the forthcoming year and the Annual Report reviews the budgets and provides a Monitoring report on our Key Objectives. Through these annual reports a clear indication is given on budget proposals and monitoring, along with progress on identified priorities.

APPENDIX A.   Transport Corridor Analysis

A.1   Much of the analysis undertaken for the Regional Transport Strategy (RTS) and the Strategic Development plans used the defined set of 'corridors' as shown below. Table 1 shows the extent of these RTS corridors. The results of recent analysis given in Figure 4 shows AM Peak hour traffic levels in these RTS corridors for 2007, 2024 (March 2012) and 2024 (SG). **Note that internal Edinburgh corridors are not included in the graphics which follow.**

Figure 1 Regional Transport Corridors
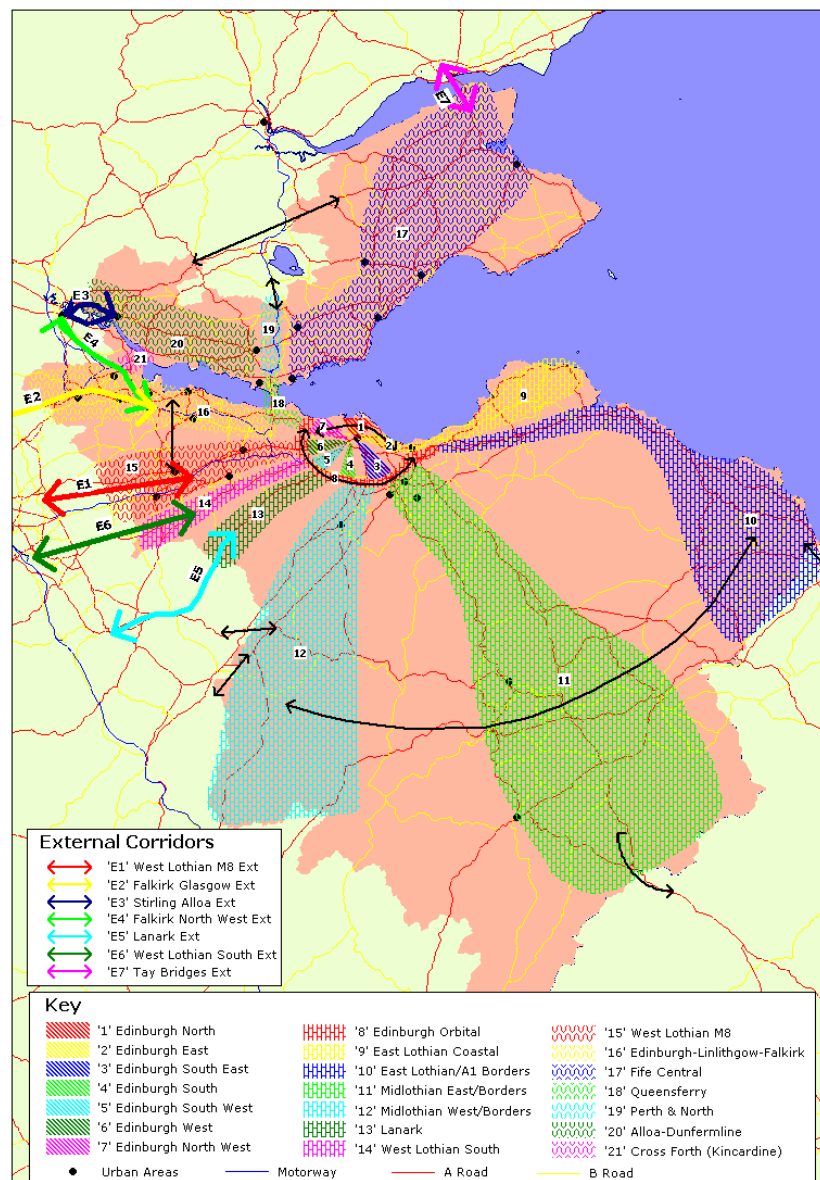
A.2   The Strategic Development Plans have come forward with proposed new development sites in the SEStran area which will have an impact on certain corridors.

Local Authority Level

A.3   Figure 2 below shows the absolute traffic volumes (AM peak) for each local authority for 2007, 2024 (March 2012) and 2024 (SG).

A.1

Figure 2 AM Peak Vehicle kms (2007, 2024 (March 2012) & 2024 (SG))
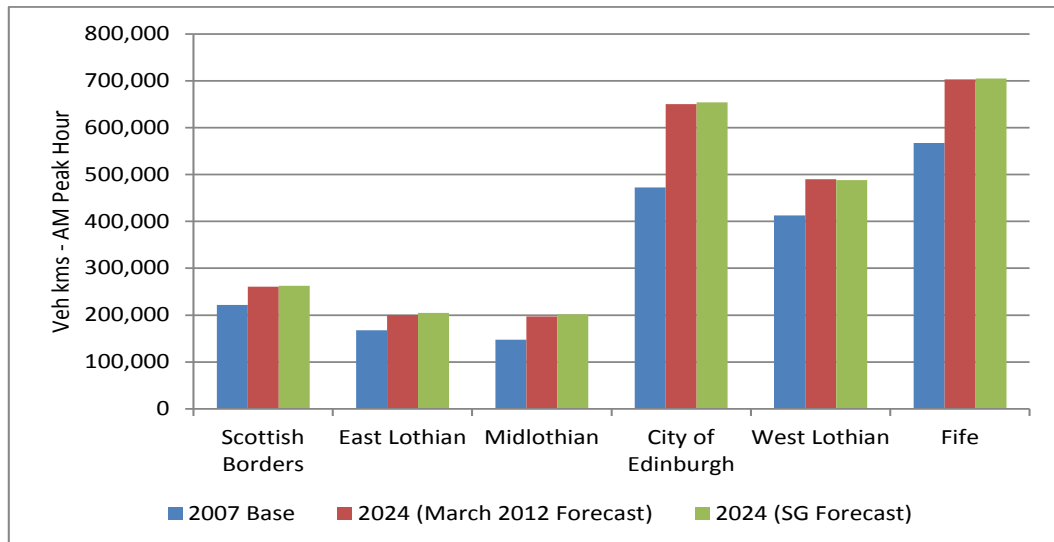
A.4   At the local authority level, the largest increases over time are forecast in Edinburgh and Midlothian. Scottish Borders is forecast to see the lowest increase at 19%.

A.5   The changes in traffic between the two 2024 forecasts generally reflect the changes in population distribution between the two forecasts, eg population and traffic both go down slightly in West Lothian, and both go up slightly in Scottish Borders, East Lothian and Midlothian. All changes in traffic at the local authority level are between -2.5% and +2.5% though.

Figure 3 AM Peak Hrs Lost to Congestion (2007, 2024 (March 2012) & 2024 (SG))
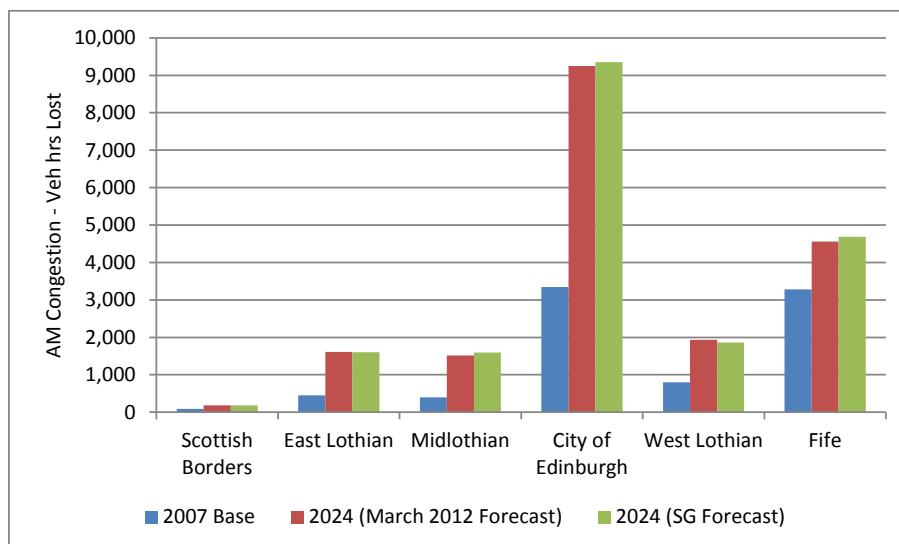
A.6   Figure 3 now shows congestion indicators (total time lost due to congestion) in the same way. This underlines how the majority of the congestion in the area is found in the City of Edinburgh where population density is highest. Although the City of Edinburgh is forecast to see the largest absolute increase in congestion between 2007 and 2024, the percentage increases in East Lothian and Midlothian are actually higher.

A.2

A.7   The changes to congestion between the two 2024 forecasts are greater than the impacts on traffic volumes – ie small increases in traffic on congested networks lead to greater increases in congestion. The biggest percentage increase is in Midlothian and West Lothian sees a reduction in congestion compared to 2024 (March 2012 forecast). East Lothian sees a slight reduction in congestion, despite an increase in traffic overall. This will be the result of a change in traffic patterns where the higher volumes are seen in less congested parts of the network.

Regional Transport Strategy Corridor Level

A.3

A.8   Between 2007 and 2024, the corridors which are forecast to see the largest increases in absolute terms over time are M9 / E&G, Fife Central and M8 / Bathgate Line. In percentage terms Queensferry (+46%) and the Edinburgh City Bypass corridors (+40%) are amongst the biggest increases. This would be anticipated as they are two of the most congested routes in the area at present and any additional traffic will create disproportional increases in congestion. In addition, the definition of these corridors is narrow compared to some other corridors (ie the corridors as defined contain few uncongested links). Figure 6 below shows the time lost due to congestion per kilometre travelled for all three scenarios in the AM Peak. This reflects the level of congestion experienced by individual vehicle occupants (ie as opposed to total congestion

Figure 4 RTS Corridor – AM Peak Traffic (veh kms)

Figure 5 RTS Corridor – AM Peak Congestion (mins/km lost)
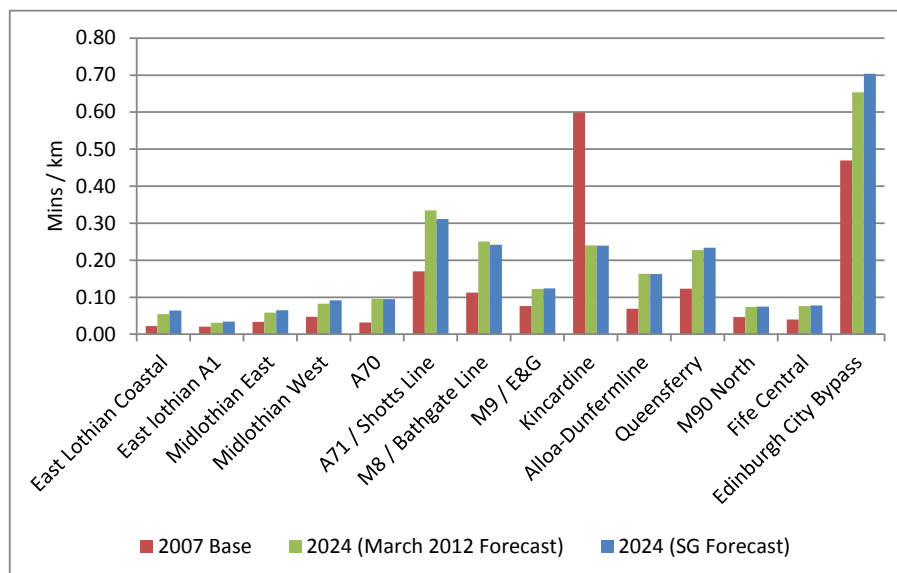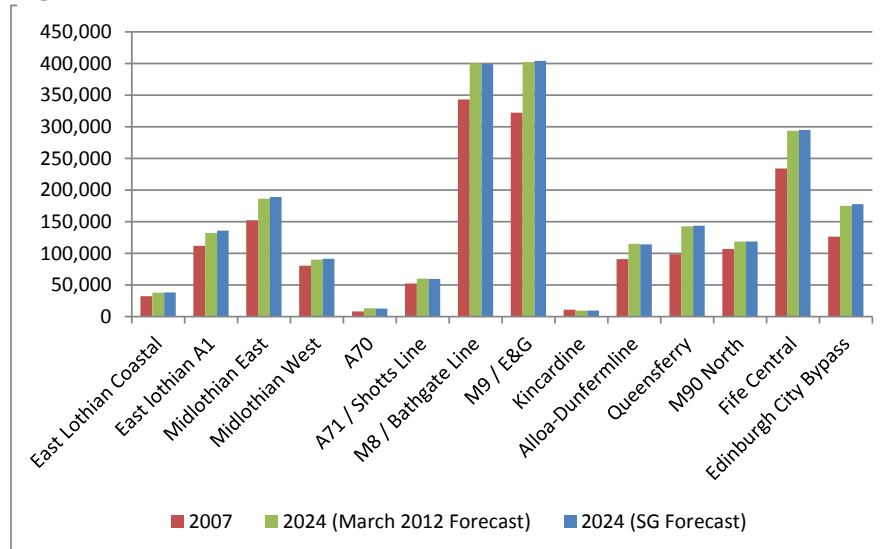
which can reflect higher traffic levels).

Table 1 RTS Corridors

Corridor	Description
1 - Edinburgh North	Leith Walk, Crewe Road, Inverleith Row

A.4

2 - Edinburgh East	Links from Musselburgh, Newcraighall
3 - Edinburgh South East	Liberton Road / Old Dalkeith Road / Gilmerton Road
4 - Edinburgh South	Morningside Road
5 - Edinburgh South West	Lanark Road
6 - Edinburgh West	Corstorphine Road, Calder Road
7 - Edinburgh North West	Queensferry Road
8 - Edinburgh Orbital	Inner and Outer (inc A720)
9 - East Lothian Coastal	A199, North Berwick line
10 - East Lothian A1 / Borders	A1, East Coast Main Line
11 - Midlothian East / Borders	A68, A7, A772, inc Waverley Line
12 - Midlothian WestBorders	A701, A702, A703
13 – Lanark	A70
14 - West Lothian south	A71, Shotts Line
15 - West Lothian M8	M8, A89, A899, Bathgate Line
16 - Edinburgh-Linlithgow-Falkirk	M9, A904, Edinburgh – Falkirk Line
17 - Fife central	A92, A921, East Coast Main Line, Fife Circle
18 – Queensferry	A90, A8000, Forth Road Bridge, Inverkeithing Line
19 - Perth & North	M90
20 - Alloa – Dunfermline	A985, A907 inc Stirling-Alloa Line
21 - Cross Forth (Kincardine)	Kincardine Bridge
E1 – West Lothian M8 Ext	M8, A89, Airdrie Bathgate Line
E2 – Falkirk Glasgow Ext	M876, A803, Glasgow Line
E3 – Stirling Alloa Ext	A907, A91, Stirling Alloa Line
E4 – Falkirk North West Ext	M9, A9 Stirling Line
E5 – Lanark Ext	A70
E6 – West Lothian South Ext	A71, Shotts Line
E7 – Tay Bridges Ext	Tay Road and Rail Bridges

A.9   When viewed in these terms, the Edinburgh City Bypass corridor sees the largest increase by some margin between 2007 and 2024. The West Lothian corridors of A71 / Shotts and M8 / Bathgate also see significant increases over time. Congestion in the Kincardine corridor reduces as a consequence of the opening of the Clackmannanshire Bridge and its associated road / junction improvements.

A.5

A.10   Comparing the two 2024 forecasts, the City Bypass corridor is forecast to see a small increase in congestion with 2024 (SG), and congestion is also forecast to increase slightly in the Queensferry and Midlothian West corridors. The A71 / Shotts and M8 / Bathgate Line corridors are forecast to see slight reductions in congestion as a result of this change.

A.11   There is a mixture of traffic increases and reductions relative to 2024 (March 2012) which broadly reflect the population changes. These figures will reflect traffic originating / destined for these areas and also through traffic, so a direct relationship between overall traffic and population changes would not be anticipated. In absolute terms, the biggest increases are seen in Dalkeith / Gorebridge area and Musselburgh / Tranent. Central Borders and Glenrothes / Kirkcaldy also see significant increases in line with population increases. The West Lothian and M8 Corridor SAAs see reduction in traffic, mirroring the reduced population there. In terms of percentage change, traffic in Edinburgh Waterfront reduces by 9% whilst the Dalkeith / Gorebridge areas sees a 4% increase. All other changes are within these bounds.

Network Level Results

A.12   The network level reporting of results has focussed on junction and link based delays and how these change over time.

A.13   In line with this, the following graphics have been produced here which show:

Figure 7 – AM Peak hour link delays, 2007
Figure 8 – AM Peak hour link delays, 2024 (SG)
Figure 9 – AM Peak hour junction delays, 2007
Figure 10 – AM Peak hour junction delays, 2024 (SG)

A.14   These graphics therefore show the impact of increased traffic levels on link and junction delays between 2007 and 2024; and the impact of the change in housing data on flows and delays on the network, based on the underlying assumptions and the approach taken here
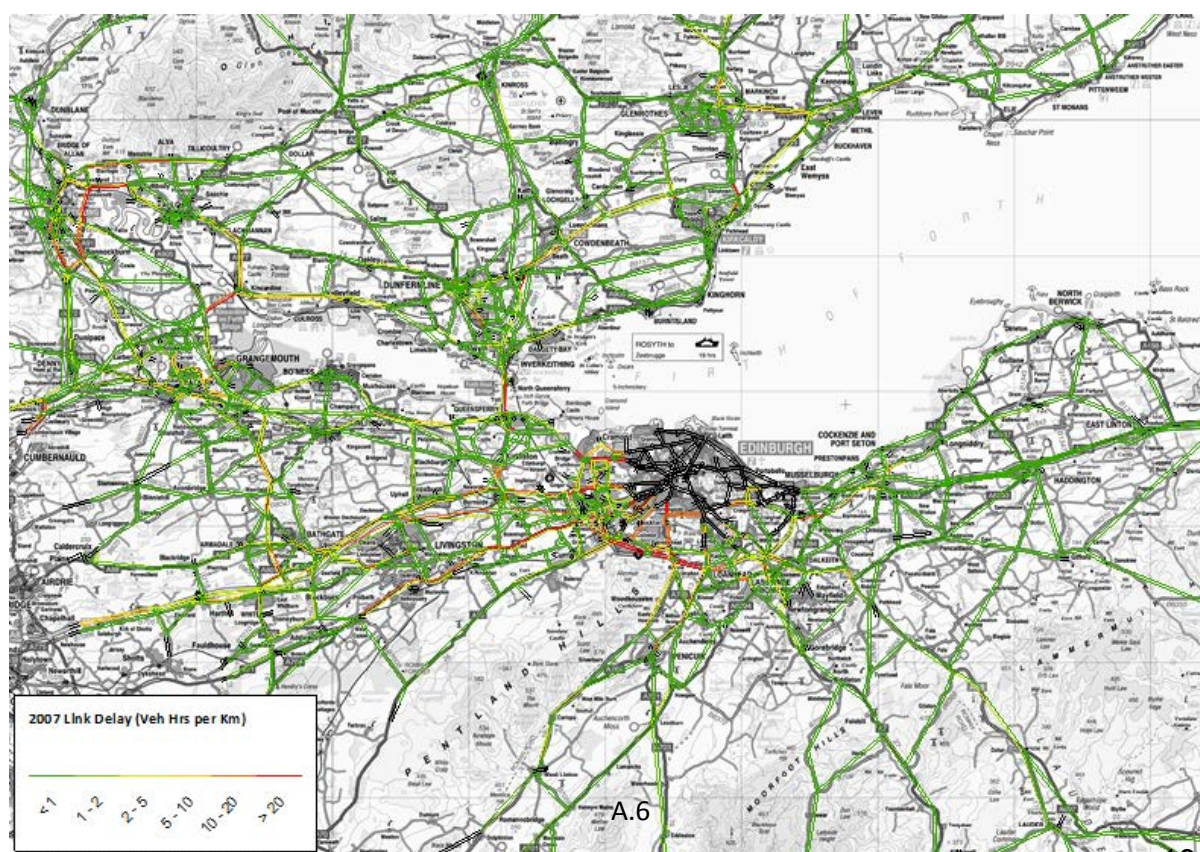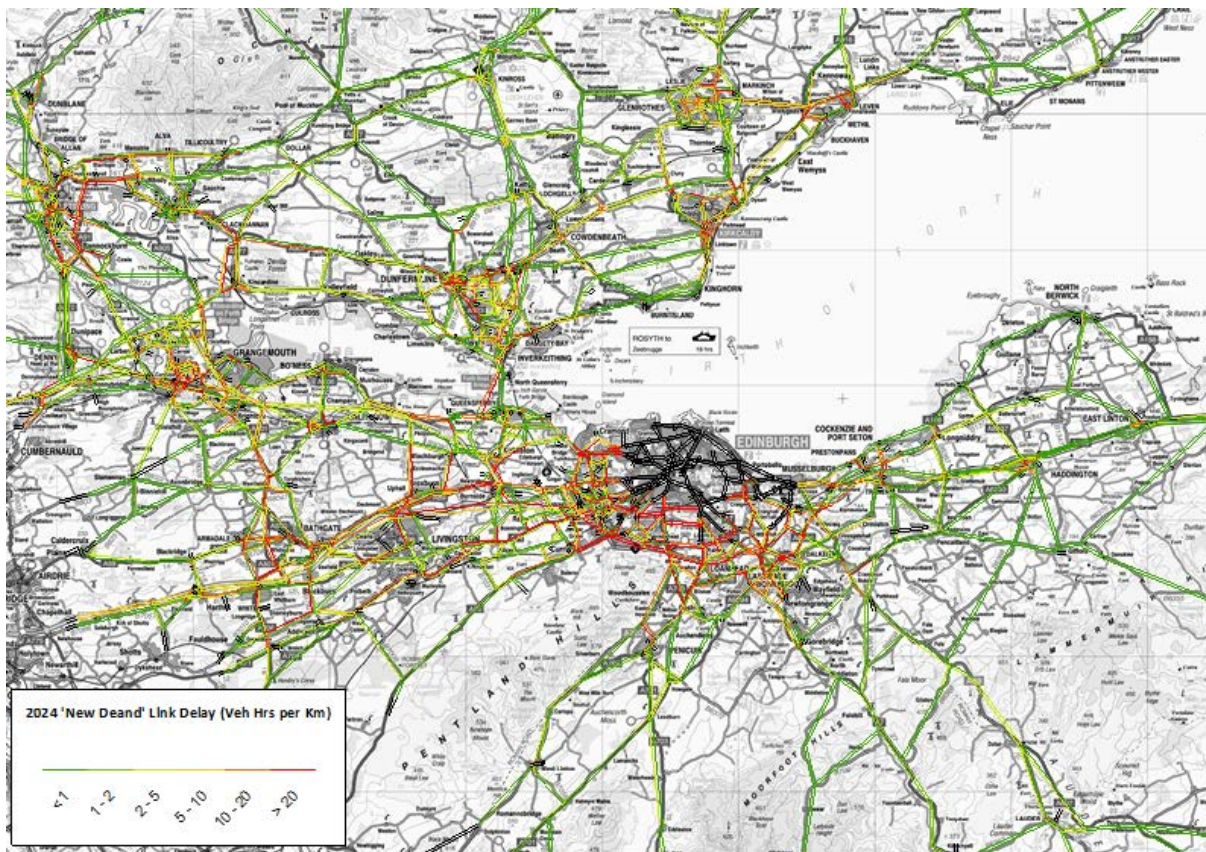

2007 Link Delay (Veh Hrs per Km)

<1   1-2   2-5   5-10   10-20   >20

A.6

Fig 7

Fig 8

Fig 9

A.7

Fig 10

A.8

<div style="background:purple">
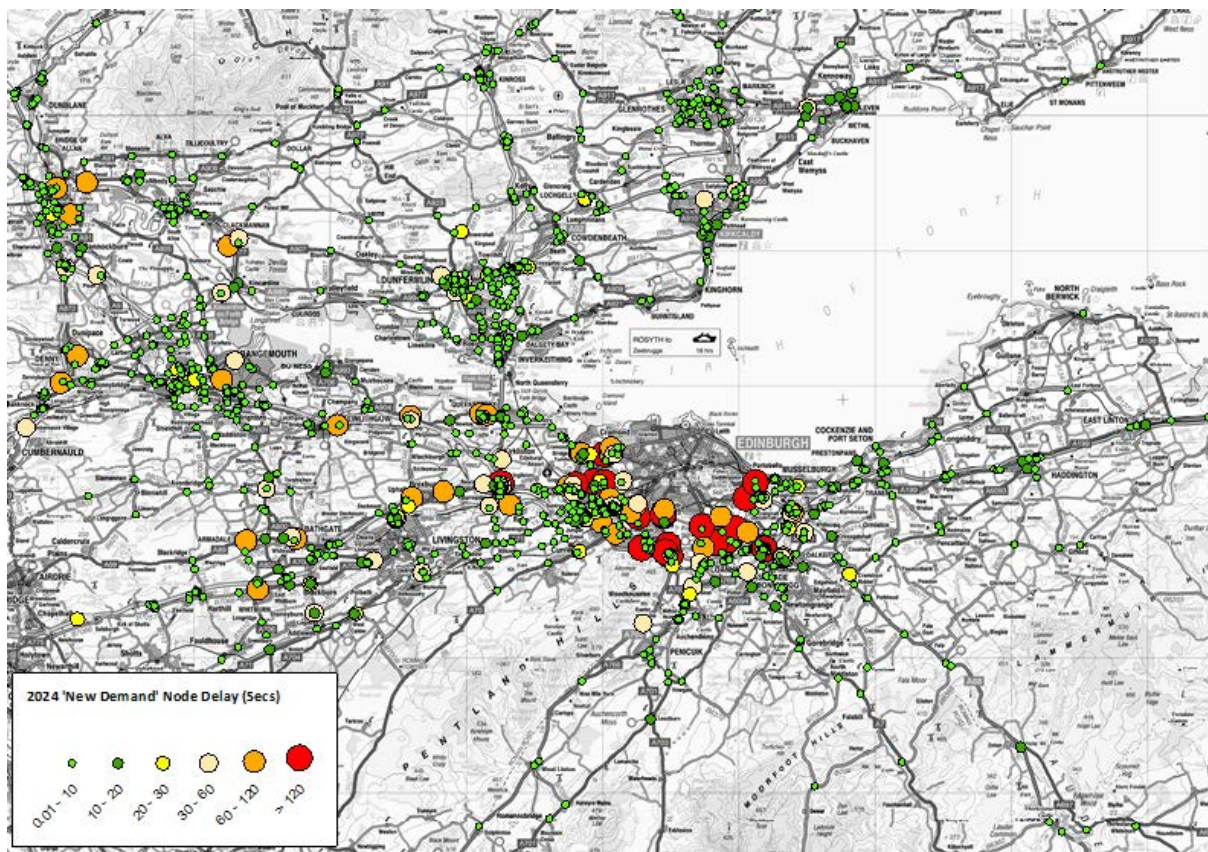
APPENDIX B.   Indicators and Targets

</div>

B.1   This Appendix supplements the information in Chapter 4 of the main RTS document.

Targets for Economy

B.2   The **economy** targets are particularly aimed at reducing congestion, widening labour markets and ensuring key economic transport links are maintained and developed.

B.3   The objectives are therefore focused on accessibility to maximise catchment areas, on connectivity to facilitate economic activity, on congestion to minimise disruption and unreliability of journeys, and on integration with land use and economic development strategies to ensure synergy with transport objectives.

B.4   Each RTS objective is now considered in turn.

Objective 1.1 - to maintain and improve labour market accessibility to key business / employment locations

B.5   Access to key business and employment locations can be assessed in terms of the number of potential employees with a given travel time by public transport. This can be thought of as the labour market catchment for key, currently identified, employment centres. Improvements in public transport will increase this catchment, which can be defined in two bands – under 30 minutes and under 60 minutes.

Target: Relative to 2007, achieve a 10% increase in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations within the following key regional employment centres, ,

- Edinburgh city centre;
- Gyle, Edinburgh Park, Edinburgh Airport;
- Livingston;
- Glenrothes;
- Leith Waterfront - Victoria Quay;
- Edinburgh Royal Infirmary / Medipark; and
- Bush Estate/Science Park.

Progress

B.6   An initial target of an increase in accessibility of 3% over the first five years was partially met with changes in accessibility within 30mins travel time catchment varying between +1% and -2% and a general increase in accessibility within 60mins catchment from +8% to -3%. The reasons for the changes in accessibility in some areas could be associated with bus rescheduling and improvements to rail infrastructure e.g. the Airdrie –Bathgate line

B.7   A further set of key secondary employment centres may also be defined in the context of this target, to provide greater geographical coverage.

A.9

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information measures this.

Objective 1.2 - to maintain and improve connectivity to the rest of Scotland, the UK and beyond

B.8   Key economic 'gateways' to the rest of Scotland, the UK and the rest of the World include the motorway network, major railway stations, Edinburgh Airport, and Rosyth, Grangemouth and Leith ports. This objective seeks to ensure links to these gateways and beyond are maintained and improved.

B.9   Improved 'connectivity' here implies improved transport links in the shape of e.g. shorter travel times, more reliable journey times, more frequent services, new or more direct services.

Target: To improve 'connectivity' to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland.   SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.

Progress

B.10   As monitored in 2012, increases in connectivity to international destinations i.e. no of flights from Edinburgh Airport are as follows, -4 for local flights for less than 30mins travel time and +29 for longer distance flights. Coach and Rail services within the SEStran area and to the rest of Scotland varied significantly with the number of local SEStran coach services reducing by 53 and increases of 309 in longer distance coach services and all train services

Monitoring: Annual count of the number of direct rail and coach /bus services per day to:

- ▪   Between main SEStran settlements;
- ▪   To major Scottish settlements;
- ▪   To major non-Scottish settlements;

    Also the number of domestic and international flight destinations are monitored.

Objective 1.3 - to support other strategies, particularly land-use planning, and economic development

B.11   No quantitative target possible – only demonstrable synergies with other strategies, through new working relationships and structures.

Target: Demonstrable progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key agency in the planning process in relation to Strategic and Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.

Progress

B.12   Statutory consultee in all Local Authority Development Plans and have worked closely with SESplan in developing their Strategic Development Plan.

Monitoring: qualitative – demonstrable progress in collaborative working.

A.10

Objective 1.4 - to reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight

B.13   Commute-based mode share targets have been developed for the RTS. Achievement of these targets will reduce congestion in key corridors and improve journey time reliability compared to a 'do nothing' scenario. 'Time lost to congestion' is regularly monitored on the busier parts of the trunk road network by the Scottish Government, as are road user perceptions of congestion ,and reported annually. At present, congestion is not measured in a consistent, quantitative way in the wider SEStran area. However, although new technology in the future may dramatically improve the potential to measure congestion consistently, this is not yet available. SEStran will seek to make use of these new data as and when it becomes available, and will update its target accordingly.

Target: (i) Reduce 'car driver' share for travel-to-work by six percentage points over the period of the RTS (see Chapter 8 for details),; (ii) Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network; (iii) From the Scottish Household Survey (Travel Diary), reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.

Progress

B.14   Monitoring in 2012 indicated a general reduction in congestion since 2007 varying from 9 hr/annum reduction at the Kincardine Bridge to an increase of 2 hr/annum at the Forth Bridge, Car driver/ passenger mode share for travel to work has reduced by 1% and the proportion of car drivers affected by congestion has reduced by 19%. The level of concern about traffic growth has reduced by 7%.

Monitoring: (i) Use of Census data once every 10 years, use of Scottish Household Survey Travel Diary reporting on car availability, car driver/passenger mode share, frequency of driving in congestion, car trips reportedly affected by congestion and the level of concern about traffic growth.(ii) Scottish Government's Trunk Road Local Congestion Monitoring at the key key locations:

- Forth Bridge approaches
- Kincardine Bridge approaches
- A1- Macmerry
- A720 – City Bypass
- M9 – Claylands
- M8 – Baillieston to Hermiston Gait

Targets for Accessibility

B.15   The overarching objective for **accessibility** is 'to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas'. Targets for each sub-objective are proposed below.

Objective 2.1 - to improve access to employment

B.16   Through accessibility modelling, the RTS has established a measure for residential access to employment for all areas of SEStran, at a detailed spatial level. Modelling can be used to measure the impact of public transport improvements on this accessibility measure.

A.11

Target: For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average of at least 10% after 15 years).

Progress

B.17   From the 2012 monitoring results accessibility has been improved from the selected areas to employment by 5.7% which exceeds the initial 5yr target of 3%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information will be able to measure this. A 'Hansen' access to employment indicator will be the key measure.

Objective 2.2 - to improve access to health facilities

B.18   The accessibility modelling undertaken in the RTS also allows an accurate picture to be built of communities with long travel times, using public transport (defined here as greater than 60 minutes), to hospital services, where there are a significant number of zero-car households (see Chapter 6).

Target: Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).

Progress

B.19   The 2012 monitoring results indicate the number of households in this category (access hospital <60 mins) has changed by +1.6% and -5.9%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information measures this. The hospitals monitored are:

> Borders General Hospital
>
> Dunfermline Queen Margaret
>
> Victoria Hospital Kirkcaldy
>
> Edinburgh Western General
>
> St Johns Hospital Livingston
>
> (Falkirk and District Royal Infirmary)
>
> (Stirling Royal Infirmary)
>
> Dumfries and Galloway Infirmary
>
> Perth Royal Infirmary
>
> Dundee Ninewells Hospital

> Falkirk and District Royal Infirmary and Stirling Royal Infirmary have now been replaced by the Forth Valley Royal Infirmary.

B.20   Also monitoring looks at the frequency of use of a car to visit GPs and ease of access to GPs without a car.

A.12

Objective 2.3 - to improve access to other services, such as retailing, leisure and education

Target: 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).

B.21   Note that improvements to public transport targeted at those >60 minutes from key services will in many cases also benefit those living closer.

Progress

B.22   The 2012 monitoring indicated that the change in percentage of households with poor access varied from +2.2% to -7.5%

Monitoring: Annual accessibility mapping exercise using standard software and bus and rail timetable and Census information will be able to measure this. For monitoring purposes accesss to the following is being measured

- Colleges (7-10am)

- Universities (7-10am)

- Leisure centres (swimming Pools) (10am-4pm)

- Job centres (10am – 4pm)

- Retail Centres (10am – 4pm) for the following groups of locations

- Primary centres

- Major centres

- Regional towns

- Urban centres

- Local centres

- Rural Centres

- Factory outlet centres

- Retail parks, Supermarkets

B.23   Also monitored is the ease of use of public transport, walking and cycling to access small shops, supermarkets, town shopping, evening leisure, friends, GPs and library

Objective 2.4 - to make public transport more affordable and socially inclusive

B.24   There are a range of barriers to the use of public transport which the RTS is setting out to address.

Targets: (i) By, or before the end of the RTS, seek to monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act2010. (ii) Identify high fare 'anomalies' in the SEStran area by the end of the RTS period, relative to 2007 (iii) Seek to influence national policy in relation to the procurement of bus services, if necessary to meet other RTS targets.

A.13

Progress

B.25   The percentage of people who consider bus fares good value has reduced by 8% to a value of 61%

Monitoring: Information from bus and rail operators on DDA compliant routes. Monitor the % of people who consider bus/train fares are good value and the use of concessionary fares in the Scottish Household Survey.

Targets for Environment

Objective 3.1 - to contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions

B.26   Reducing the level of road traffic is central to the goal of cutting greenhouse gas emissions.

Target: Progress should be made at the SEStran level towards the Scottish Government's aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government's emissions targets.

Progress

B.27   2012 monitoring results indicate a 2.9% reduction in traffic levels and a 4% reduction in petrol and diesel consumption.

Monitoring: Scottish Government published statistics on traffic levels in the SEStran area. . Also monitored is the change in petrol and diesel consumption in the SEStran area.

Objective 3.2 - to minimise the negative impacts of transport on natural and cultural resources

Target: To minimise significant effects on areas designated for, or acknowledged for, their biodiversity interests (including protected species), landscape and / or cultural heritage importance, from interventions in the RTS.

Monitoring: No practical monitoring available.

Objective 3.3 - to promote more sustainable travel

B.28   The achievement of more sustainable travel choices will be evidenced through changes in mode share, and in particular a reduction in the share of 'car driver'.

Target: Targets for mode share (see objective 1.4).

Progress

B.29   The monitoring to 2012 indicates very little change to the mode share figures but with significant membership of TripshareSEStran, nearly 7,000 members and large increases in the number of people entering and exiting SEStran stations (5,644,728)

Monitoring: Through the Scottish household survey monitor modal share of various journeys and information . Also monitor the use of Liftshare and car clubs. Also monitor the number of passengers

A.14

entering and leaving stations in the SEStran area. SEStran has its own TripshareSEStran Scheme covering the SEStran area, to increase travel choices and reduce the need to own a car. This is monitored on a regular basis

Objective 3.4 - to reduce the need to travel

B.30   Advances in technology are creating opportunities for reducing the amount of travel undertaken, eg home working, tele-conferencing, internet shopping etc.

Target: To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.

Progress

B.31   No discernable change.

Monitoring: Scottish Household Survey and Travel Diary on the numbers of adults working from home and the number of trips using motorised transport

Objective 3.5 - to increase transport choices, reducing dependency on the private car

Target: Targets for mode share (see objective 1.4).

Progress

B.32   General increase in all indicators with a slight drop (2%) in the public's perception of the convenience of public transport.

Monitoring: Scottish Household Survey on the frequency of driving, proximity to public transport, perceptions of public transport and use of public transport

Targets for Safety and Health

Objective 4.1 - to improve safety (reducing accidents) and personal security

Targets: (i) By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and child killed by 50% and seriously injured by 65%from a 2004 -2008 base. There is also a target to reduce the slight casualty rate by 10%(ii) Over the period of the strategy, a 20% reduction (7% after five years) in pedestrian and cyclist KSIs per trip made (using SHS data for trip making). (iii) 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%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).

Progress

B.33   For the 10 yr period up to 2010, on a national basis there has been a 41% reduction in KSIs, 65% reduction in child KSIs and 38% reduction in slight casualties. On a SEStran basis reductions are well within targets. Passenger perception of safety dropped by approx 3% but train passengers perception of safety rose by 3%

Monitoring: National Road Casualty Statistics. and SHS survey into perception of safety on public transport.

A.15

Objective 4.2 - to increase the proportion of trips by walk/ cycle

Targets: 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. Cycling Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.

Progress

B.34   The 2012 monitoring indicated changes between -1% and +8% in walking and cycling

Monitoring: Scottish household survey data on number of bikes/household and number of trips by bike and foot.

Objective 4.3 - to meet or better all statutory air quality requirements

Target: To contribute to meeting the national targets for air quality. **Progress**

B.35   A general increase in the number of AQMAs

Monitoring: The Number of Air Quality Management Areas in the SEStran area.

Objective 4.4 - to reduce the impacts of transport noise

B.36   The Scottish Government undertook a 'noise mapping' exercise which, based on 2005 traffic levels, identified 'hot spots' of transport related noise.   No further action has been taken on this subject.

Target: No quantitative target possible

APPENDIX C.   Audits

Equalities Audit (Policy 25)

C.1   SEStran, as a Regional Transport Partnership, has a statutory requirement to comply with requirements associated with Equality legislation and also tackle discrimination on age, religious and sexuality grounds.

C.2   An Equality Scheme for SEStran has been published on the website. The scheme provides clear cross referencing to other approved and published SEStran documents so that anyone wishing to establish our position on equity issues can find it. A key element of the scheme is the establishment of an Equalities Forum which meets on a three monthly basis, involving local equalities groups, to discuss the work that SEStran is doing and how it operates, to get feedback and suggestions on how we can usefully improve on equalities issues.

C.3   The implementation of equalities policies is an ongoing process rather than simply the requirement to publish a specific scheme. Equal Opportunities is at the heart of the SEStran ethos and we intend to meet our statutory duties in this regard.

C.4   The Regional transport Strategy is at the core of the Equalities Scheme and the review was carried out, taking on board the actions identified in the Outcome Report.

Strategic Environmental Assessment (SEA)

C.5   The South East Regional Transport Partnership (SEStran) produced a Regional Transport Strategy (RTS) in 2007 which covered the years 2008 - 2023. In accordance with the Environmental Assessment (Scotland) Act 2005 the strategy was subject to a strategic environmental assessment (SEA) which was presented as an Environmental Report and published along with the strategy. Both reports are currently available on our web site.

C.6   The review has not significantly changed the strategies objectives or policy, with most changes related to SEStran's reduced ability to directly influence or implement the measures identified in the strategy.

C.7   Therefore it is proposed under the Environmental Assessment (Scotland) Act that the reviewed plan has no modification to the SEA that is likely to have significant environmental effects as prescribed in Section 8(1) of the Act.

A.17

Access to Healthcare Audit

C.8   In line with policies 24 and 25 and the actions outlined in 7.25 SEStran has been developing an audit of Access to Healthcare through its Access to Healthcare Working Group.

C.9   One of the key elements in auditing Healthcare access was a report by the Scottish Government on Healthcare Transport Short Life Working Group which gave general outlines of where progress needed to be made to address this issue. SEStran subsequently arranged a meeting of Health Board, Scottish Ambulance and Community transport managers to agree a way forward. The outcomes of this workshop are given below and will form the basis of an agreed strategy.

- The group agreed that the workshop would be the beginning of an inter-agency   process to improve access to health and social care which would aid learning from shared experience, co-ordination of action and development of appropriate solutions and appropriately inform service users.
- The group agreed to develop a region-wide inter-agency action plan to improve access to health and social care, identifying where joint working will add value over and above activities that would otherwise occur. SEStran will arrange a meeting to develop this action plan set objectives and timescales.
- In advance of that, a visit will be held to NHS Lothian's transport hub, and maybe also NHSFV's booking system and East Lothian Council's integrated transport service, in order to share lessons about these examples of good practice.

C.10   Other identified actions are:

- For NHS Boards to complete their Health and Social Care Transport Toolkit responses.
- Collate information from Boards regarding spend on HTCS to evaluate patients' awareness of the scheme.
- Gain a more comprehensive understanding of problems affecting people accessing health/social care.
- Obtain further information on the GG & Clyde Health Board transport booking system and the impact therein of providing service users with public transport travel arrangements.
- Assess the potential of trialling within the SEStran area the opportunity to provide service users with public transport and travel arrangements when being booked for health and social care appointments.
- Obtain further information on how health and social care systems are promoting changes to patient transport arrangements and how they are effectively keeping the public informed

SEStran Regional Transport Strategy Refresh

Statement of Reason

The South East Regional Transport Partnership (SEStran) produced a Regional Transport Strategy (RTS) in 2007 which covered the years 2008 - 2023. In accordance with the Environmental Assessment (Scotland) Act 2005 the strategy was subject to a strategic environmental assessment (SEA) which was presented as an Environmental Report and published along with the strategy. Both reports are currently available on our web site.

Following government advice, SEStran has reviewed its RTS to update its contents to reflect the economic situation in Scotland and the ability of SEStran to implement its strategy. The review has not significantly changed the strategies objectives or policy, with most changes related to SEStran's reduced ability to directly influence or implement the measures identified in the strategy.

Under the Environmental Assessment (Scotland) Act it is considered that the reviewed plan has no modification to the SEA that is likely to have significant environmental effects as prescribed in Section 8(1) of the Act. Therefore in compliance with Section 8(2) this statement is intended to comply with the requirements of Sections 8(3), 8(4) also Sections 9(1), 9(2), 9(3), and 9(4).

Using Schedule 2 as a base for comparing the two version of the strategy

Schedule 2 criteria	Changes to original RTS
1(a)	No changes to the framework for projects or other activities Reduced financial allocation to reflect reduced SEStran funding.
1(b)	No change
1(c)	No change but integration has been improved through working closely with SESplan in promoting sustainable development (transport) through the Strategic Development Plan.
1(d)	No change
1(e)	No change
2 (a) –(g)	No additional effects have been added to the strategy but the probability of resultant projects has been reduced.

To illustrate the above table, revisions to the strategy will be outlined and the changes the effects on the environment highlighted

Strategy reference	Changes	Effect on Environment
Key Trends and Issues	Base information updated to reflect the impacts of the recession. Marked division in car ownership	No change

	trends between Edinburgh and the rest of the SEStran area identified.	
Objectives and Policies	Greater tie in with National Objectives and more emphasis on international connectivity.	No change
Targets and Monitoring	Targets remain the same except road accident targets adjusted to reflect new national targets. Monitoring reflects the monitoring carried out on an annual basis.	No change
External Connectivity (formerly National and other Transport Schemes)	Expanded to include international connectivity by all modes and the status of national projects updated	No change
Region Wide Measures	Topics remain unchanged but SEStran's role in implementation re-evaluated.	No change
Initiatives for Specific Areas and Groups	Initiatives unchanged but text reflects progress to date.	No change
Regional Transport Corridors	Chapter refocused on the potential implications of the SESplan Strategic Development Plan (subject of its own Environmental Report). Interventions (previously identified in the existing RTP) are focussed on specific travel corridors which have been identified with potential future travel problems.	No change
Strategy Development	This chapter focuses on the development of strategies already identified in the current RTS	No additional impacts
Delivery and Funding	Replaces Chapter 9 Delivery and 10 funding in the current RTS. Very much simplified to reflect SEStran's current role in facilitation and co-ordination rather than direct implementation	No change

As illustrated above the strategy review has limited additional environmental impacts to those previously identified in the previous SEA.

The refreshed Regional transport Strategy has been submitted for screening to the consultation authorities as prescribed in Section 9(2), who replied in compliance with Section 9(3) and agreed that the review of the SEStran Regional Transport Strategy is unlikely to have significant environmental effects over and above those identified in the original SEA produced in 2007.

 Therefore under Section 8(1) and as prescribed under Section 9(4) SEStran has determined that the refresh is exempt from further SEA reporting.

Draft SEStran Equalities Outcome Report

To ensure that equality issues are fully addressed, the following list has been prepared identifying potential outcomes acknowledged during the initial analysis of our functions and working environment and subsequently how these outcomes will be achieved and by whom.

This list is based on our Regional Transport Strategy which was developed in 2007 and reviewed in 2015, introducing new outcomes where relevant. When the original Transport Strategy was developed, SEStran had a considerable capital budget. With the development of Local Authority Single Outcome Agreements, SEStran's capital budget was removed, reducing the capability of SEStran to provide direct funding in line with various policies. The Regional Transport Strategy has been reviewed to reflect the current capabilities of SEStran.

Policy Related

Proposed Outcome	Action	Timescale	Accountability	Comments
To provide a forum for consultation on SEStran policy	Provide an Equalities Forum	Established in 2007 (Ongoing)	Director	The Equalities Forum is well established, meeting on a 3 monthly basis.
An equality audit procedure for proposed initiatives and projects	Develop and implement a procedure.	Develop and agree a procedure in 2015	Strategy Manager	Not yet fully developed mainly due to lack of applicable projects.
A monitoring process that specifically identifies equality issues.	Identify equality issues and relative monitoring requirements.	Established as part of the Annual Report(ongoing process)	Strategy Manager	Monitoring reported in the Annual Report
Monitor and report progress on equality issues	Include a report on progress in our Annual Report	As above	Director	Progress reported in our Annual report
All documents produced by SEStran to be accessible to all aspects of the community	Provide a translation/Braille facility for any published documents as necessary. Provide large text/speech facilities for documents on the	On going offer	Communications Officer	Translations to various languages available on request. Thistle Card documentation is available in various languages and type

Proposed Outcome	Action	Timescale	Accountability	Comments
	web site.			sizes.
Improved accessibility for those dependent on public transport	RTS Policy 3 – Encouragement will be given to the improvement of all aspects of bus services (services, vehicle quality, fares, infrastructure, bus rapid transit, and integration) as a means of reducing congestion and enhancing accessibility.	Ongoing policy depending on issues and funding	RTP Board.	Removal of capital funding has limited capability to take action on this policy. Issues related to multi operator/pre purchase ticket availability to be investigated through One-Ticket.
Improved public transport affordability	RTS Policy 6 – SEStran will support intervention or seek to intervene where affordability is recognised by the Partnership as a barrier to the use of public transport.	No planned direct action	RTP Board.	Removal of capital funding has limited capability to take action on this policy.
Improved public transport accessibility for deprived and rural communities	RTS Policy 18 – SEStran will seek to ensure that communities with poor access to employment by PT and low car ownership / high deprivation will be the subject of targeted measures to address this.	Influencing planning policy when relevant	RTP Board.	Removal of capital funding has limited capability to take action on this policy.

Proposed Outcome	Action	Timescale	Accountability	Comments
Improved accessibility for those with no access to a car	RTS Policy 19 – Where improvements in accessibility are found to be require, the RTS will seek, in the first instance, to deliver these by enhancing conditions for pedestrians, cyclists and public transport users	Ongoing policy depending on availability of funding	RTP Board.	Various initiatives to support improved cycling, walking, car sharing and car clubs, etc. have been introduced.
Equal opportunities audit of all interventions	RTS Policy 25 – All interventions will be subject to an equal opportunities audit to ensure that they promote equal opportunities in accordance with the law.	See action above	See action above	
Improved access to PT for those with mobility problems.	RTS Policy 26 – SEStran will seek to ensure that people who have difficulties in using conventional public transport due to disability will be the subject of targeted measures to address this.	Forum established in 2007 (Ongoing)	Equalities Forum	The Equalities Forum have examined these issues and have initiated actions to address them including the Thistle Card, improved service information, etc.
Improved access to health facilities by PT.	RTS Policy 27 – SEStran and its constituent authorities will work in partnership with Health Boards and the Scottish Ambulance Service to improve access to health services and to reduce congestion caused by travel to these services.	Forum established in 2007 with Action Plan developed 2008 (Ongoing)	Access to Health Forum	An Action Plan has been developed working in partnership with the Health Boards and forum members. This Action Plan is currently being reviewed.
Facilitation of independent travel by children.	RTS Policy 34 - There will be a presumption in favour of schemes that lead to greater	Policy Ongoing	RTP Board. Progress reliant on LA partners.	Removal of capital funding has limited capability to take action on this policy.

Proposed Outcome	Action	Timescale	Accountability	Comments
	physical activity, and that facilitate independent travel especially by children.			
Enhanced security particularly for women who are discouraged from using public transport by personal security concerns.	RTS Policy 35 – There will be a presumption in favour of schemes that enhance personal security, especially for pedestrians, cyclists, and public transport users.	Policy Ongoing	RTP Board.	Removal of capital funding has limited capability to take action on this policy.
Quality audit of all interventions to ensure needs of all aspects of the community are addressed.	RTS Policy 40 – All projects and interventions will be subject to a quality audit to ensure they maximise opportunities to meet all RTS objectives.	Expenditure reviewed on an annual basis.	Strategy manager	Removal of capital funding has limited need to assess and design RTS projects.
Ensure equalities issues are considered in project justification/ prioritisation	Include equalities section in project prioritisation/justification pro forma.	NA	Programme Manager	Removal of capital funding has limited capability of SEStran to develop projects
Ensure equalities progress is reported to the board annually	Included in annual progress report on equalities	Established as part of Annual Report	Director	Reported in the Annual Report
Ensure equalities issues are integral to our future planning	Include section on equalities in the annual business plan	Established as part of Business Plan	Director	Included within the Business Plan
SEStran's communications encourage equalities	Audit SEStran publications to ensure equal access by all	Ongoing as part of Communications Strategy	Communications Officer	Easy to use SEStran website available and publications available in various languages and font sizes.
Promote access to SEStran for all sectors of the community	Participate in events designed to promote equal opportunities	Ongoing commitment to various events to promote equalities	Communications Officer	SEStran promotes a variety of walking, cycling and sustainable transport events for all users
Ensure that in SEStran communications to all aspects of society are treated equally	Audit SEStran publications to ensure that the image portrayed gives equal emphasis to men and women,	The presentation of all documentation carefully considered.	Communications Officer	Documentation cover design shows a variety of transport users.

	includes images of ethnic minorities and includes images of people with disabilities				

Office Related

Proposed Outcome	Action	Timescale	Accountability	Success Indicators/ Measures	Comments
To have appropriate equalities reports updated on a regular basis	Identifying the functions and policies relevant to equality. Consult with the general public, Local Authorities & Board Members regarding our equality requirements.	Initiated with our Equalities Scheme in 2007 and to be continuously evolved	Director, Strategy Manager & Office Manager	Initial Scheme was submitted to the Equal Opportunities Commission. The mainstreaming and equality outcomes report will be published on our website	
Ensuring employees are aware of their duty to promote equality	Ensure equality /diversity is promoted in all induction programmes of new staff	Ongoing as new staff are appointed	Office Manager	Induction programme includes session on equality and diversity	Specific Equalities and Diversity Policy, plus a broad range of policies covering equalities issues are available to all staff.

Proposed Outcome	Action	Timescale	Accountability	Success Indicators/ Measures	Comments
Ensuring employees are aware of their duty to promote equality	Devise and roll out a series of briefing sessions for staff on SEStran's general and specific duties under equality legislation	Ongoing as required	Office Manager	Training programme carried out but new programme required	
Ensuring employees are aware of their duty to promote equality	Consult with SEStran staff on the draft equalities reports.	Commencing March 2013 ongoing	Office Manager	Draft Equalities reports to be submitted to the Partnership Board for approval and circulated to all staff.	
Ensure equalities issues are actively considered within the workplace	Formulate and approve various employment and workplace policies to promote equality	New policies and guidance developed as required.	Office Manager	Ongoing assessment of the policy and monitoring of any complaints	34 policies have now been approved by the Board and published and are subject to annual review by the HR adviser.
To ensure that the SEStran emergency action plans, take in to account equality issues	Add an appendix to the Fire Action plan to ensure the safety of those less mobile or disabled	Completed	Office Manager	SEStran Fire Action Plan Policy to be approved by the Partnership Board specifically referring to the requirements of the disabled.	Regular fire evacuation drills scheduled and Fire Risk Assessment to cover office.
Equalities issues become mainstreamed in all issues reported to the Board.	Include section in all board reports to identify impact of the report on equalities	Since 2008 all Board reports comply.	Office Manager and report authors.	Compliance monitoring.	All Board reports have to note relevant equalities issues

SEStran Stations

1. Background

1.1 The December 2014 Board meeting was updated on the progress of the various bids from SEStran and the SEStran Authorities for funding from the £30 million Scottish Station Fund (SSF), including a new SEStran/Falkirk Council bid for funding towards an additional car park at Falkirk High Station.

1.2 The board was also given an update on the East Lothian / Scottish Borders / SEStran bid for funding for new stations at East Linton and Reston

1.3 This report informs the Board of progress of the various bids as well as a new bid for access to Midlothian stations. It also covers progress on the provision of a new station at Winchburgh and work on potential stations at Newburgh and Levenmouth in Fife.

2. East Linton and Reston Station

2.1 The outcome of the tendering for the ScotRail franchise was that Transport Scotland has accepted the Abellio bid, including the provision of a two hourly service between Edinburgh and Berwick upon Tweed that will stop at East Linton and Reston stations, provided that these stations are in place by December 2018.

2.2 The bid by SEStran and the two Councils for funding from the SSF towards the provision of the two stations has been considered by Network Rail. The current position is that all the funding towards the design and costing of the Stations (termed within the industry as GRIP3 stage; to be undertaken by Network Rail) will have to be covered by the Client (SEStran and the two Councils). This work will have to be undertaken before Network Rail can fully consider the application for funding from the SSF for the construction of the two stations.

2.3 It is the case however that a letter has been received from the Minister giving a degree of comfort that "there will be a successful conclusion to the application" following the completion of detailed design work.

2.4 The two Councils and SEStran are also drafting an agreement where SEStran will act on behalf of the two Councils as Client in respect of the development of the stations, with relevant funds being transferred to SEStran.

3. Access to Waverley and Haymarket Station

3.1 The RIRG (Route Investment Review Group) considered the application and Network Rail has advised that the Group's view is that only minor work at

Waverley Station would be funded under the SSF. This is apparently because "enhancements outside the station footprint should not be funded from the Scottish Station Fund" – although further clarity will be required on this issue.

3.2 RIRG also considers that the £1m of work currently in progress on Waverley Bridge does not qualify as 3rd party funding.

3.3 At Haymarket, RIRG would consider the major part of the work proposed for Haymarket Station (deck between Dalry Road and the Station) but the applicant must progress the design and costing of the scheme to GRIP 3 before a decision could be made.

4. Leuchars Station Car Park Extension

4.1 The bid by Fife Council towards a 50% contribution from the SSF towards the extension of the car park has been approved with a grant of £255k. subject to conditions regarding not charging for parking in the future. Fife are in ongoing discussions with Network Rail on this.

5. New Falkirk High Station Car Park Extension

5.1 The SEStran/Falkirk Council bid for a 56 space car park off Slamannan Road at a cost of around £1.1 million has been considered by NR. They requested additional information in respect of Cost/benefit analysis and some design details and these have now been submitted to Network Rail.

6. Midlothian Stations

6.1 SEStran and Midlothian Council are considering an application for funding from the SSF towards access improvements to all the new Borders Railway stations in Midlothian. This is work that would be additional but complementary to the ongoing work on these stations by Network Rail as part of the Borders rail project.

7. Newburgh Station

7.1 A joint 'pre-STAG' study has been commissioned by SEStran, Tactran, Fife and Perth & Kinross Councils regarding the potential for a new station at either Newburgh in Fife or Oudenarde (extension of Bridge of Earn) in Perth & Kinross. This work is nearing completion and the outcome will be reported to the next Board.

8. Winchburgh Station

8.1 The ScotRail Franchise agreement now includes the stopping of the Dunblane – Edinburgh half-hourly service at a new Winchburgh Station in West Lothian, subject to this additional stop not having an impact on the journey time of the main Edinburgh-Glasgow service.

8.2 It is understood that this arrangement could be in place with the introduction of the electric Dunblane – Edinburgh service, envisaged for 2018.

8.3 The station will be fully funded by the Developer of around 3000 new houses in Winchburgh. Arrangements are being discussed with Network Rail so that initial work on the station can take place at the same time as Winchburgh Tunnel improvements work is undertaken this summer, when the line will be closed for several weeks.

9. Levenmouth Rail

9.1 There is an on-going and strengthening campaign to re-instate rail services to Levenmouth. Fife Council has agreed to undertake a renewed STAG study for the project – the previous study undertaken by SEStran and Fife Council is now around 5 years old.

10. Recommendation

10.1 The Board is asked to

1. note the report,
2. agree that SEStran will act as Client on behalf of East Lothian and Borders Councils in respect of taking the design work forward for East Linton and Reston Stations, and delegating to the Partnership Director in consultation with the Solicitor to enter into the relevant agreements with the two Councils and Network Rail.

Trond Haugen
Advisor to SEStran
26 November 2014

Policy Implications	None
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

East Coast Main Line Authorities (ECMA)

1   Background

1.1   ECMA is a consortium of a large number of English and Scottish Local authorities that are served by The East Coast Main Line and was formed in order to highlight the benefits of investing in the East Coast Main Line. During 2014/15, SEStran contributed £1,250 towards ECMA's work and City of Edinburgh and Scottish Borders Councils each contributed £4,400.

1.2   The SEStran Board meeting on 26ᵗʰ Sept 2014 was advised about the two events that were launched in Edinburgh and London in July.

2   Current Position

2.1   A further event took place on 20ᵗʰ January at Westminster when ECMA members met with Members of both Houses of Parliament.

2.2   It is arguably the case that ECMA has raised the awareness within Westminster and the Scottish Parliament of the need to increase investment in the East Coast Main Line and many have suggested that ECMA's status at least equals that of the influential West Coast 250 consortium that have had a very strong presence for a number of years.

2.3   It is therefore proposed that SEStran should strongly support the continuation of the ECMA consortium.

2.4   Proposed ECMA objectives (attached) based on a budget for the year ahead of £70,000 were considered by the Executive Group on 2ⁿᵈ March. A total contribution from Scotland (RTPs and individual Local Authorities) of £10,900 was proposed. Of this £10,900, the SEStran area would cover 38.5% (£4,197). In turn it is suggested that this would be recharged by SEStran to individual member authorities, reflecting their willingness to participate and the impact of the ECML on each authority. It is clear that Fife Council is willing to contribute and City of Edinburgh Council have advised it wants to continue to be involved.

2.5   It is clear however that many current contributors south of the border may not be able to contribute their share and continue their ECMA membership. The Scottish ECMA members have generally been in support of the continuation of ECMA and many did indeed advocate a stronger ECMA with a significantly larger budget.

2.6   At the RTP Chairs meeting on 4ᵗʰ March, the Chairs of SEStran, Tactran, Nestrans and Hitrans agreed that, if necessary and in order to achieve a £70,000 budget, the total contribution from Scotland could be as high as 20% (£14,000), which would mean a combined contribution from SEStran and the relevant SEStran member authorities of £5,390.

3   Recommendation

3.1 Members are asked to
1. note the report,
2. agree the continued membership of SEStran and relevant SEStran authorities that contribute towards the membership (based on Section 2 of this report), and
3. agree a combined contribution next year from SEStran and the relevant SEStran authorities of up to £5,390.

Trond Haugen
Advisor to SEStran
3 March 2015

Appendix 1   Agreed ECMA Objectives for next year

Policy Implications	None
Financial Implications	Can be covered from budget
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

ECMA Objectives for 2015/16

1. **Influencing investment plans in Control Period 6 onwards to deliver the potential for economic growth** (by increasing capacity, increasing connectivity, reducing journey times, improving resilience and service quality). We intend to be fully involved in the various processes that lead to Network Rail's Delivery Plan for the ECML, along with influencing the development of High Speed services, franchised passenger services, open access passenger services and freight operations.

2. **To secure further investment in the ECML during Control Period 5 (2014 to 2019).** We are already making the case for immediate further investment in the ECML including the need for greater infrastructure resilience and full funding of the Initial Industry Plan (the "£260m"), but it will be necessary to continue this work into 2015/16. Officers from the Consortium will be meeting Virgin Trains East Coast soon to discuss what we need to work on together during the new franchise for East Coast passenger services.

3. **Facilitating the 'Powerhouse for Rail'.** This proposal is to develop the concept of the Powerhouse to enable future investment in the ECML by education and training, and developing a skilled workforce and supply chain. It will involve partners such as LEPs in making sure that the full economic advantage is secured for the area and may involve ECMA bringing together investment funded by the private sector, ECMA members, Local Economic Partnerships and others, matched with money from the rail industry.

Organisation structure

We are proposing to make changes to the officer groups supporting the work of the Consortium to ensure that it stays focused on delivering the potential for economic growth. So our view of the structure that the Consortium needs to go forward is as follows:-

1. **The Consortium Meeting**. The main meeting of the Consortium attended by Councillors and senior officers, where decisions over strategy and Consortium objectives are taken.

2. **Task & Finish Group(s)** of Councillors to deal with specific matters as required. Currently, there is one such group.

3. **The Executive Group**. Approximately eight senior officers, who provide operational oversight of the work on behalf of the Consortium, providing support and acting as advocates for the Consortium. Any paid staff will

report to one of the Executive Group depending on the secretariat arrangements.

4. **The Communications and Economy Group**. This will be a small group of officers tasked with steering the lobbying functions of the Consortium, supporting the Task & Finish Groups, engaging with stakeholders and with the rail industry, and procuring further economic research to assist this should it be needed. Members of the group will need to have a range of skills and experience, so membership will be by agreement with the Executive Group lead officers and may change as the work progresses. Terms of reference will be developed shortly, but members of the group will need input from rail specialists (both from within ECMA organisations and from the rail industry), economic bodies (LEPs/EAs) and other stakeholders. The chair of the Group will sit on the Executive Group. This does mean that the Rail Technical Officers' Group would cease to exist, as rail expertise would be called in to support the work of the Consortium as specifically required.

Please contact either Simon Houldsworth or myself at the address below if you have any questions.

Yours sincerely,

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Sarah Tanburn | Interim Director
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City of York Council | Directorate of City and Environmental Services

Air and Rail Forum

1   Background

1.1 At the December 2014 Board, it was agreed that an Air Forum, in particular involving Edinburgh Airport, should be set up.

1.2 We have also been advised by the current Chair of the Rail Forum, John Martin that he would like to step down from that role.

1.3 There is therefore now a need to appoint new Chairs to these Forums.

2   Proposal

2.1 It is proposed that nominations should be sought from the Board for the role as Chair for the Air Forum – with immediate effect – and for the Chair of the Rail Forum, with effect from the autumn 2015 Rail Forum.

2.2 It should be noted that the Air Forum has now been arranged for Friday 29th May at 10 am at the Dean of Guild Room, Edinburgh City Chambers.

3   Recommendation

3.1 Members are asked to
   i)   note the report, and
   ii)   seek nominations for and agree new Chairs for the Air and Rail forums in accordance with paragraph 2.1 above

Trond Haugen
Advisor to SEStran
12 March 2015

Policy Implications	None
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

Scottish Government Low Emission Strategy: Consultation

1. **INTRODUCTION**

   1.1 The Scottish Government published a consultation paper on a Low Emission Strategy for Scotland in January. Responses are sought by 10 April 2015.

   1.2 A proposed SEStran response has been prepared and circulated to Board Members and members of the SEStran Chief Officers Liaison Group.

   1.3 In response to a Member request, this item is included for discussion at this meeting of the Board.

2. **DETAIL**

   2.1 The Low Emission Strategy (LES) has evolved from an initial proposal to develop a national Low Emission Zone (LEZ) framework under which local authorities could take powers to implement various actions with the aim of improving air quality within a specified area. The LES is intended to provide a coherent policy framework within which the LEZ arrangements and other air quality improvement initiatives would fit.

   2.2 The consultation draft Low Emission Strategy sets out:
   - The mission, vision and objectives of the LES;
   - Key actions to be delivered by the LES;
   - Leadership and governance of the LES;
   - Current air quality situation and trends in Scotland today;
   - Relationships between air quality and noise, health, climate change, transport, land use planning, the natural environment and energy use;
   - Detail of actions to be delivered;
   - A consistent framework for air quality modelling at regional and local level;
   - A framework for consideration of Low Emission Zones (LEZs);
   - Key performance indicators.

   2.3 There are also detailed Appendices covering:
   - Consultation undertaken in developing the LES;
   - Low Emission Zone guidance;

- Pollutants, factors contributing to poor air quality, and the characteristics of local authority AQMAs;
- Legislation, policy and guidelines on air quality and emissions by EU, UK and Scottish administrations.

2.4 The Appendix to this report sets out a proposed response to the draft LES. Overall, the Strategy mission and vision to improve air quality is consistent with the SEStran RTS. However, our view is that the document tends to lack clarity and focus, and a number of areas for possible improvement are identified in the consultation response. A key point is the absence from the document of defined targets and timescales, or any discussion of funding.

2.5 In addition, new governance arrangements are proposed in the document in the form of a 'Low Emission Strategy Partnership Group' and a number of sub-groups. RTPs are not identified in the suggested structure and the response stresses the importance of including them as partners.

3. RECOMMENDATION

3.1 The Board approves the Appendix to this report as SEStran's response to the Scottish Government's LES consultation.

John Saunders
Strategy Adviser
March 2015

Appendix – Proposed LES Consultation response to Scottish Government

Policy Implications	Policy Development
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

Scottish Government – Low Emission Strategy consultation
SEStran response

1. <u>General</u>

The publication of a Low Emission Strategy is very much welcomed, and SG is to be congratulated on its comprehensive approach. The LES provides an overview of the wide-ranging impacts of pollutants, particularly on health and well-being, as well as the causes of the poor air quality and the interaction with other environmental effects such as climate change and noise problems. It also recognises the roles of different agencies in implementing the LES.

Presentationally, the comprehensive nature of the consultation Draft LES results in a long and rather confusing document. In particular, the LES does not convey the reason for the overwhelming focus on transport emissions as a means to tackle air pollution. While this focus may well be justified, particularly for built-up areas, this is not clearly explained. SEStran suggests that a more concise document focusing on objectives, key facts, policy areas and anticipated outcomes would be helpful, supplemented by an Action Plan setting out the detail of the actions listed in the consultation LES, and a Guidance Document setting out LEZ, Modelling and other technical guidance.

2. <u>Mission, Vision, Objectives, Actions and Governance (Section 4)</u>

SEStran supports the sentiments of the Mission, Vision and Objectives set out in the LES.

However, there is no clear statement of a desired outcome/outcomes from the strategy beyond a direction of travel (i.e. 'motherhood and apple pie'). The Strategy would benefit from some clearly stated targets with timescales. See also comments on KPIs below.

The 'Actions' table that follows the statement of Mission, Vision and Objectives appears misplaced. The document does not explain how the sub-headings (1 to 17) that introduce sets of actions have been developed from the Objectives, and the Actions themselves seem too detailed for inclusion in this section of the LES (it is recognised that they are to some extent explained in Section 6).

SEStran agrees that a collaborative approach to implementing the LES is required due to the many agencies involved in the air quality issue. The Partnership Group proposed to monitor the LES is welcomed, though membership may need further consideration. SEStran is strongly of the view that Regional Transport Partnerships should be represented at least on the Transport sub-group, and that an academic element should be included in the framework. Relationships with the other groups mentioned (STEP and the Scottish Urban Air Quality Steering Group) need to be clear and avoid duplication of effort.

3. <u>Setting the Scene – the current situation (Section 5)</u>

While this is an important chapter, SEStran does not consider that it is structured in a way that supports the development of a strategy. A more useful approach might be as follows:

What is air pollution? – First section of 5.1

Impact of air pollution on health – 5.2
Impact of air pollution on the natural and built environment – 5.7

1

Trends in air pollution over the last x years – Second para of 5.1

⬇️

Sources of air pollution – Table 2
It is not clear however, how Table 2 supports the assertion in the second para of page 10 that 'air pollution in our towns and cities is overwhelmingly associated with transport emissions'. In fact the Table appears to suggest that the largest sources are combustion, the energy industries and agriculture. However, the LES appears to be overwhelmingly a Transport Emissions Strategy. This needs to be clarified.

⬇️

Tackling the sources of air pollution:
Transport – 5.3
Development – 5.4 – This section appears to consider primarily air quality issues arising from the transport impacts of development, rather considering development that directly generates pollution (in particular industrial development).
Energy – 5.6
Other sources of air pollution identified in Table 2 of the document are not mentioned.

⬇️

Inter-relationship *between air quality and other environmental impacts*:
Climate Change – 5.5
Noise – final section of 5.1

4.   The Way Forward (Section 6)
This is the core of the LES. It should identify the policy areas where action can address air quality issues. This Chapter could usefully follow the same structure as that identified above. Linking this with the objectives would help identify areas for the LES to focus action, along the following lines:

	Objectives					
	Communic-ation	Health	Transport	Development	Energy	Climate Change
Understanding air pollution	1 Provide peer reviewed and consistent evidence on air quality issues 2 Develop fuller public, private, business, and academic engagement on air quality management	7 Provide further evidence of the impact of air quality on health				
Health impact	6 Provide consistent national air quality health messages	5 Compliance with air quality legislation				

2

	Objectives					
	Communic-ation	Health	Transport	Development	Energy	Climate Change
Natural & built env impact				17 Protection of the natural environment from the effects of poor air quality		
AQ trends			8 Measurement and modelling of roadside transport emissions			
Pollution sources			3 Establish a national LEZ Framework 9 ITS manage-ment 10 Active travel 11 Public transport 12 Low Emission Vehicles 13 Freight	14 Contribution of development and plans to air quality improvement	16 Delivery of renewable energy targets without comprom-ising air quality	
Inter-relationships		4 Air quality and noise				15 Effective co-ordination of climate change and air quality policies to deliver co-benefits

The 'Actions' discussed in more detail in Section 6 are very varied in nature, including: clear commitments ('…will be adopted…'); guidance ('….authorities should use ….'); targets ('…compliance with …targets … will be achieved…') and support ('… support delivery of actions contained in Switched On Scotland…'). They also range from the general to the specific.

SEStran considers that these represent an Action Plan that could be presented separately from the Strategy and should be further developed and updated on a regular basis. The Actions proposed should be given not only timescales and lead partners (as in the Table in Section 4) but also more detailed explanation and identified aims or targets, and a discussion of funding.

While most of the Actions included in the LES can be supported, a few give rise to some concern or are unclear. SEStran has particular concerns about the Actions under heading 9 – Intelligent traffic system management. The suggested Action 9a for example could be interpreted as focusing traffic management purely on vehicle flow. This would seriously conflict with objectives to prioritise active travel and public transport. Action 9b, on the other hand is unclear: it does not indicate what sort of 'resident and visitor' policies in relation to ITS are implied to encourage low emission vehicles.

Action 10c – delivering modal shift away from private vehicle use – is strongly supported, but this should be related not only to Active Travel, but also to Public Transport.

Heading 11 – public transport. It is not clear why statutory quality partnerships should make a particular contribution to reducing emissions. A focus on the potential of partnership working in general between bus operators, local authorities and RTPs would seem more appropriate.

Heading 13, Freight, should include Actions to support non-road-based freight movement, including reconsideration of rail freight grant criteria, and approaches to sustainable logistics (for

3

example 'sustainable freight gateways'). Action 13b on guidance on Freight Quality Partnerships should make clear how revised guidance would support air quality objectives.

5.   National Modelling Framework (Section 7)

The aim of creating a National Modelling Framework is supported. However, the data requirements for such a Framework must be realistically achievable. SEStran has some concern about the possible implications of the comment that "It is essential that there are detailed and high quality traffic data available across Scotland, especially in densely populated city centres and surrounding areas." Such a requirement could have significant cost implications, especially given the very localised and detailed nature of air pollution.

6.   National Low Emission Zone Framework (Section 8)

Again, this is welcomed. If LEZs are to be introduced in Scotland, criteria for their consideration and evaluation should be consistent across the country. The description could perhaps highlight more clearly the benefits of consistency and simplicity for those affected – the road users. The German system set out in the example would appear to provide this: is it proposed to adopt a similar approach in Scotland?

7.   Key Performance Indicators (Section 9)

SEStran agrees that KPIs are required to monitor the LES and to focus attention on the actions required. The local authority KPIs are in general agreed, with the following provisos:

- *Share of low emission vehicles in the overall modal split*
  It will be difficult to measure this in terms of vehicle-kms at local level as low emission vehicles will not be identifiable from regular traffic counts. Another approach will be required. This should include goods vehicles and buses as well as cars.

- *Mean travel to work time - % change and/or comparison to the national average*.
  It is hard to see how this relates to air quality. This needs to be explained.

- *Cycle path network density - % change*
  It is not clear what this adds to the 'share of walking/cycling' indicator.

- *Fraction of mortality attributable to particulate air pollution*
  Guidance on how to calculate this will be required; and it will need to be based on data that is readily available at local level.

- There could be some benefit on focusing on short journeys in urban areas as these are the most likely to have the potential for using alternative modes.

- No freight-based KPI is included – a measure such as the proportion of goods vehicles in the traffic mix should be included.

The KPIs would benefit from the identification of desired/target outcomes. For example, there is a clear Scottish target for cycle mode share, and at least some Local Transport Strategies include mode share targets.

As well as these local authority KPIs, the LES should refer to the KPIs at Scotland and UK level more specifically, not just in terms of the annual reporting.

SEStran
March 2015

ORR Rail Station Usage Statistics

1.   Background

1.1   At the SEStran Board meeting in March 2014, Members were provided with a report that outlined the increase in rail use between 2011/12 and 2012/13.

1.2   The Office of Rail Regulation (ORR) has published their annual statistics on rail station usage for the year 2013/14, with comparisons for 2012/13.

1.3   While overall growth for the UK has been 5% and for Scotland 1% it is encouraging to note that overall growth for SEStran stations has been nearly 6%.

1.4   It is noticeable that whereas growth in Scotland has reduced from 2.9% (2011/12 – 12/13) to 1.1% (2012/13 – 13/14), there has been an increase in growth in the SEStran area from 3.34% to 5.88% over the same time periods.

Table 1 Rail Station Utilisation

	2013/14	**2012/13**	**2011/12**	**% Change 2012/13 – 13/14**
UK	2,665,123,512	2,537,959,092	2,455,920,222	5.01
Scotland	173,355,591	171,475,598	166,645,886	1.10
SEStran	40,497,863	38,248,070	36,555,260	5.88

2.   Detailed Analysis

2.1   A breakdown of the figures for the SEStran stations is given in the attached tables and have been broken into 6 different categories

1) Edinburgh Main Stations (that are main commuter destinations, i.e. Waverley, Haymarket, Edinburgh Park and South Gyle stations)
2) Lines to the East of Edinburgh
3) Shotts Line
4) Airdrie – Bathgate line
5) Lines to Glasgow, Dunblane and Alloa
6) Fife lines

2.2   Since most journeys in the SEStran area either start or finish in Edinburgh, the increase in patronage at the main Edinburgh stations at 6.29% very much reflects the overall growth in the SEStran area. It should be noted that Edinburgh Park experienced a very high growth of 17.6% but there was significant growth at all the 'Main' stations.

2.3   The high growth of nearly 7.53% for stations East of Edinburgh (slightly higher than the previous year's growth) is perhaps a reflection of the very high population growth being experienced in East Lothian, as well as additional (ScotRail) services between introduced.

2.4   The lowest growth was experienced on the Shotts Line (1.87%) but that line experienced a relatively high growth of 6.65% last year.

2.5   As for the previous year, the highest growth at nearly 12% (15% previous year) was experienced on the Bathgate line which shows that patronage growth following the introduction of a new service (linking the Edinburgh-Bathgate and Airdrie-Glasgow services combined with a doubling of the frequency) will typically go on for several years after the actual event.

2.6   Last year's relatively 'poor performers', Glasgow/Dunblane/Alloa lines and the Fife lines, experienced significant increases in the growth rate. These are the busiest corridors into Edinburgh and growth on the Glasgow/Dunblane/Alloa corridor increased from 0.24% to 2.44% and, for the Fife line, growth increased from 1.82% to 4.15%.

2.7   It should be noted that within each category above, there will be individual stations with much higher or lower growth than that experienced for the line as a whole. Noticeable examples of the former would be Edinburgh Park, Drem, Uphall and Armadale.

3. Discussion

3.1   The increase in growth of rail usage in the SEStran area is very encouraging but this will also lead to greater pressure on the existing services and network.

3.2   SEStran's 'share' of the Scottish passenger market has increased from 21.9% in 2011/12 to 23.4% in 2013/14 and, in respect of passenger-kilometers travelled, the SEStran share would probably be significantly higher since we do not have a 'city rail network' like the one in Glasgow.

3.3   With the general upturn in the economy and the high projected population growth in the SEStran area, it must be expected that the increase in rail usage will continue. However, there may be a question if the current level of investment in the network and rolling stock (e.g. the EGIP project) is sufficient to meet the demand in the SEStran area in the near and

intermediate future. Arguably, there may in particular be a need to increase the attention to the networks and services to the North and East of Edinburgh.

3.4 It is therefore proposed that SEStran should raise these increased investment requirements with the rail industry (Transport Scotland, Network Rail and Abellio ScotRail).

4. Recommendation

3.5 It is recommended that the Board
   a) notes the content of the report, and
   b) instructs the Director to instigate discussions with the rail industry about the need for increased investment in the existing network and services in the SEStran area

Trond Haugen
Advisor to SEStran
5th March 2015

Appendix 1 – SEStran Stations

Policy Implications	None
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

SEStran Railways

Overall Breakdown:

Edinburgh to -:	1314 Entries & Exits	1213 Entries & Exits	% Change
Edinburgh Main Stations	23,684,143	22,281,828	6.29%
East of Edinburgh	2,602,433	2,42,0118	7.53%
Shotts	685,133	672,530	1.87%
Bathgate	2,814,280	2,513,126	11.98%
Glasgow, Dunblane, Alloa	4,680,147	4,568,842	2.44%
Fife Line	6,031,727	5,791,626	4.15%
Grand Total	**40,497,863**	**38,248,070**	**5.88%**

Edinburgh Main Stations:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Waverley	Edinburgh City Of	20,006,338	18,879,684	5.97%
Edinburgh Park	Edinburgh City Of	960,252	816,748	17.57%
Haymarket	Edinburgh City Of	2,142,924	2,030,300	5.55%
South Gyle	Edinburgh City Of	574,629	555,096	3.52%
		23,684,143	**22,281,828**	**6.29%**

East of Edinburgh:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Newcraighall	Edinburgh City Of	221,934	206,930	7.25%
Brunstane	Edinburgh City Of	159,584	144,182	10.68%
Musselburgh	East Lothian	438,670	420,834	4.24%
Wallyford	East Lothian	268,099	255,810	4.80%
Prestonpans	East Lothian	252,242	237,070	6.40%
Longniddry	East Lothian	183,553	177,840	3.21%
Drem	East Lothian	166,040	113,556	46.22%
North Berwick	East Lothian	512,246	489,680	4.61%
Dunbar	East Lothian	400,065	374,216	6.91%
		2,602,433	**2,420,118**	**7.53%**

Shotts:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Slateford	Edinburgh City Of	33,034	29,630	11.49%
Kingsknowe	Edinburgh City Of	24,720	25,342	-2.45%
Wester Hailes	Edinburgh City Of	36,204	35,766	1.22%
Curriehill	Edinburgh City Of	65,762	63,912	2.89%
Kirknewton	West Lothian	42,450	46,292	-8.30%
Livingston South	West Lothian	296,296	287,704	2.99%
West Calder	West Lothian	122,422	118,164	3.60%
Addiewell	West Lothian	21,070	23,268	-9.45%
Breich	West Lothian	64	102	-37.25%
Fauldhouse	West Lothian	43,091	42,350	1.75%
		685,113	**672,530**	**1.87%**

Bathgate:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Uphall	West Lothian	510,980	431,242	18.49%
Livingston North	West Lothian	1,030,588	924,290	11.50%
Bathgate	West Lothian	1,060,686	973,872	8.91%
Armadale	West Lothian	164,696	141,076	16.74%
Blackridge	West Lothian	47,330	42,646	10.98%
		2,814,280	**2,513,126**	**11.98%**

Glasgow, Dunblane, Alloa:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Linlithgow	West Lothian	1,155,513	1,138,678	1.48%
Polmont	Falkirk	722,406	695,318	3.90%
Falkirk Grahamston	Falkirk	515,756	508,850	1.36%
Falkirk High	Falkirk	998,760	963,810	3.63%
Camelon	Falkirk	116,378	110,860	4.98%
Larbert	Falkirk	787,548	770,462	2.22%
Alloa	Clackmannan	383,786	380,864	0.77%
		4,680,147	**4,568,842**	**2.44%**

Fife Line:

Station Name	Local Authority	1314 Entries & Exits	1213 Entries & Exits	% Change
Dalmeny	Edinburgh City Of	436,034	394,696	10.47%
Inverkeithing	Fife	1,202,228	1,157,942	3.82%
North Queensferry	Fife	146,952	137,604	6.79%
Dalgety Bay	Fife	284,290	268,420	5.91%
Aberdour	Fife	127,470	124,298	2.55%
Burntisland	Fife	206,058	194,210	6.10%
Kinghorn	Fife	97,756	94,644	3.29%
Kirkcaldy	Fife	1,029,702	1,000,270	2.94%
Rosyth	Fife	295,184	279,790	5.50%
Dunfermline	Fife	611,465	580,750	5.29%
Dunfermline Queen Margaret	Fife	208,546	206,120	1.18%
Cowdenbeath	Fife	162,347	157,612	3.00%
Lochgelly	Fife	64,094	61,740	3.81%
Cardenden	Fife	62,340	60,778	2.57%
Glenrothes with Thornton	Fife	63,002	60,906	3.44%
Markinch	Fife	262,914	260,084	1.09%
Ladybank	Fife	66,234	64,238	3.11%
Springfield	Fife	680	646	5.26%
Cupar	Fife	194,273	190,820	1.81%
Leuchars	Fife	510,158	496,058	2.84%
		6,031,727	**5,791,626**	**4.15%**

AUDIT SCOTLAND

South East of Scotland Transport Partnership (SEStran) Annual Audit Plan 2014/15

Prepared for South East of Scotland Transport Partnership

February 2015

Contents

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Summary

Introduction

1. Our audit is focused on the identification and assessment of the risks of material misstatement in the South East of Scotland Transport Partnership's financial statements.

2. This report summarises the key challenges and risks facing South East of Scotland Transport Partnership (SEStran) and sets out the audit work that we propose to undertake in 2014/15. Our plan reflects:

   - the risks and priorities facing SEStran

   - current national risks that are relevant to local circumstances

   - the impact of changing international auditing and accounting standards

   - our responsibilities under the Code of Audit Practice as approved by the Auditor General for Scotland

   - issues brought forward from previous audit reports.

Summary of planned audit activity

3. Our planned work in 2014/15 includes:

   - an audit of the financial statements and provision of an opinion on whether:

     – they give a true and fair view of the state of affairs of SEStran as at 31 March 2015 and its income and expenditure for the year then ended

     – the accounts have been properly prepared in accordance with the Local Government (Scotland) Act 1973 and the 2014/15 Code of Practice on Local Authority Accounting in the United Kingdom (the Code)

   - a review and assessment of the Partnership's governance and performance arrangements in a number of key areas including a review of the adequacy of internal audit and the governance statement.

Responsibilities

4. The audit of the financial statements does not relieve management, or the Partnership as the body charged with governance, of their responsibilities.

Responsibility of the appointed auditor

5. Our responsibilities, as independent auditor, are established by the Local Government (Scotland) Act 1973 and the Code of Audit Practice, and guided by the auditing profession's ethical guidance.

6. Auditors in the public sector give an independent opinion on the financial statements. We also review and report on the arrangements set in place by the audited body to ensure the proper conduct of its financial affairs and to manage its performance and use of resources. In doing this, we aim to support improvement and accountability.

Responsibility of the Treasurer

7. It is the responsibility of the Treasurer, as the appointed "proper officer", to prepare the financial statements in accordance with relevant legislation and the Code of Practice on Local Authority Accounting in the United Kingdom (the Code). This means:

- maintaining proper accounting records
- preparing financial statements which give a true and fair view of the state of affairs of SEStran as at 31 March 2015 and its expenditure and income for the year then ended.

Format of the accounts

8. The financial statements should be prepared in accordance with the Code which constitutes proper accounting practice.

Audit Approach

Our approach

9. Our audit approach is based on an understanding of the characteristics, responsibilities, principal activities, risks and governance arrangements of SEStran. We also consider the key audit risks and challenges in the local government sector generally. This approach includes:

- understanding the business of SEStran and the risk exposure which could impact on the financial statements

- assessing the key systems of internal control, and considering how risks in these systems could impact on the financial statements

- identifying major transaction streams, balances and areas of estimation and understanding how SEStran will include these in the financial statements

- assessing and addressing the risk of material misstatement in the financial statements

- determining the nature, timing and extent of the audit procedures necessary to provide us with sufficient audit evidence as to whether the financial statements give a true and fair view.

10. We have also considered and documented the sources of assurance which will make best use of our resources and allow us to focus audit testing on higher risk areas during the audit of the financial statements. The main areas of assurance for the audit come from planned management action and reliance on systems of internal control. Management action being relied on for 2014/15 includes:

- Comprehensive closedown procedures for the financial statements accompanied by a timetable issued to all relevant staff (SEStran utilises the financial systems of the City of Edinburgh Council and follows the closedown procedures and timetables of the council)

- clear responsibilities for preparation of financial statements and the provision of supporting working papers

- delivery of unaudited financial statements to agreed timescales with a comprehensive working papers package

- completion of the internal audit programme for 2014/15.

11. Auditing standards require internal and external auditors to work closely together to make best use of available audit resources. We seek to rely on the work of internal audit wherever possible and as part of our planning process we carry out an early assessment of the internal audit function. Internal audit is provided by the internal audit section within the City of Edinburgh Council. Overall, we concluded that the internal audit service operates in accordance with Public

Sector Internal Audit Standards (PSIAS) and has sound documentation standards and reporting procedures in place.

12. We plan to place formal reliance on aspects of the work of internal audit in the following areas, to support our audit opinion on the financial statements:

- City of Edinburgh Council systems operated on behalf of the Partnership, specifically accounts payable
- audit work carried out in support of the Annual Governance Statement for inclusion with the financial statements.

Materiality

13. International Standard on Auditing 320 provides guidance on the concept of materiality. We consider materiality and its relationship to audit risk when planning the nature, timing and extent of our audit and conducting our audit procedures. Specifically with regard to the financial statements, we assess the materiality of uncorrected misstatements, both individually and collectively.

14. Based on our knowledge and understanding of SEStran we have set our planning materiality at 1% of gross expenditure. For 2014/15 planning materiality is £14,000.

15. We set a lower level, known as performance materiality, when defining our audit procedures. This level depends on

professional judgement and is informed by a number of factors including:

- extent of estimation and judgement within the financial statements
- nature and extent of prior year misstatements
- extent of audit testing coverage.

16. For 2014/15 performance materiality has been set at £10,000. We will report, to those charged with governance, all misstatements greater than £1,000.

17. In addition, an inaccuracy which would not normally be regarded as material in terms of monetary value may be important for other reasons (for example the failure to achieve a statutory requirement, or an item contrary to law). In the event of such an item arising, its materiality has to be viewed in a narrower context; such matters would normally fall to be covered in an explanatory paragraph in the independent auditor's report.

Reporting arrangements

18. The Local Authority Accounts (Scotland) Regulations 2014 require that the unaudited annual accounts are submitted to the appointed external auditor no later than 30 June each year. The Partnership Board (or a committee whose remit includes audit or governance) is required to consider the unaudited annual accounts at a meeting by 31 August.

19. The Partnership must publish the unaudited accounts on their website and give public notice of the inspection period.

20. The 2014 regulations require the Partnership Board (or a committee whose remit includes audit or governance) to meet by 30 September to consider whether to approve the audited annual accounts for signature. Immediately after approval, the annual accounts require to be signed and dated by specified members and officers and then provided to the auditor. The Controller of Audit requires audit completion and issue of an independent auditor's report (opinion) by 30 September each year.

21. The Partnership is required to publish on its website its signed audited annual accounts, and the audit certificate, by 31 October. The annual audit report is required to be published on the website by 31 December.

An agreed timetable is included at Exhibit 1 below which takes account of submission requirements and planned Audit Committee dates:

Exhibit 1: Financial statements audit timetable

Key stage	Date
Planned Board approval of unaudited financial statements	19 June 2015
Submission of unaudited financial statements with working papers package	30 June 2015
Progress meetings with lead officers on emerging issues	As required during audit
Latest date for final clearance meeting with Treasurer	28 August 2015
Agreement of unsigned financial statements for Performance and Audit Committee agenda, and issue of combined ISA 260 report to those charged with governance and Annual Audit Report.	4 September 2015
Performance & Audit Committee date	11 September 2015
Independent auditors report signed	By 30 September 2015

22. Matters arising from our audit will be reported on a timely basis and will include agreed action plans. Draft management reports will be issued to Partnership Director to confirm factual accuracy. Responses to draft reports are expected within three weeks of submission. A copy of all final agreed reports will be sent to the Partnership Director, the Treasurer, internal audit and Audit Scotland's Performance Audit and Best Value Group.

23. We will provide an independent auditor's report to SEStran and the Accounts Commission that the audit of the financial statements has been completed in accordance with applicable statutory requirements. As part of streamlining our audit approach, the Annual Audit Report will be combined with the ISA 260 report.

24. All annual audit reports produced are published on Audit Scotland's website: (www.audit-scotland.gov.uk).

25. Planned outputs for 2014/15 are summarised at Appendix I.

Quality control

26. International Standard on Quality Control (UK and Ireland) 1 (ISQC1) requires that a system of quality control is established, as part of financial audit procedures, to provide reasonable assurance that professional standards and regulatory and legal requirements are being complied with and that the independent auditor's report or opinion is appropriate in the circumstances.

The foundation of our quality framework is our Audit Guide, which incorporates the application of professional auditing, quality and ethical standards and the Code of Audit Practice issued by Audit Scotland and approved by the Accounts Commission. To ensure that we achieve the required quality standards, Audit Scotland conducts peer reviews and internal quality reviews and has been subject to a programme of external reviews by the Institute of Chartered Accountants of Scotland (ICAS).

27. As part of our commitment to quality and continuous improvement, Audit Scotland will periodically seek your views on the quality of our service provision. We do, however, welcome feedback at any time and this may be directed to the engagement lead, Stephen O'Hagan.

Independence and objectivity

28. Auditors appointed by the Accounts Commission must comply with the Code of Audit Practice. When auditing the financial statements, auditors must also comply with professional standards issued by the Auditing Practices Board (APB) and those of the professional accountancy bodies. These standards impose stringent rules to ensure the independence and objectivity of auditors. Audit Scotland has in place robust arrangements to ensure compliance with these standards including an annual "fit and proper" declaration for all members of staff. The arrangements are overseen by the Assistant

Auditor General, who serves as Audit Scotland's Ethics Partner.

29. Auditing and ethical standards require the appointed auditor to communicate any relationships that may affect the independence and objectivity of audit staff. We are not aware of any such relationships pertaining to the audit of the Partnership.

Audit issues and risks

Audit issues and risks

30. Based on our discussions with staff, attendance at committee meetings and a review of supporting information, we have identified the following main financial statements risk areas for your organisation.

31. **Income**: Auditing standards (ISA 240 *The auditor's responsibility to consider fraud in an audit of financial statements*) requires auditors to presume a risk of fraud where income streams are significant. The Partnership receives a significant amount of funding from the Scottish Government, however £200,000 is received from its constituent councils, and other sources, including the European Union. The complexity of income means there is an inherent risk that income could be materially misstated. However, this is the nature of SEStran's daily operations and therefore our audit procedures are already tailored to address this risk.

32. **Management override of controls**: ISA 240 states that audit procedures should be responsive to risks related to management override of controls. We will design and perform audit procedures to address these risks within the Partnership.

33. **Receipt of European Funding:** The financial statements of the Partnership include a number of debtor balances relating to grant funding for specific projects. In 2013/14 the Partnership was notified that common management costs associated with one project, managed by another partner, had increased, and this would reduce the grant settlement due. The Partnership has a number of European grant claims in the process of being settled and there is a risk that budgets will not be achieved if future settlements from Europe include significant common management costs which have not been provided for within the budget.

34. **Depreciation Policy:** With the exception of RTPI, all of SEStran's assets are now fully depreciated in accordance with existing policies on depreciation and useful asset lives. However these assets continue to be in operational use. There is a risk that assumptions in the existing depreciation policy do not reflect the actual lifespans over which the benefits of the asset are realised.

35. **Accommodation:** SEStran shared its accommodation with SESplan until December 2014 when SESplan moved out. SESplan has paid its share of the remaining rent, however going forward, SEStran will need to meet the full rental costs from within its existing budget, unless alternative tenants are found. This presents an increased financial pressure on operating costs of the Partnership. We will consider the impact

of this alongside other financial pressures when reviewing the budget setting process for 2015/16.

Summary assurance plan

36. Within these identified risk areas there is a range of more specific risks and these are summarised at Appendix II. In most cases, actions to manage these risks are either planned or already underway within the organisation. Details of the sources of assurance that we have received for each of these risks and any audit work we plan to undertake are also set out in Appendix II. In the period prior to the submission of the unaudited financial statements, we will liaise with senior officers on any new or emerging issues.

Fees and resources

Audit fee

37. Over the past four years, Audit Scotland has reduced audit fees by 23.5% in real terms, exceeding our 20% target. Due to further refinement of our audit approach we have been able to restrict the increase in audit fees for 2014/15 to 1% which, in real terms, represents a 0.6% reduction at 2014 price levels.

38. In determining the audit fee we have taken account of the risk exposure of SEStran, the management assurances in place, and the level of reliance we plan to take from the work of internal audit. We have assumed receipt of a complete set of unaudited financial statements and comprehensive working papers package by 30 June 2015.

39. The agreed audit fee for the 2014/15 audit of SEStran is £9,535. Our fee covers:

- the costs of planning, delivering and reporting the annual audit including auditor's attendance at committees

- your organisation's allocation of the cost of national performance audits and statutory reports by the Accounts Commission

- a contribution towards functions that support the local audit process (e.g. technical support and coordination of

the National Fraud Initiative), support costs and auditors' travel and subsistence expenses.

40. Where our audit cannot proceed as planned through, for example, late receipt of unaudited financial statements or being unable to take planned reliance from the work of internal audit, a supplementary fee may be levied. An additional fee may also be required in relation to any work or other significant exercises outwith our planned audit activity.

Audit team

41. Stephen O'Hagan, Senior Audit Manager, Audit Services is your appointed auditor. The local audit team will be led by Carol Foster, who will be responsible for day to day management of the audit and who will be your primary contact. Details of the experience and skills of our team are provided in Exhibit 2. The core team will call on other specialist and support staff as necessary.

Exhibit 2: Audit team

Name	Experience
Stephen O'Hagan, CPFA Senior Audit Manager	Stephen has over 18 years experience of public sector audit with Audit Scotland, covering local government, central government, health and the education sector. Prior to joining Audit Scotland, Stephen worked in local government finance for 5 years.
Carol Foster, ACA Senior Auditor	Carol has over 9 years experience of public sector audit with Audit Scotland, covering local and central government. Previously Carol has worked in internal audit in a Scottish local authority and the private sector on a range of public and private sector audits.
Joan Dalgleish Auditor	Joan has over 12 years experience of public sector audit with Audit Scotland, covering local government, central government and health.

Appendix I: Planned audit outputs

The diagram below shows the key outputs planned for SEStran in 2014/15.

Combined ISA 260 / Annual Audit Report: Draws significant matters arising from our audit to those charged with governance prior to the signing of the independent auditor's report.

Review of adequacy of internal audit: Our assessment of the internal audit function.

November 2014 | December 2014 | January 2015 | February 2015 | March 2015 | April 2015 | May 2015 | June 2015 | July 2015 | August 2015 | September 2015 | October 2015

Internal Controls Reporting: The overall conclusion from our testing of the operation of the key financial controls.

Independent auditors' report: Opinion on the financial statements.

Appendix II: Significant audit risks

We undertake a risk-based audit whereby we focus on those areas where we have identified a risk of material misstatement in the accounts. This section shows how our audit approach focuses on the risks we have identified through our planning procedures. ISA 315 *Identifying and assessing the risks of material misstatement through understanding the entity and its environment* defines a significant risk as "an identified and assessed risk of material misstatement that, in the auditor's judgement, requires special audit consideration."

In this section we identify a range of risks facing SEStran, the related source of assurance received and the audit work we propose to undertake to secure additional assurance. The management of risk is the responsibility of SEStran and its officers, with the auditor's role being to review the arrangements put in place by management. Planned audit work, therefore, will not necessarily address all residual risks.

Audit Risk	Source of assurance	Assurance procedure
Audit risk of material misstatement in financial statements		
Income SEStran receives a significant amount of income in addition to SG funding. The complexity of income means there is an inherent risk of fraud in accordance with ISA240.	• Existing control arrangements, internal audit review.	• Detailed substantive testing of revenue transactions focusing on the areas we consider to be of greatest risk.

Audit Risk	Source of assurance	Assurance procedure
Management override of controls As stated in ISA 240, management is in a unique position to perpetrate fraud because of management's ability to manipulate accounting records and prepare fraudulent financial statements by overriding controls that otherwise appear to be operating effectively.	• N/A	• Detailed testing of journal entries • Review of accounting estimates for bias • Evaluating significant transactions that are outside the normal course of business.
Receipt of European funding There is a risk that budgets will not be achieved if future settlements from Europe include significant common management costs which have not been provided for within the budget.	• Review of central management costs will be undertaken prior to finalisation of projects.	• Substantive testing of grant funding debtors as part of financial statement programme.
Depreciation Policy With the exception of the RTPI assets, all of SEStrans assets have been fully depreciated but are still in use. There is a risk that the existing depreciation policy does not fully reflect the consumption of economic benefit of assets.	• Review of existing assets, and consideration of current depreciation policy.	• Consideration of appropriateness of revised asset lives. • Detailed testing of fixed assets.

Rail Franchises

1.   Background

1.1   The Partnership Board on 5th Dec was advised on the status of the ScotRail and East Coast Franchises.

1.2   The Virgin East Coast Franchise commenced on 1st March and the Abellio ScotRail Franchise as well as the Serco Caledonian Sleeper Franchise will commence on 1st April

1.3   The Invitation to Tender (ITT) has recently been issued for the TransPennine Franchise (as well as for the Northern Franchise) and the purpose of this report is to outline the relevance of these to the SEStran area.

2.   Abellio ScotRail and Serco Caledonian Sleeper Franchises Update

2.1   The Abellio ScotRail Franchise and the Serco Caledonian Sleeper Franchise will commence on 1st April

2.2   The content of the ScotRail franchise agreement (consolidated version; confidential matters excluded) is now available on Transport Scotland web-site at
http://www.transportscotland.gov.uk/book/scotrail-franchise-agreement-consolidated-version-3274

2.3   A brief outline of the content of each schedule is appended to the report.

2.4   A SEStran/Abellio stakeholder meeting was held on 13 March and was well attended.

3.   East Coast Franchise Update

3.1   The Virgin East Coast Franchise commenced on 1st March.

3.2   It should be noted that First have recently proposed an open access service between London and Edinburgh with stops only at Stevenage, Newcastle and Morpeth. Rail journey times would match the proposed fastest Virgin East Coast ones at 4 hours. The company states that they primarily will target the budget airline users onto rail and will not provide "First Class" but only "Standard Class" service.

3.3   This is in addition to a previously lodged open access East Coast service between London and Edinburgh by Alliance Rail (operating as GNER) as previously reported to this Board. This service would only stop at Newcastle, with a suggested journey time of 3 hours 43 mins..

3.4   Both of these applications will have to be assessed by the ORR before they can be considered further.

4. TransPennine Express (TPE) and Northern Franchises.

4.1 The DfT, in collaboration with Rail North, an association of around 30 Local Authorities in the North of England), issued the ITTs for these two Franchises on 27 Feb and the accompanying press release is attached.

4.2 At the same time they issued a 'Stakeholder Briefing Document and Consultation Response' document that gives an overview of the two franchises and also provides a response to last year consultation exercise (the SEStran submission was presented to the September Board). The document can be found on
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407939/northern-and-tpe-stakeholder-briefing-document-and-consultation-response.pdf

4.3 To a large extent the issues raised in the SEStran response appear to have been addressed fairly positively. The bidders are 'allowed' to propose a new service between Scotland and Liverpool or Blackpool and to extend services to/from Newcastle as far as Edinburgh.

4.4 There are also indications of the TPE franchise becoming more like an intercity franchise and the DfT and Rail North "want the next PTE train operator to position itself clearly as the rail operator for the north, operating fast, high-quality inter-regional services". In this respect, many local and rural services currently operated by the TPE operator will be transferred to Northern.

4.5 Within the more complex ITT document itself, there are also (arguably vague) references towards an intercity type service. It states that the DfT "requires a Franchisee who will plan and operate attractive, customer-focused intercity train services". It also encourages bidders to emulate the train speeds of other operators operating on the same lines (to enhance line capacities) and sites as an example the potential use of 125mph rolling stock on services that share sections of route with other long-distance high-sped services. The current Class 350 trains used on the Manchester – Scotland service have a max speed of 110mph.

4.6 Other details of the TPE ITT that would be directly or indirectly relevant to the SEStran area would include:-
- One extra weekday service between Glasgow and Manchester
- One extra Sunday services between Edinburgh and Manchester and the same for Glasgow – Manchester.
- All trains must be provided with free Wi-Fi. (The Class 350 trains are not currently fitted with Wi-Fi)

4.7 For both franchises the closing date for the submission of bids is 28 May and it is expected that the successful bidders will be announced in late autumn. The commencement date is 1st April 2016 and the length of the TransPennine franchise is 7 years with a 2 year extension option. For the Northern, the period is 9+1 years.

4.8 The full ITT for the TransPennine Express franchise can be found on

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407801/transpennine-express-invitation-to-tender.pdf

4.9   The bidders for the TransPennine Franchise are First Group, Keolis/Go-Ahead and Stagecoach. For the Northern franchise, the bidders are Abellio, Arriva and Keolis/Go-Ahead.

4.10 SEStran will seek meetings with the bidders for the franchises to discuss the issues relevant to SEStran and that would include the potential of extending services beyond Newcastle to Edinburgh, linking up with relevant ScotRail services to the east of Edinburgh

5.   Recommendation

5.1   The Board is asked to note this report.

Trond Haugen
Advisor to SEStran
5 March 2015

Appendix 1 Brief outline of the consolidated version of the ScotRail Franchise Agreement
Appendix 2 UK Government Press Release; TransPennine and Northern Franchises

Policy Implications	None
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

ScotRail Franchise Agreement - Consolidated Version

An agreement between Scottish Ministers and the franchisee.

For general enquiries about the franchise agreement see contact information.

A guide has been produced to accompany the franchise agreement.

Schedule	Description
Franchise Agreement	This is a working document and is intended to consolidate changes made to the original Franchise Agreement since it was signed in August 2004 as a result of: • a Transfer Scheme made by the Secretary of State on 17 October 2005 and by virtue of The Transfer of Rail Functions to the Scottish Ministers Order 2005; and • an amendment agreement dated 2 April 2008 between Scottish Ministers and First Scotrail Limited. No guarantee is given as to is accuracy. You are strongly advised to read the signed versions of all the documents relating to the ScotRail Franchise.
Definitions Agreement	The definitions Agreement is an agreement between Scottish Ministers and First ScotRail

Schedule	Description
	Limited (the Franchisee) relating to the interpretation of this Agreement, the Conditions Precedent Agreement and the Franchise Agreement.
Schedule 1 - Passeng(Obligations	This schedule sets out stipulations and procedures affecting matters concerning the timetable, ensuring the best use of the network by way of a timetable, including train plans for railway services and the composition and characteristics of the train fleet. This also encompasses related matters such as timetable development rights, bids for train slots, and obligations to other train operators, together with committed service obligations and additional service specifications relating to the Service Level Commitments.
Schedule 2 - Assets, I Parties, Other Franch Operations and Scher	Assets in terms of stations, depots and rolling stock are covered in this schedule. This includes clauses on leases, subleases, subcontracts and their assignation and amendment. It also covers obligations with regards to transport and travel schemes related to integrated transport, concessions, multi-modal fares, discounted fares and inter-operator schemes. Schedule 2 sets out the obligations associated with entering into these contracts or participating in these schemes. Additionally, insurance arrangements for rolling stock and rolling stock testing and commissioning is detailed, as is restrictions on closures of services and facilities and restrictions on de-staffing stations.

Schedule	Description
Schedule 3 – Priced C	This schedule details a list of Priced Options agreed upon as of the date of the agreement and the terms upon which the the Scottish Ministers may exercise each Priced Option.
Schedule 4 – Maintai Enhancing Stations, I Trains	Schedule 4 determines the undertakings to be carried out as part of the franchise facilities surveys and how they should be conducted, together with the procedure for recording the results of the surveys. It also details how a programme of maintenance and refurbishment of stations should be identified, procured, reviewed and published. The other part of the schedule deals with the Disability Discrimination Act (DDA) and specific arrangements in respect of alterations to stations and obligations directed at meeting the needs of persons with disabilities, together with requirements when dealing with DDA claims.
Schedule 5 – Fares	The creation, regulation, restrictions, documentation and changes of fares is the purpose of this schedule. This applies to both commuter and protected fares and refers to the Franchisee's obligation to create fares and to allocate fares to fares baskets. It also sets out the limits applicable to price increases and the consequences of the Franchisee exceeding the regulated value or price of any fare, as well as monitoring provisions.

Schedule	Description
Schedule 6 – Farebox Securitisation	This schedule details how the securitisation of passenger revenue or access charges are achieved and the requirements to which the Franchisee shall comply.
Schedule 7 - Enforcer Benchmarks/Train Ru Incentive Regime/SQ	The methods of calculation for cancellations, capacity and service delivery benchmarks that are to be reported at the end of each reporting period are detailed in this schedule. In addition to the benchmark formula and information documentation and provision, this schedule notes the consequences of poor performance.

It also lays out the terms of the Train Running Incentive Regime, including formulas for calculating the total incentive payment, punctuality incentive payment, timetable change incentive payment and short formation incentive payment.

Schedule 7 also describes the role of SQUIRE and the Service Managements Arrangements, the Authority and role of Service Quality Inspections, the calculation of performance points and proposals to rectify poor performance. |
| Schedule 8 - Payment | Schedule 8 explains what the franchise payment for any reporting period will amount to. It contains formulas for determining the amount of revenue share adjustments, revenue support adjustments, the revenue support reconciliation amount, track access adjustments and station charge adjustments. |
| Schedule 9 - Changes | Any run of the Financial Model required for the purposes of the Agreement must be performed by the procedure set out within schedule 9. This schedule defines revised inputs |

Schedule	Description
	and model changes, general assumptions and contains information on traction electricity charges, call offs of Priced Options and guidance on incentivising long term investment.
Schedule 10 - Remed Termination and Exp	A Remedial Plan Notice must be in place to ensure that in the event of the Franchisee contravening any term of the Agreement, that the Authority may serve a notice requiring steps deemed appropriate for the purpose of facilitating compliance. Schedule 10 sets out the contents of Remedial Plan Notices, Remedial Plans, and Remedial Agreements. The schedule also covers procedures and obligations relating to the serving of a termination notice should an un-remedied event of default or termination event occur.
Schedule 11 - Agreen Management Provisic	The principle responsibilities of the Franchise Manager, Head of Rail Franchise Management and Contract Manager is detailed in Schedule 11. The schedule also specifies the purpose of Franchise Performance Meetings and lists the minimum agenda for these meetings.
Schedule 12 - Financi Obligations and Unde	Schedule 12 concerns financial obligations of the Authority and financial undertakings such as financial ratios, provision of Initial Performance Bond, provision of Season Ticket Bond, provision of Authority Maintenance Bond and provision of SPTA Maintenance Bond. As well as these provisions, the schedule also includes amounts, demands and characteristics of each of these bonds.
Schedule 13 - Franch	General management provisions are part of Schedule 13, including: Human Resources

Schedule	Description
Management and Info[...] Obligations	(HR) Strategy, Quality Management, General Information, Business Plans, Accounting Records, Standards and Practices, Performance Improvement Plans for Passenger Service Delivery, Safety Information, Development of Computer, and Development of Railway Industry Standards.
Schedule 14 - Preserv[...] Assets	This schedule stipulates that the Franchisee shall maintain and manage the business of providing the services so that the Franchisee is able to perform its obligations under the Agreement, or that a successful operator would be able to take over the business of providing the services immediately at any time. Included in schedule 14 is the maintenance of operating assets, obligations under each of the brand licences, direct agreements that the Franchisee can enter into, any prospective key contracts and designations of franchise assets.
Schedule 15 - Obliga[...] Associated with Term[...]	Should the Authority decide to put some or all of the services to tender at or before the expiry of the Franchise Period, or to enter into an agreement without going through a tendering process, then the contents of Schedule 15 provides the necessary requirements for preparation for re-letting. This includes details of obligations relating to the successor operator, handover package information and provisions applying on and after termination.
Schedule 16 - Pension[...]	This section deals with the Franchisee's responsibilities as the designated employer in relation to the Railways Pension Scheme. This includes details relating to variations in benefits and contributions, the initial transfer value and the discharging of obligations.
Schedule 17 - Confid[...]	Confidentiality of all documents, materials and other information, whether technical

Schedule	Description
	or commercial, and the disclosure and/or publication of confidential information is further elaborated on in Schedule 17. Information on publications by the Authority, the SPTE, provision of information to the regulator and disclosure by Comptroller and Auditor General is also set out in Schedule 17.
Schedule 18 - Franch Continuation Criteria	Schedule 18 relates to the potential decision by the Authority that the service will continue after the initial expiry date.
Schedule 19 - Other F	Should any terms of the Agreement be varied then schedule 19 contains the obligations and provisions relating to any variations.
Schedule 20 - Additio Changes	This schedule contains additional changes to the Franchise Agreement pursuant to the Amendment Agreement not incorporated earlier.

UK Government TransPennine Franchise Press Release

Plans unveiled for rail passengers in the north include a brand new fleet of modern trains.

Plans to give rail passengers in the north of England more seats, more services and a brand new fleet of modern trains were unveiled by the Deputy Prime Minister Nick Clegg and Transport Secretary Patrick McLoughlin today (27 February 2015).

Documents published today set out how bidders for the new Northern and TransPennine franchises will be required to provide plans to:

- replace outdated Pacer trains
- introduce a brand new fleet of modern trains
- tackle crowding
- invest in stations
- accommodate over 19,000 more commuters in Manchester during the morning peak
- add over 200 new train services every day across both franchises
- provide over one-third more capacity across both franchises
- introduce free wi-fi

The publication of the invitations to tender is the first step in the transformation of train travel between the northern cities. It is also a significant step in the creation of a northern powerhouse for the UK economy.

Deputy Prime Minister Nick Clegg said:

This is an historic moment for the north. Improving rail links in the region has been much anticipated. These old trains have been rattling across rails in the north for over 30 years; a constant source of complaint which have held the region back.

As part of my Northern Futures initiative I asked the people of the north what they wanted to build a stronger economy and transport was top of the list. So I fought hard to replace pacer trains as soon as possible.

Today's plans include a new fleet of trains and improved services that will better connect our great northern towns and cities. Modernising rail in the north will encourage business, boost tourism and give commuters the journey they deserve; one that is fit for a 21st century metropolis.

Transport Secretary Patrick McLoughlin said:

This is great news for passengers across the north, who will finally get a rail service that matches up to the booming economy in this region. That means more seats, more services and a brand new fleet of modern trains. Unlike the last Northern franchise in 2004, which

included limited plans to invest in services or meet demand, this deal will maintain investment and grow to fit the needs of passengers for years to come.

Together with the £1 billion investment we are making to improve the region's railways and our plans to link east and west through HS3, our railways are making the region an economic powerhouse.

Chair of [Rail North](#) Sir Richard Leese said:

We know from the consultation that passengers want to see a step-change in the quality of train vehicles, stations, more trains on Sundays and at off-peak times, and longer trains at busy peak times to ease overcrowding - and thanks to the hard work put in by Rail North, that's exactly what they're going to get.

But this is only the starting point; the invitations to tender specify the minimum required from the new franchisees, and Rail North will continue to push for greater enhancements in future years which will help deliver regional economic growth by helping people get to jobs faster, in comfort and affordably.

Full details of what the bidders for the 2 new franchises are required to deliver are set out in the invitations to tender for the Northern and TransPennine Express franchises. These set out the minimum level of improvements bidders hoping to secure the next franchises will need to include in their detailed proposals.

ACTIVE TRAVEL FUNDING UPDATE

1. Round 1: Awards for 2014/15

1.1. The SEStran region was very successful in gaining Sustrans Community links funding for 2014-15. In total 62 projects in the area were successful, bringing in over £6m of funding which was matched against local funds to improve active travel infrastructure. See appendix 1 for more information and a breakdown of the projects.

1.2. As noted in previous reports, SEStran were also successful in their Community Links bid for £200k to develop a Grant Scheme for cross-boundary cycling infrastructure. The Regional Cycle Network Grant Scheme (RCNGS) opened in August 2014 and is available until April 2016, with an allocation of £100k per financial year. Local Authorities and other large organisations such as healthcare and higher education are encouraged to bid and put forward match funding for projects that will improve cross-boundary cycling. Whereas the main Community Links fund helps connect communities within local authority boundaries, the SEStran Regional Cycle Network Grants are focused on improving cross-boundary connectivity.

1.3. RCNGS Awards to date (applicable as of 17th February 2014)

Area	Project Title	Grant Allocation	Match Funding	Detail
East Lothian	Ormiston – Tranent (Phase 1)	£25,000.00	£50,000.00	Creation of a 2m wide shared use path which will open up a safe cycling route from Ormiston to Tranent and onwards to Edinburgh.
Clackmannanshire	3 Pedestrian and 2 Cycle Counters	£2,427.00	£2,427.00	Purchase of pedestrian and cycle counters for monitoring use of NCN 767 & 768 which connect to the strategic NCN 76 'round the Forth' route.
SEStran wide	Regional Cycle Network Strategy	~£21,000.00 (approximate)	*In kind: staff time*	Peter Brett Consultants have been appointed to review and refresh the 2010 Urban Cycle Network Strategy.

2. Round 2: Awards for 2015/16

2.1. The deadline for submissions for the next round of Community Links funding was 20th February 2015. Funding decisions will be made by Sustrans by 17th April 2015.

2.2. SEStran were available to assist Local Authorities with their bids. A letter of support on behalf of SEStran was provided to assist Midlothian Council's bid.

2.3. Similarly, the 2015-16 SEStran RCNGS is now open for applications. Guidance and application forms are available on the SEStran website: http://www.sestran.gov.uk/grant-applications/

3. Smarter Choices Smarter Places 2015/16

3.1. Between 2008 and 2012, Transport Scotland together with CoSLA delivered the Smarter Choices Smarter Places (SCSP) Pilot Programme. This programme aimed to encourage travel behaviour change through various soft measures (including personalised travel plans) and infrastructure investment in seven selected Local Authority areas. Within the SEStran region this included the 'Take Another Route' pilot project in Falkirk.

3.2. The findings from these pilots have led to the availability of matched funding in 2015/16 to each Local Authority. Transport Scotland in partnership with Paths for All invited each Local Authority to bid for an individually allocated amount, based on each Local Authorities size and population (with a floor of £50,000). It was encouraged that Local Authorities, as part of their bid, work in partnership with Regional Transport Partnerships, NHS Boards and other public bodies or voluntary organisations. This funding has been made available for strategy development, soft measures and integration with public transport.

3.3. Local Authorities are required to match this funding by at least 50% (In-kind contributions of up to 25% of total project costs are acceptable). SEStran has offered letters of support to partner authorities who have expressed interest in using the SEStran Sustainable and Active Travel Grants (SATG) in 2015/16.

3.4. The allocation of funds has now been announced by Paths for All. Authorities that applied for additional funds have also been vetted; this has resulted in an additional £172,381 for the SEStran region. A breakdown of the total funding can be found in appendix 2 of this report.

4. Recommendation

The Board is asked to note the contents of this report.

Appendix 1: Sustrans Community Links Project.
Appendix 2: Smarter Choices Smarter Places Funding Allocation

Sarah Ryan
Active Travel Officer
February 2015

Policy Implications	Supports RTS policies 23, 24, 35, 37, 38 & 41
Financial Implications	As detailed in this report, including potential bids to the SEStran SATG scheme in 2015/16.
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None

Sustrans Community Links Projects within the SEStran Region 2014-15

B3 Appx 1

Local Authority Area	Partner Name	Project Name	Forecast Grant 14/15	Total Grant per LA	Total no. of Projects per LA
Clackmannanshire Council	Clackmannanshire Council	Tillicoultry to Dollar Active Travel & SRTS Route	£ 100,000.00		
	Clackmannanshire Council	Tillicoultry - Dollar path extension	£ 70,000.00	£170,000.00	2
East Lothian Council	East Lothian Council	Broxburn to Whitesands Linking Path	£ 39,000.00		
	East Lothian Council	Smeaton Bing Cycleway	£ 30,000.00	£69,000.00	2
Edinburgh (City of) Council	Edinburgh (City of) Council	Innocent Railway Path via the Meadows to the Union Canal Cycle Route	£ 500,000.00		
	Edinburgh (City of) Council	Leith to Portobello (Links Pl to Constitution St)	£ 125,000.00		
	Edinburgh (City of) Council	NCN 1 Improvements (A90 Path)	£ 120,000.00		
	Edinburgh (City of) Council	The Causey project	£ 45,000.00		
	Edinburgh (City of) Council	Roseburn to Leith Walk via George St.	£ 75,000.00		
	Edinburgh (City of) Council	Roseburn Path to Union Canal	£ 75,000.00		
	Edinburgh (City of) Council	Family Network Signage (City-wide)	£ 40,000.00		
	Edinburgh (City of) Council	Design of cycle schemes (Family Network)	£ 45,000.00		
	Edinburgh (City of) Council	Shared use facility upgrade	£ 25,000.00		
	Edinburgh (City of) Council	A90 S3 anti-glare barrier	£ 105,000.00		
	Edinburgh (City of) Council	Union Canal LED lighting	£ 22,000.00		
	Edinburgh (City of) Council	Straiton Path lighting	£ 75,000.00		
	Scottish Canals	Harrison Park towpath improvements	£ 87,000.00		
	Scottish Canals	Ratho towpath improvement	£ 45,000.00		
	Edinburgh Napier University	Edinburgh College/Edinburgh Napier Bankhead Avenue Access	£ 25,412.00		
	Network Rail	Stations fund	£ 143,000.00	£1,552,412.00	16
Falkirk Council	Falkirk Council	Boness to Blackness Phase 1 John Muir Way and NCN76	£ 317,000.00		
	Falkirk Council	Helix North Paths-Falkirk	£ 299,625.00		
	Falkirk Council	Falirk - Denny - Design / Consultation	£ 45,000.00		
	Falkirk Council	John Muir Way-Community Connection	£ 52,800.00		
	Falkirk Council	Falkirk to Denny Cycleway Design work	£ 107,500.00		
	Falkirk Council	Little Kerse Path Link	£ 51,750.00		
	Falkirk Council	Maddiston to Blackbraes Community Link	£ 23,224.00		
	Falkirk Council	Boness to Blackness Phase 2 John Muir Way and NCN76	£ 186,334.00		
	Falkirk Council	Maddiston to Standburn Community Links	£ 42,575.00		
	Falkirk Council	Dunnipace Community Links	£ 18,951.00		
	Falkirk Council	Dennyloanhead Community Links	£ 18,951.00		
	Scottish Canals	SC/FC - Towpath Surfacing and Access Points - Falkirk	£ 230,000.00		
	Scottish Canals	Helix missing towpath link	£ 25,000.00		
	Scottish Canals	Helix around town signage project	£ 38,000.00		
	Scottish Canals	Towpath Upgrade: Bonnybridge to The Falkirk Wheel	£ 354,000.00		
	Scottish Canals	Helix/Kelpie Hub Cycle path construction	£ 54,000.00		
	Scottish Canals	Helix towpath widening and top coat	£ 48,000.00		
	Scottish Canals	Signage Improvements NCN754 and NCN78	£ 37,000.00	£1,949,710.00	18
Fife Council	Fife Council	Cycle Glenrothes	£ 575,000.00		
	Fife Council	Cycle Dunfermline	£ 500,000.00		
	Fife Council	Lochgelly to Ballingry Cycle Route	£ 85,000.00	£1,160,000.00	3
Midlothian Council	Midlothian Council	B6392 Dalhousie Road - Footpath Widening (NCR1)	£ 70,000.00		
	Midlothian Council	A701 Milton Bridge- Cycle Facilities	£ 40,000.00		
	Midlothian Council	Roslin-Loanhead-Straiton path lighting	£ 150,000.00	£260,000.00	3
Scottish Borders Council	Scottish Borders Council	Borders Rail 1 - Tweedbank Drive to New Rail Station	£ 72,500.00		
	Scottish Borders Council	Borders Rail 3 - Winston Road	£ 35,000.00		
	Scottish Borders Council	Borders Rail 6 - Kilknowe Caravan Park	£ 33,000.00		
	Scottish Borders Council	Borders Rail 4 - Low Buckholmside	£ 26,000.00		
	Scottish Borders Council	Borders Rail 2 - Galafoot Link	£ 20,000.00		
	Scottish Borders Council	Innerleithen - Walkerburn Shared Access Route	£ 7,500.00	£194,000.00	6
West Lothian Council	Scottish Canals	SC/WLC - Towpath Surfacing Linlithgow	£ 45,000.00		
	West Lothian Council	Almondvale Park Corridor	£ 400,000.00		
	West Lothian Council	B8084 Whitburn to Armadale - Cyclepath Provision	£ 10,000.00		
	West Lothian Council	Blackridge NCN75 Realignment and Access to Station	£ 20,000.00		
	West Lothian Council	Linlithgow Academy & Sports Centre Links to Union Canal Towpath	£ 150,000.00		
	West Lothian Council	Starlaw West Roundabout to Boghall Roundabout - Cyclepath Provision	£ 150,000.00		
	West Lothian Council	Polbeth to West Calder - Upgrade Cyclepath	£ 5,000.00		
	West Lothian Council	Broxburn Links to Union Canal Towpath	£ 5,000.00		
	West Lothian Council	Golf Coarse Road & Braehead Park Links to Union Canal Linlithgow	£ 5,000.00		
	West Lothian Council	Livingston Network - Wheeling Ramps to Steps	£ 5,000.00		
	West Lothian Council	Bathgate Hills - Cycling/Walking Friendly Roads	£ 5,000.00		
	West Lothian Council	Strategic active travel audit and mapping	£ 6,800.00	£806,800.00	12
			£ 6,161,922.00		62

Authority	Allocated	Proposed	Difference	Additional requested	Additional awarded	Proposed overspend
Aberdeen City Council	208,064	208,064	0	7,120	7120	
Aberdeenshire Council	236,337	236,337	0	50,000		
Angus Council	107,477	107,477	0	2,250		
Argyll & Bute	80,370	71,240	9,130	0		
Clackmannanshire	50,000	50,000	0	0		
Dumfries and Galloway	139,495	139,495	0	0		
Dundee City Council	136,693	136,693	0	40,750	40750	
East Ayrshire	113,498	113,000	498	TBA		
East Dunbartonshire	97,923	97,923	0	TBA		
East Lothian	93,271	84,863	8,408	0		
East Renfrewshire	84,189	84,189	0	0		
Edinburgh City of	446,371	446,371	0	50,000	50000	
Comhairle nan Eilean Siar	50,000	50,000	0	TBA		
Falkirk	145,017	145,017	0	0		
Fife	338,699	338,699	0	TBA		
Glasgow City	550,361	550,361	0	265,000		
Highland	215,407	215,407	0	25,000	25000	
Inverclyde	74,617	0	74,617	0		
Midlothian	77,910	67,936	9,974	68,189	46610	
Moray Council	85,928	83,328	2,600	TBA		
North Ayrshire	127,223	127,223	0	31,000	31000	
North Lanarkshire	312,480	312,480	0	0		
Orkney Islands Council	50,000	50,000	0	0		
Perth & Kinross	136,638	136,638	0	220,000	42500	
Renfrewshire	161,211	161,000	211	TBA		
Scottish Borders	105,165	105,165	0	30,771	30771	
Shetland Islands Council	50,000	50,000	0	TBA		
South Ayrshire	104,425	104,000	425	0		
South Lanarkshire	290,736	148,000	142,736	0		
Stirling	84,180	31,335	52,845	0		
West Dunbartonshire	83,551	70,500	13,051	0		
West Lothian	162,765	162,765	0	45,000	45000	
TOTALS	**5,000,001**	**4,685,506**	**314,495**	**835,080**	**318751**	**4,256**

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

Attendees

Transport Scotland	Adam Priestley (AP) (Chair)
SESPlan	Graeme Marsden (GM)
SEStran	Alistair Short (AS)
West Lothian Council	Chris Nicol (CN)
City of Edinburgh Council	Keith Miller (KM)
Midlothian Council	Neil Wallace (MB)
East Lothian Council	Grant Talac (GT)
CH2M HILL	Colm Smyth (CS)
CH2M HILL	Julia Gilles (JG)
SYSTRA	Jeff Davidson (JD)
AECOM	Richard Cann (RC)

Apologies

Transport Scotland	Alison Irvine (AI)
SEStran	Alex Macaulay (AMC)
SEStran	John Saunders (JS)
City of Edinburgh Council	Ewan Kennedy (EK)
City of Edinburgh Council	Andrew McBride (AMB)
Fife Council	Mark Barrett (MB)
Fife Council	John Mitchell (JM)
Midlothian Council	Lindsay Haddow (LH)
Scottish Borders Council	Graeme Johnstone (GJ)
JMP Consultants	John Milligan (JM)

PRINCIPAL ISSUES

Ref.	On-going Issue	Update/Comment
	SESPlan to receive data on population forecast assumptions within TELMoS.	CH2M Hill to action with DSC
	Planning allocation data for Scottish Borders to be reviewed re class of employment land along route of Borders Rail.	TBC
3.1	Appraisal Lead Commission (CH2M Hill)	*Data Collection:* CH2M Hill have issued the development data to the LA for sign off. The deadline is 16th January. The deadline is critical to the programme.

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

3.2		*Draft Methodology for the Development of Reference and Future Development Demand Scenarios* Technical Note has been issued. The note sets out a summary of the way forward for the finalisation of the Cross Boundary Impact Appraisal.
3.3		The outline programme was presented as: • Base Case Model– March 2015 • Reference Case Model– May 2015 • Future Case Model– July 2015 • Option Development & Testing – Summer 2015 These dates will be included in Table 9 of the Final Methodology *for the Development of Reference and Future Development Demand Scenarios* Technical Note.
3.4		WLC have provided an over allocation of Housing Development forecasts when compared to the Supplementary Guidance with the intention that the actual number of units to be permitted is capped at the Guidance level (first come, first build basis) How this over provision should be considered within the study will be reviewed as the future development scenario is developed.
3.5		GM asked how the methodology would take account of windfall developments and their impact on subsequent developments (e.g. if there are windfall developments in Edinburgh, would this reduce the attractiveness of development opportunities in other LA areas). It was recognised that the impact of windfall developments are, by their nature, uncertain (both in location and scale) and the present study cannot directly quantify these impacts. However, it was noted that this should be flagged as a risk to the project deliverable and consideration of how windfall sites should be assessed for future contributions recognised within the Development Contribution Framework
3.6		Work is commencing on hotspot analysis using SRM07 prior to SRM12 results being known.
3.7		Meetings will be set up between TS, SESPlan, SEStran, CH2M HILL and SYSTRA (in the first instance) to discuss the scope for the Development Contribution Framework (DCF). It was recognised that the DCF is required to inform the study outputs. Clarity over aspects of the DCF will be required before the summer to avoid risk of outputs not wholly aligned with its requirements.
3.8		*Objectives*: Objectives was issued pre – Christmas. The note is to be resent to GM/ The initial deadline for comments was 7 January. This is extended to 23 January.
3.9		*Inception Report*: The finalised Inception Report was circulated before Christmas.

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

4.1	Transport Modelling Commission (SYSTRA)	SYSTRA are processing the Journey Time data from the Tom-Tom survey.
4.2		The Tom-Tom journey data is being compared against observed traffic counts and the 2011 census travel to work data.
4.3		Adjustments are on-going to the trip rate/ zone interface
4.4		Park and Ride data is updated.
4.5		Results from the Public Transport survey are awaited.
4.6		Work will commence shortly on the Do Min Interventions.
4.7		The Base Model will be completed in mid-February 2015.
5	Programme	Programme dates to be included in Table 9 of the Final Methodology *for the Development of Reference and Future Development Demand Scenarios* Technical Note.
6	Risk Register	A revised Risk Register will be circulated by CH2MHILL shortly for comment.
7	Other Group Member Updates	Fife – TBC
		SESPlan – MIR is scheduled to go to Committee on 23 February but discussions are on-going on this timescale. SESPlan had a meeting with ScotRail study on investment strategy. This study requires data for 2024. Some consideration requires to be given to the compatibility of the SESPlan Cross Boundary Study with data from other regions.
		SEStran – No change. The consultation period for the RTS has been extended to give Councils sufficient time to respond
		City of Edinburgh – No change. The representations received on the Second Proposed Plan are still being processed (circa 3,000) and these will be reported on to the Planning Committee hopefully in February 2015.
		West Lothian – No change. Around 250 comments have been received on the draft Main Issues Report. It is intended to take this back to Committee in early 2015.
		Midlothian – The MIR was presented to Committee on 16th December, with two changes made. The report will be published end Feb/ March. A pre-published report is available on the

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

		Council's website.
		Scottish Borders – TBC
		East Lothian – The Main Issues Report is out to consultation, running to February.
8	AOB	It was noted that Winchburgh Station has been approved with an opening date of 2018.
9	Date of Next Meeting	Meeting 12 – 24 February
		Meeting 13 – 31 March
		Meeting 14 – 21 April
		Meeting 15 – 26 May
		Meeting 16 – 30 June

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

PRINCIPAL ACTION POINTS

Ref.	Date	Action	By Whom	Due Date
		SESPlan to receive data on population forecast assumptions within TELMoS.	CH2M Hill / DSC	When available
		Planning allocation data for Scottish Borders to be reviewed re class of employment land along route of Borders Rail.	Scottish Borders Council / CH2M Hill	TBC
		CH2M Hill to reissue draft objectives Note to SESPlan	CH2M Hill	Immediately
		Relevant Programme dates to be included in Table 9 of the Final Methodology *for the Development of Reference and Future Development Demand Scenarios* Technical Note.	CH2M Hill	17th Jan
		Updated Risk Register to be circulated	CH2M Hill	23rd Jan
		Initial DCF meeting to be arranged	SESPlan/ TS	TBC

SESPlan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 11   Tuesday 13 January 2015

Working Group Membership

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SESplan Cross-Boundary Transport and Land Use Appraisal

Claremont House 130 East Claremont Street Edinburgh EH7 4LB

Transport Group Meeting 10   Tuesday 2nd December 2014

Attendees

Transport Scotland	Adam Priestley (AP) (Chair)
SESplan	Graeme Marsden (GM)
SEStran	Alistair Short (AS)
SEStran	John Saunders (JS)
Scottish Borders Council	Graeme Johnstone (GJ)
West Lothian Council	Chris Nicol (CN)
City of Edinburgh Council	Keith Miller (KM)
Midlothian Council	Lindsay Haddow (LH)
Midlothian Council	Neil Wallace (MB)
Fife Council	Mark Barrett (MB)
East Lothian Council	Grant Talac (GT)
JMP Consultants	John Milligan (JM)
CH2M HILL	Chris Buck (CB)
CH2M HILL	Julia Gilles (JG)
SYSTRA	Jeff Davidson (JD)
AECOM	Richard Cann (RC)

Apologies

Transport Scotland	Alison Irvine (AI)
SESplan	Alex Macaulay (AMC)
City of Edinburgh Council	Ewan Kennedy (EK)
City of Edinburgh Council	Andrew McBride (AMB)
Fife Council	John Mitchell (JM)
CH2M HILL	Colm Smyth (CS)

PRINCIPAL ISSUES

Ref.	On-going Issue	Update/Comment
3	Appraisal Lead Commission (CH2M Hill)	
3.1		*Data Collection:* A cross check between CH2M Hill and Scottish Water data was completed for four Authorities; results were largely similar.
3.2		*Objectives*: CH2M Hill carried out a review of the SEStran RTS which informed development of a draft Objectives paper, along with Transport Scotland. See item 5 below.
3.3		*Inception Report*: Comments on the draft Inception Report have been sent to CH2M Hill. The finalised report will be circulated before Christmas.
3.4		*Development Scenarios:* Draft development scenarios are the main agenda item at this meeting.
3.5		*Housing forecasts*: GM advised that the East Lothian's Main

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		Issues Report includes an extra 3,000 - 4,000 houses, although the makeup of sites may change for the Proposed Plan. Further discussions needed.
		Completions data provided by Fife Council to CH2M Hill is 19% less than Housing Land Audit data for the same period. Discussion between SESPlan and CH2MHILL has been undertaken on this issue.
		The rate of completions which will be required in future exceeds historical rates in many cases. GM stated that unless there is further support for affordable housing completions would not make SDP requirements.
3.6		*Estimation of employment site densities*: In most cases, CH2M Hill have been provided with site areas in hectares. However, the TELMoS model needs Gross Floor Area (GFA) by use class as an input. Assumptions will need to be made in respect of site density and best estimates of use classes, especially for sites in the reference case (which have consents). The assumptions will need to be verified by each Council to produce the best estimate for each site which has been identified.
3.7		*Access points to transport network for new developments*: Councils will need to verify CH2M Hill assumptions on access points to transport network for major sites.
3.8		*Committed transport schemes*: CH2M has been provided with details of transport schemes, but Councils need to confirm details of committed schemes.
3.9		*Future Year Tests*: It was agreed to use 2024 as the end date in the Reference Case tests. Development therefore forecast to be built out from 2024-2032 would not be included in the assessment.
		It was accepted that this meant that the level of houses within the tests would not meet the SPD target of 107,560 by 2024.
3.10		*Amount of employment land for development*: The amount of employment land which has been identified in both the reference and development scenarios is significantly larger than the amount which could realistically be expected to be built out.
		It was agreed that TELMoS would be used to inform the agreement of a "realistic" employment scenario through a series of tests:
		• one with a full build out of housing but employment left to the model; • one, following discussions with the Working Group that has a more refined assumptions on employment land that uses the above test to see the levels of development coming forward and seeks to locate it in common locations e.g. as opposed to having employment in multiple business parks, it is more

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		likely that one or two would come forward; • an additional test that allowed the take-up of both housing and employment land to be determined by TELMoS would allow understanding how much housing was being forced.
		Queries were raised about the accuracy of TELMoS forecasts in other areas, e.g. in the northeast. JG advised that CH2M Hill and David Simmonds Consultancy (DSC) have used this experience to refine the methodology in this study.
		SESplan requested data on population forecast assumptions within TELMoS.
4	Transport Modelling Commission	SYSTRA has circulated GIS shape file of road network to WG members.
		Tom-Tom journey time data has been received and will be used to update the model.
		Data in the model on freight movements is being updated and Systra is examining recent public transport data from the City of Edinburgh to determine whether it is suitable for use in the model. Demand data will be incorporated into the base model early in January.
5	Approach to Objective Setting	JG gave a presentation of the approach which has been used to set objectives. A draft objectives paper has been developed with Transport Scotland which will be circulated for comment.
7	Other Group Member Updates	**Fife** – A modelling framework has been developed for FIFEplan. **Action**: Fife Council to share with Ch2M Hill and JMP by 19 December. **SESPlan** – GM advised that conversations with NESTRANS have revealed differences in population levels between TELMoS and other sources. AP commented that TELMoS will be updated shortly with 2011 Census data. **SEStran** – The consultation period for the RTS has been extended to give Councils sufficient time to respond **City of Edinburgh** – The representations received on the LDP2 are still being processed (circa 3,000) and these will be reported on to the Planning Committee hopefully in February 2015. **West Lothian** – Around 250 comments have been received on the draft Main Issues Report. It is intended to take this back to Committee in early 2015.

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		Midlothian – The proposed LDP was reported to Cabinet in November. After a seminar with members, intention is to take to Full Council on 16 December and should be published for consultation in February. **Scottish Borders** – The LDP enquiry is underway and is expected to conclude in February. There have been discussions in terms of class of employment land along the route of Borders Railway which may be of relevance; to be reviewed with CH2M Hill. **East Lothian** – The Main Issues Report is out to consultation, with workshops underway in major towns.
8	AOB	None
9	Date of Next Meeting	13th January 2015

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Transport Group Meeting 10   Tuesday 2nd December 2014

PRINCIPAL ACTION POINTS

Ref.	Date	Action	By Whom	Due Date
3.1		Data collection: data to be exchanged with Scottish Water for East Lothian and Fife.	CH2M Hill	8th Dec
3.5		Housing forecasts: CH2M Hill to issue data to East Lothian Council for review.	CH2M Hill East Lothian Council	22nd Dec Early Jan
3.5		Housing forecasts: CH2M Hill to issue data to Fife Council for review.	CH2M Hill Fife Council	22nd Dec Early Jan
3.6		Estimation of employment site densities: CH2M Hill to issue data to Councils for review	CH2M Hill Councils	Early Jan End Jan
3.7		Access points to transport network for new developments: CH2M Hill to issue data to Councils for review	CH2M Hill Councils	Early Jan End Jan
3.8		Committed transport schemes: CH2M Hill to issue data to Councils for review	CH2M Hill Councils	22nd Dec Early Jan
3.10		CH2M to develop model tests with TS and David Simmonds Consultancy (DSC).	CH2M Hill / TS / DSC	TBC
		SESplan to receive data on population forecast assumptions within TELMoS12A.	TS / DSC	When available
5		Draft objectives paper to be circulated for comment.	CH2M Hill / TS	12 Dec
7		Planning allocation data for Scottish Borders to be reviewed re class of employment land along route of Borders Rail.	Scottish Borders Council / CH2M Hill	TBC

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Transport Group Meeting 10   Tuesday 2nd December 2014

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Update on High Speed Rail Scotland Group

The High Speed Rail Scotland Group met on the 18/02/2015 at Buchanan House in Glasgow. There was an update on recent activity on high speed rail including a brief overview of the report by HS2 Ltd on options for High Speed Rail extending from the North of England to Scotland.

Sir David Higgins visit

Sir David Higgins, Executive Chair of HS2 Ltd, came to Scotland at the end of January to meet Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities, and stakeholders as part of a tour of British regions. The purpose was to promote supply chain opportunities with Scottish businesses but also to provide an update on the project and hear Scottish stakeholders' views on HS2. The Cabinet Secretary and others from HSRS and industry took the opportunity to push the case for Scotland's inclusion in a Britain-wide HS network as soon as possible.

Sir David attended the SCDI/ICE Key Influencers Dinner organised by Gareth Williams and Sara Thiam and a roundtable lunch organised by Alex Macaulay as chair of HSRS with Scottish business leaders.

The following themes arose at the dinner, lunch and meeting with the Minister:

• Minister and stakeholders emphasised the importance of 3 hours to achieve mode shift from air.
• Capacity is important, but for Scotland speed is key.
• Sir David talked about a National (UK) Transport Strategy, both providing a clear push for one Britain-wide HS2 network. He seems keen to start building as soon as possible.
• All agreed that patch and mend won't work and access to existing railway is a cause of high costs and disruption. WCML upgrade costs/disruption were cited by many.
• There were discussions on the potential for a supply chain conference in Scotland similar to events held in England.

All in all the response from stakeholders was positive with clear and consistent messages presented to HS2 Ltd.

Presentation by Henk Bouwman Independent Transport Commission

Professor Henk Bouwman was the guest speaker at the recent HSRS Group update meeting. Professor Bouwman recently worked on the Independent Transport Commissions Report on the Socio-Economic and Spatial Impact of HS2 (High Speed Rail from London to North England): 'Ambitions and Opportunities, the Spatial Impact of HSR'. His presentation focussed on Place-making and how this can be incorporated into future high speed rail work in Scotland. He discussed various international high speed stations, highlighting the

differences in approach taken to design and build dependant on purpose and location. He drew comparisons between Bordeaux station and potential Scottish high speed stations.

The presentation was well received by the group and Henk has expressed an interest in engaging with the group again in future work.

Infrastructure debate

The Scottish Parliament debated **Building Scotland's Infrastructure** on 24/02/15. Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities moved:

> That the Parliament recognises that infrastructure investment has an essential role in delivering sustainable economic growth by supporting jobs and enhancing Scotland's asset base; welcomes Scottish Government action to maintain levels of investment in transport, health, schools and housing and other projects and programmes through a range of funding mechanisms; supports the strategic, long-term approach set out in the Infrastructure Investment Plan; acknowledges the value being delivered through major projects including the Queensferry Crossing, the M8, M73, M74 improvements, the Aberdeen Western Peripheral Route, A9 and A96 dualling programmes, the Borders rail link, the New South Glasgow Hospitals project and the Schools for the Future programme; recognises the further benefit that projects such as high speed rail would bring and calls for all parties in the Parliament to make clear their support for Scotland being included in HS2; notes that the UK Government has cut the Scottish capital budget by around a quarter in real terms over the current spending review period; calls on the Chancellor to use the 2015 budget to boost capital investment; notes that real-terms increases in spending, limited to half a per cent each year, would see debt reduce as a share of GDP over four years, but would result in a further £180 billion investment in UK infrastructure, skills and education to further boost the economy compared with the UK Government's current spending plans, and believes that such an approach offers an alternative to the UK Government's failed austerity agenda.

MSPs Mary Fee, Gavin Brown and Willie Rennie confirmed the support of the Labour, Conservative and Liberal Democrat parties respectively for High Speed Rail coming to Scotland. After voting against accepting various amendments the Parliament agreed with Mr Brown's motion.

High Speed Rail Scotland Group Update   -   13/02/2015

1. HS2 Update

Cheryl Gillan, MP for Chesham and Amersham and Mayor of London **Boris Johnson** met on 26/01/15 at City Hall, and as well as HS2, the two discussed Amersham, Chalfont and Latimer and Chesham stations. Speaking after the meeting, Mrs Gillan said: "Having known the mayor for many years, I was glad to find common ground with him on working to protect the environment and those people so directly affected by the HS2 project.

Protestors against HS2 have expressed their frustrations that the HS2 select committee will not be returning to their area. The committee visited the **Colne Valley** last month [January] as part of its tour of areas affected by the line, but the visit was combined with a trip to Hillingdon and it has now been announced that there will not be a return visit. Petitioners have now been called to present to the committee in March.

2. Media Update

The Birmingham Post, 04/02/15, reported that HS2 was a key factor in attracting **investors** to Birmingham.

The Wetherby News, 10/02/15, reported that residents of **Church Fenton**, where a phase of HS2 could be built, have called the government's compensation offer a 'sham' and criticised the consultation as 'unfair' and 'upsetting'.

3. High Speed Rail Scotland Group

Susan Wills will send out agendas in advance of the group meeting on Wednesday, 18/02/15.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

High Speed Rail Scotland Group Update   -   02/02/2015

1. HS2 Update

On 13/01/15 the **House of Lords Economic Affairs Committee** questioned the HS2 Executive Chairman, Sir David Higgins, and Jim O'Neill, Chair of the Cities Growth Commission, as part of its inquiry into the economic case for HS2. The following excerpts are from an unrevised transcript.

> **[Q247]** *Lord McFall of Alcluith*: You mentioned your support for the national transport strategy. Are you doing a service to your ambition for that by endorsing the west‑east train line in your document Rebalancing Britain, where you want it built alongside HS2 at a cost of £15 billion? Was this not the time in your Rebalancing Britain document to say, "Look, we are taking a deep breath here, and we are asking where we are going strategically with our transport policy"? Are you are not just adding a bit piecemeal on to this and defeating your noble ambition?
>
> *Sir David Higgins*: That is a very good point. What is the ultimate long-term network? Where does it go? Does it go to Scotland? We have done initial work on that for the Department, and it will come back no doubt and ask us to do further work on that. You are right; we should have that. I do not think we were even talking about east‑west six months ago, and as I started spending time with northern politicians, a number of them said, "Why do you not at least consider the issues, particularly of freight?". People forget. People think the issues of the north are all about transport. The north is much more dependent on cars. It has had good motorways, but if you look at some of those motorways now, the M56 and so on, they are the arteries that move freight around that area of the Midlands, particularly east‑west.
>
> The more I thought about it the more I thought that this debate needs to be had, and the reason I said that is that if you are planning a station in Manchester and in Leeds, you had better at least think about whether you ever want to upgrade east‑west, because when we asked that question, it became obvious that Leeds station is at its capacity already. If you just manage to squeeze in a few more platforms for a high‑speed train service but forget about the fact that there are only a couple of trains an hour, there is a limited capacity between Manchester and Leeds and that should be trebled, and you could cut the service time down to something reasonable, how many people would actually commute between Manchester and Leeds?
>
> *Lord McFall of Alcluith*: There is a question there as well, because you told the Transport Committee that a journey time of only an hour from London to Manchester is going to be transformative to business. Can you explain how to us, because the Department for Transport have given us figures that show that there were more than 250,000 people working for 26,000 companies across greater Manchester in 2012. Is HS2 really going to be that transformational to business in Manchester, given those stats?

Sir David Higgins: Why is no bank based in Manchester, Leeds or Birmingham? It is not the same in America or Germany or China, or even Australia. The idea that every single bank has to be either in the City or Canary Wharf, which is the most expensive place in the world to hire an employee—

Lord Lawson of Blaby: That is not going to change.

Lord McFall of Alcluith: No, of course. I have spoken to tons of bankers over the past 10 years; they are coming out of my ears. Not one has said to me, "Get an HS2 and we will go to Manchester, Leeds or Scotland". I think you are waffling there, Sir David.

Sir David Higgins: I will give you a tangible example. When I started on the Olympics I went to a number of big investors and developers here in the UK. I said, "We want to build a major shopping centre in East London at Stratford". I said, "It will cost between £1.5 billion and £2 billion". They all said, "Why would anyone want to build a shopping centre in East London in that location? It is full of poor people. They have no money". I said, "This will be the most strategic location in London for shopping, and when you build it no more shopping centres will be built for 3 million people". It now has Europe's highest turnover, highest footfall and rents just a fraction below Shepherd's Bush. It has been a massively successful shopping centre.

I had the same debate with a number of businesses and said, "Would you locate to Stratford?". The answer was, "Where is that? We all live in west London and the Thames corridor". I said, "You will not in future". The fact now that 25% of all the office space in Stratford has already been taken up, and there are banks moving there, and there are banks already talking about moving to Birmingham on the strength of HS2—it will change, because the banking cost structure in the UK is one of the poorest in the world; the cost-to-income ratio, which is the cost that a bank operates as a domestic operation compared to the income coming here is about 60% more than banks in Australia. Therefore they cannot afford to have the operations. They will have to go or they will go out of business.

Lord McFall of Alcluith: Your talents are renowned, Sir David, but we cannot really depend on you as an evangelist to ensure that all these things happen. People go to Manchester and then people go to London. We need to plan strategically, and there is still a big issue here about bolstering the city centre, rather than the regions, and that is to be answered yet.

Sir David Higgins: The question we need to answer is: do you know how much money we are going to spend in the next five years on the existing transport network capital‑wise? Any guesses? I will tell you how much we are spending on High Speed 2 in that period: £16 billion. We are spending £72 billion in that period on patching up the existing rail network and the roads. That is what we have done all the time; for that we get no new major motorways and no new major rail systems. You have to ask yourself: is that balance of capital expenditure, £72 billion on trying to

upgrade existing lines in Manchester or into London, the right balance? That is what we have done.

Lord McFall of Alcluith: So we really need a national transport strategy.

Sir David Higgins: We do need it, because at the moment we are spending the £72 billion on existing legacy stuff, and what we have seen does not provide the answer long‑term. We are always chasing our tail. No sooner do we finish Crossrail than it will be at capacity and will lead to Crossrail 2.

[Q254] *Baroness Blackstone*: You said in October that you were preparing advice for the Department for Transport on extending high‑speed rail services to Scotland. Could you tell the Committee what advice you have given the Department on this?

Sir David Higgins: We have done a preliminary report, and that has just said, "If you wanted to have a high‑speed railway line to Scotland, what is the most effective way—east or west?". Oddly enough, it is not easy, when you look at the geography, because you have national parks and constrained geography going north, but we have done a first-stage preliminary report, which went to the Department just before Christmas, which they are considering. I am not sure when the Department will release that.

They have certainly consulted Transport Scotland. I am up in Scotland next week for a day to talk through with their Minister and the head of Transport Scotland on how the report has gone. They have been centrally involved in the preparation of that report too. It is work in progress, and I am not sure what date the Secretary of State will release it, if he is happy with the current report. I think the reality is that more work needs to be done on the combination of: "Is it additional? Is it a series of upgrades or a new line?"

Baroness Blackstone: How, in your view, would this compare with HS3 in terms of priority—in other words, an east‑west link as against an extension to Glasgow? Which, in your view, makes more sense?

Sir David Higgins: By recommending that the west coast goes to Crewe earlier—so 2027 rather than 2033 or 2035—it will bring benefits to everyone coming from the north in terms of new track and more capacity, so I think there is a benefit there, but asking me to choose between east‑west and so on are the challenges we have come into before. All I did in this report here was to say, "There is a case for east‑west rail and it needs to be addressed. I do not have the answer of the particular route, but you can achieve it and it is probably done within a realistic budget". We are not at that stage in Scotland.

Baroness Blackstone: What would that budget be?

Sir David Higgins: The east‑west?

Baroness Blackstone: Yes.

Sir David Higgins: It depends. You would never build a 225 mile per hour railway line between Manchester and Leeds. You would be getting off just as you sat down. I know there was a figure put out there that was £7 billion—I read it in the transcripts of the Committee here—which is obtained by multiplying the cost for High Speed 2 by the number of kilometres between those two cities. That is a blunt instrument. It certainly would not be any more than that; that is for sure.

MPs opposed to HS2 called for a **referendum** on whether taxpayers should contribute to the £42.6 billion cost of the project. The proposal, backed by Staffordshire MP Michael Fabricant (Con, Lichfield), led to a debate in the House of Commons [23/01/15]. A motion for the bill's second reading was moved on 23 January 2015, but was withdrawn at the end of the **debate**.

2. Media Update

GetBucks reported, 28/01/15, that Paul Irwin, who represents Waddesdon and Stone on Bucks County Council has defected from UKIP to the Conservatives. Mr Irwin said: "I joined UKIP because I was very angry about HS2. Now that it's coming, whatever we say, it's all about mitigation. The building will be the worst bit - more than the railway itself.

The Manchester Evening News reported, 16/01/15, that an **unloved** Manchester landmark could still be turned into a new hotel - despite plans to demolish it for HS2. Council bosses favoured demolition as part of long-term plans to expand the station ahead of HS2's arrival. However owners Realty Estates argue the HS2 vision is still in its draft form and has not been signed off fully either by the council or the government.

3. High Speed Rail Scotland Group

Sir David Higgins, Executive Chair of HS2 Ltd, came to Scotland this week to meet Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities, and stakeholders as part of a tour of British regions. The purpose was to promote supply chain opportunities with Scottish businesses but also to provide an update on the project and hear Scottish stakeholders' views on HS2. The Cabinet Secretary and others from HSRS and industry took the opportunity to push the case for Scotland's inclusion in a Britain-wide HS network as soon as possible.

Sir David also attended the SCDI/ICE Key Influencers Dinner organised by Gareth Williams and Sara Thiam and a roundtable lunch organised by Alex Macaulay as chair of HSRS with Scottish business leaders.

The following themes arose at the dinner, lunch and meeting with the Minister:

• 	Minister and stakeholders emphasised the importance of 3 hours to achieve mode shift from air.
• 	Capacity is important, but for Scotland speed is key.

- Sir David talked about a National (UK) Transport Strategy, both providing a clear push for one Britain-wide HS2 network.
- All agreed that patch and mend won't work and access to existing railway is a cause of high costs and disruption. WCML upgrade costs/disruption were cited by many.

All in all the response from stakeholders was positive with clear and consistent messages presented to HS2 Ltd.

Professor Henk Bouwman will be the guest speaker at the next HSRS Group update meeting on 18/02/15. Professor Bouwman recently worked on the Independent Transport Commissions Report on the Socio-Economic and Spatial Impact of HS2 (High Speed Rail from London to North England): 'Ambitions and Opportunities, the Spatial Impact of HSR'. This is an opportunity to hear more about Place-making and how this can be incorporated into future high speed rail work in Scotland.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

High Speed Rail Scotland Group Update   -   16/01/2015

1. HS2 Update

The House of Commons Committee of Public Accounts published **Lessons from major rail infrastructure programmes** on 16/01/15. The Committee expressed concern that the DfT continues to have a narrow geographical focus citing as an example that "the [DfT] is still to publish proposals for how Scotland will benefit from High Speed 2, including whether the route will be extended into Scotland" and recommending that a long term strategy covering the next 30 years for transport infrastructure in the UK should be set out and used to inform decisions about investment priorities.

The Committee further noted that "the [DfT] is only now - with preparations for High Speed 2 well underway - working with the Scottish Government and HS2 Limited on the question of whether or not the route should be extended to Scotland and, if not, how Scotland may benefit from the new railway. The Department was hoping to have the results of its appraisal of a range of options in the summer of this year, but that has now been delayed".

On 13/01/15 the **House of Lords Economic Affairs Committee** questioned the HS2 Executive Chairman, Sir David Higgins, and Jim O'Neill, Chair of the Cities Growth Commission, as part of its inquiry into the economic case for HS2. A transcript will be provided with the next Group update.

In the first session the Committee asked Sir David why the expected costs for HS2 are predicted to cost around ten times higher per mile than the same cost for France's high speed rail network, and how Sir David would ensure the cost of HS2 does not exceed the £50bn funding available.

Questions also covered whether the estimated benefits of HS2 set out in the economic case are reliable, why Sir David believes that cutting the journey time of London to Manchester will be 'transformative' for the latter city and what capacity problems there are today on the West Coast Main Line.

In the second session questions focused on what the Cities Growth Commission found about how transport investment stimulates growth including whether better connectivity between cities in the North should be prioritised above HS2 and what other policies are needed to support economic growth in cities. The Committee also asked whether the current proposed locations of HS2 stations, some of which are outside of city centres, would reduce the economic benefits the line will provide.

Sir David Higgins, Chairman of HS2 Ltd, is visiting Scotland in late January to meet Keith Brown MSP, Cabinet Secretary for Infrastructure Investment and Cities.

2. Media Update

The Economist, 10/01/15, concluded a survey of high speed rail networks across Europe, **Problems down the line**, by noting that competition to the mode was growing and while

"high-speed rail remains in the grip of sluggish state monopolies, its chances of becoming a successful, competitive business look poor".

There were mixed responses to Alex Rukin's appearance before the **HS2 Hybrid Bill Committee** on Monday 12/01/15. The **Leamington Observer** reported his comments uncritically and quoted his father as saying "As far as we can tell Alex will become the youngest person to have ever appeared in an official capacity before Parliament. This makes sense to me, as apart from the specific instance of Hybrid Bill committees, I can't think of any case when someone that young would have the opportunity, apart from maybe Edward VI". However the Scotsman dubbed it "**childish tactics**" and argued the effect of Joe Rukin putting his son before Parliament might have been to suggest to the world that "my nine-year-old can do my job better than I can."

3. High Speed Rail Scotland Group

The next meeting of the Group will take place in Buchanan House on 18/02/15. Transport Scotland will provide an update on high speed rail with details to be confirmed nearer the time.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

High Speed Rail Scotland Group Update   -   18/12/2014

1. HS2 Update

Keith Brown MSP, Cabinet Secretary for Infrastructure and Capital Investment and Derek MacKay MSP, Minister for Transport and Islands took questions on High Speed Rail from the **Infrastructure and Capital Investment Committee** on 03/12/14.

Mark Griffin (Central Scotland) (Lab): What engagement have ministers and Transport Scotland officials had with the High Speed Two Ltd and the UK Department for Transport on high-speed rail—in particular, on the feasibility of high-speed rail coming to Scotland?

Keith Brown: We have had a number of discussions over recent years. I have talked to, I think, three different secretaries of state to try to get dialogue on HS2, and I speak to the company itself. During those discussions, we have made it clear that there seems to be a tendency for UK ministers to talk about the benefits from high-speed rail that will come to Scotland, but we have made it clear that we want high-speed rail to come to Scotland, not just benefits that would be add-ons from high-speed rail south of the border. We have a relatively constructive dialogue and we await the outcome of the joint study that is being undertaken by HS2 and of which we are sighted. However, we have made it clear that we want high-speed rail to come to Scotland because that is where the real benefits will come in. I think that most of the parties in Parliament want that.

We have also made the point to HS2 that announcing add-ons and so on and going about the contract in a relatively piecemeal fashion is not best. There are many reasons to suggest that it would be more straightforward—not uncomplicated, but more straightforward—to start a high-speed rail link from the north, from Edinburgh and Glasgow, to London. We do not have quite the same weight of issues that the south has, especially coming out of London. Also, it is not necessary to start a railway line of that type at one point and move from point A to point B; you can do it along the line, as we are doing in the Borders.

Those are the points that we have made to HS2. We are pleased that we have the dialogue with it that we asked for, but we await the outcome of the joint study.

Mark Griffin: What is the Scottish Government's view of the HS2 chairman's comments that upgrades of existing rail lines are much more likely than extension of HS2 to Scotland, and that the discussions between the two transport departments on high-speed rail are running behind schedule?

Keith Brown: David Higgins has to take his steer from the Department for Transport. The much more important issue behind that is the political one. If we can get from all the political parties buy-in to the principle that high-speed rail should come to Scotland, that will strengthen his hand. We have a lot of time for him, but he has to say what he has to say, given the political direction that he gets.

David Higgins is well aware of the situation in Scotland and the benefits that would accrue from high-speed rail; it is obvious to most people who think about it that the real benefits in

economic regeneration and modal shift would accrue if the line came all the way to Scotland and we got sub-three-hour journey times from Edinburgh and Glasgow to London. It might be possible to get that if we did some of the refurbishment that has been talked about—we will have to wait and see what the joint study says—but if we want real modal shift, high-speed rail has to come all the way to Scotland. The central belt of Scotland is the second most economically active area of the UK after the south-east of England, so there are real benefits to the rest of England and the rest of the UK if the link comes all the way here.

As I have said directly to the UK Government and others, we really want high-speed rail to come all the way to Scotland because that is what will bring the real benefits. However, the politicians will drive that—let us not pretend otherwise—and we all have to convince them that it should happen.

Mark Griffin: You mentioned central Scotland's economic activity. There have been plans for an Edinburgh to Glasgow high-speed rail line. Are you able to give us an update on the feasibility planning for that?

Keith Brown: We are examining that just now. As I have said previously to the committee, that line is predicated in large part on the idea that a high-speed rail link will come from the south. It would make sense to make that project part of a high-speed rail network—that fundamentally affects the suggested line's viability. We want more information from the UK Government before we take the possibility of high-speed rail between Edinburgh and Glasgow much further. I hope that the joint study that I mentioned will help us with that. A new direction from the UK Government, if it were to come out explicitly in favour of high-speed rail to Scotland, would also help.

Mark Griffin: If I remember correctly—I apologise if I am wrong—the budget line for high-speed rail has reduced from last year's budget. Are you able to tell the committee why that is the case?

Aidan Grisewood [Director of Rail, Transport Scotland]: Again, that is tied in with the minister's previous answer about waiting for the results of the joint study. The budget is for planning work. Obviously, the scale of the investment that would be needed to take high-speed rail forward would be in the hundreds of millions of pounds, rather than the few million pounds that you are talking about.

I think that the figure is down from about £4 million to £1 million or £2 million. Essentially, that is for planning work for the business case. We have talked about taking forward work subsequent to that, but we are waiting for the results of the joint study in order that we can give a fully informed picture on the options to ministers.

Derek Mackay: I will assist Mr Griffin on the Edinburgh to Glasgow question. There is, in any event, major investment through the Edinburgh to Glasgow improvement programme. Although it is not about high-speed rail, that improvement project will, nonetheless, be substantial. Any future investment in high-speed rail hangs on the joint study and the UK Government taking a view and a decision, and then there being a partnership decision. That

answers the budget line question. There will be consequences for us. In respect of the UK position, high-speed rail is connected to the joint study.

The Secretary of State for Transport **Patrick McLoughlin MP** (Derbyshire Dales, Con) remarked on 04/12/14 in the House of Commons that one of the principal reasons for developing HS2 was to allow more opportunities to provide more local services.

The Department for Transport and HS2 Ltd **published** a note [09/12/14] explaining the Court of Appeal's judgment on whether a strategic environmental assessment was required before making HS2 safeguarding directions. The Court of Appeal found in the Government's favour and agreed with the High Court's previous judgment that a strategic environmental assessment was not required before making safeguarding directions to protect the planned route for Phase One of HS2.

The **House of Lords Economic Affairs Committee** announced [17/12/14] details of the next session of its ongoing 'Economic Case for HS2' inquiry. On Tuesday 13 January at 3.35pm, in Committee Room 1 of the Palace of Westminster, the Committee will hear from Sir David Higgins, the Executive Chairman of HS2 Ltd.

2. Media Update

Archie Norman argued in the Daily Telegraph [06/12/14] that HS3 is a **seriously potent economic idea**: a fast train between Manchester and Leeds and improved road links would effectively combine the two strongest, most entrepreneurial cities of the North. Transport is the key to scale and critical mass. However, the article also notes that even the Government's early flagship infrastructure project, HS2, is of far greater benefit to London for the simple reason that it will enable people to get there faster.

The BBC reported [09/12/14] that **campaigners** have lost their latest legal challenge to the first phase of the proposed HS2 high-speed rail line after opponents of the link - between Birmingham and London - accused the government of unlawfully failing to carry out a strategic environmental assessment. They said such an assessment might help to alleviate problems being caused to local people and businesses. However, three Court of Appeal judges unanimously rejected the challenge.

The Telegraph reported [10/12/14] that a group of MPs is campaigning for **farmers, rural business owners and holiday-let operators** whose properties will be demolished to make way for HS2, but will not benefit from the tax relief afforded to residential homeowners. In a letter to the Treasury, the attorney general Jeremy Wright QC, the minister for Europe David Lidington and a host of other MPs have called for urgent reform to the compulsory purchase system of land and buildings by the Government to compensate for the HS2 line that will run from London to Birmingham.

The Express and Star reported [08/12/14] that shortly after Autumn Statement, **Ed Balls** told the BBC: "In our manifesto there will be no plans for additional spending for infrastructure paid for by extra borrowing." Joe Rukin, campaign manager of Stop HS2, has pounced on this as proof that Labour accepts that "getting national debt down and building HS2 are two

incompatible objectives." HS2 remains deeply unpopular, especially in some leafy Tory constituencies. With five months to go, a pledge to abandon the train could be the rabbit in the hat that puts Ed Miliband in Downing Street.

Ilkeston Today reported [09/12/14] that Stapleford **residents** have said they would prefer to see the HS2 hub built in Toton, not Breaston, after representatives from HS2 gave a presentation to residents about the latest on the high-speed rail project. Phase two is still under discussion in terms of where in the area the train would stop.

The New Civil Engineer reported [11/12/14] that the Mayor of London, **Boris Johnson**, has confirmed he will oppose HS2 unless the route changes. He was speaking to opponents of the £43bn project in Ruislip earlier this week, reports Get West London. Johnson, who is standing as Tory MP for Uxbridge and South Ruislip at the General Election next May, wants the Heathrow spur scrapped, the tunnel through Ruislip extended, and a link built to HS1.

3.   High Speed Rail Scotland Group

HSRS Group to be given update briefing on 18th February 2015 PM.

4.   Edinburgh- Glasgow High Speed Rail

HSRS Group to be given update briefing on 18th February 2015 PM.

High Speed Rail Scotland Group Update   -   08/12/2014

1. HS2 Update

The **House of Lords Economic Affairs Committee** took evidence 02/12/14 as part of its 'Economic Case for HS2 inquiry' from Michele Dix, Managing Director of Planning, TfL; Richard Scott, Director of Corporate Affairs, Virgin Trains; and Richard Brooks, Commercial Director, London Midland.

In the first session with Michele Dix the Committee focused on reports that plans to base the London HS2 terminus at Euston has been abandoned, whether Euston has sufficient London Underground capacity to serve as the HS2 hub without Crossrail 2 and whether the budgeted £2 billion to rebuild Euston is realistic. The session also explored the economic impact that HS2 could have on London.

In the session with Virgin Trains and London Midland the Committee explored a range of issues including the extent of overcrowding on the West Coast Main Line and whether HS2 will solve this problem. The Committee asked whether train operators believe they should be given greater flexibility by the Government to manage demand and overcrowding by using differential pricing to encourage customers to travel at less busy times. The Committee also asked the witnesses whether, if they were awarded the franchise to run HS2, they would seek to charge higher prices than on existing routes and what impact HS2 will have on existing services on the West Coast Main Line.

HS2 was mentioned in the Commons debate [03/12/14] following the **Autumn Statement** by Cheryl Gillan MP (Con, Chesham and Amersham), who asked if the Government would consider extending its stamp duty reforms to abolish stamp duty on the purchase of replacement property by landowners who are affected by infrastructure projects such as HS2. The Chancellor George Osborne replied that HS2 will also go through his constituency. He said he would look at any ideas that Ms Gillan puts forward, "but any measure has to be affordable". He also noted that the Autumn Statement document sets out further reforms that the Government intends to make to the compulsory purchase regime.

Stop HS2 commented [03/12/14] on Shadow Chancellor Ed Balls' response to the Autumn Statement, suggesting that he "has again raised the question of whether or not a new Labour Government would scrap the project, after telling the BBC that there would be a manifesto commitment from the party not to borrow money for infrastructure projects". The press release quotes the Shadow Chancellor as saying: "I've said very clearly to our party that in our manifesto there will be no plans for additional spending for infrastructure paid for by extra borrowing. With these deficit figures so big, the priority has to be to get the current budget into surplus and the national debt falling."

Commenting on the Autumn Statement [04/12/14], **Lord Horam** offered praise of HS3 in the context of infrastructure development in the north of England. He said that he hoped "that the Government will proceed with HS3 whatever happens to HS2. HS3 should take priority because it is good value for money and makes sense."

2. Media Update

In a Spectator article entitled **How HS2 has blighted my parents' lives**, Melissa Kite, 06/12/14, described her family's experiences with HS2.

The **London Evening Standard** reported [05/12/14] that HS2 Londoners will face longer queues for the Tube at Euston station as it struggles to cope with a surge of passengers from Britain's new high-speed rail line.

City Am reported, 08/12/14, UKIP's plans to **throw the rule book out of the window** by slashing aid, scrapping HS2 and raising taxes.

The Independent, 03/12/14, ran a feature entitled **From London to Birmingham, what do local people really think of the proposed HS2 project?**, their correspondent Tom Jeffreys set out to follow the proposed HS2 route. Along the way "he met the reality that no line on a map could ever trace".

3. High Speed Rail Scotland Group

No news of import to report.

4. Edinburgh- Glasgow High Speed Rail

No news of import to report.

Midlothian Local Development Plan

Action Programme

Response by SEStran

Thank you for the opportunity to comment on the draft Action programme

SEStran has previously commented on the Main Issues Report and trusts these comments have been fully considered.

The development policies recognise the importance of sustainable development and the actions to monitor/implement appear to be adequate.

Most important to SEStran is the actions associated with the transport policies and these are very much in line with previous submissions and our Regional Transport Strategy. As recognised the output from the Cross Boundary Transport Technical Group will have a significant impact on the ability to fund transport infrastructure associated with new development. The implications of this should be picked up in the supplementary guidance.

It may be worth considering the potential role of SEStran in helping to implement these strategies and reference to the Regional Transport Strategy may reinforce the policies and actions referred to. It is not appropriate for SEStran to comment on the infrastructure requirements for each individual site.

In general the Action Programme appears to be a well thought out document with appropriate actions identified.

Air Quality Strategy for Fife 2015 - 2020

Comments by SEStran

Thank you for the opportunity to comment on the above strategy

In general the strategy is well produced and provides a practical basis for reducing emissions from transport.

The references to SEStran are appreciated, together with recognition of some of the issues highlighted in the Regional Transport Strategy, especially the importance of encouraging sustainable development to reduce the need to travel by car.

A particular point worth highlighting might be the use of the car for short journeys, which can perhaps be more easily targeted in identifying alternatives to car use. For example the 2011 census indicates that for residents of Cupar and Dunfermline slightly under half of journeys to study and work are under 5km in length, and of these, 25% (Cupar) to 35% (Dunfermline) are made by car (not including car passengers).

The reference to the emerging Scottish Low Emission Strategy is welcomed, but the potential for the introduction of Low Emission Zones could also be usefully be added.

I appreciate that this is a high level guidance document but in para 12 it may be useful to the reader to be informed of some of the measures being considered in relation to the actions.

Overall the strategy is an easy to read informative document, and subject to the endorsement of the Partnership Board, SEStran will be happy to sign up to it.

SEStran

12 February 2015

Formal consultation on the Proposal to relocate West Calder High School

Response by SEStran

Thank you for the opportunity to respond to the above consultation.

In general we are in favour of the relocation of the West Calder High School as the proposed site is in a more sustainable location, allowing potentially improved access to children walking and cycling to school. Also the reliance on school buses and the car will be reduced. It is essential that walking and cycling access should be carefully considered to ensure easy and safe access to the school.

However there is concern about some of the aspects of the proposals for road access to the school and its junction onto the A71. The crossing of the railway will be a problem that needs to be resolved. No doubt your Transportation Section will give advice you more detailed advice on this proposed access.

ICIC Freight Transport in Scotland – Consultation Response

This joint response is submitted by the Chairs of the Regional Transport Partnerships (RTPs). The Partnerships are statutory bodies with responsibility for preparing and delivering Regional Transport Strategies for all regions of Scotland.

The RTPs have close links with the freight industry through Freight Quality Partnerships (FQP) or Freight Fora which cover a large part of Scotland. These bring together RTPs, local authorities, national associations representing freight and road haulage, road and rail haulage, ports, major freight users and local business. Meetings of FQPs and Freight Fora are held generally at six monthly intervals and cover the Hitrans, Nestrans, SEStran, SPT and Tactran regions.

The RTPs have also been involved in a number of European Union funded research projects concerning freight transport, with a particular focus on sustainability. These have included:

- ENCLOSE: Sustainable urban logistics in small and medium size historic cities
- Food Port: The North Sea Region (NSR) as a key food cluster based on sustainable transport
- i-Transfer: Sustainable ferry operation
- LaMiLo: "Last Mile" sustainable logistics
- Lo-Pinod: Logistics optimisation for ports
- Weastflows: Efficient and sustainable freight transport in NW Europe

The responses to the Committee's detailed questions below are founded on the discussions held at FQPs and Freight Fora, and experience of participating in the above EU programmes.

Key issue

The RTP's experience of the above EU projects has highlighted a key issue for public agencies trying to support more efficient and sustainable logistics: **fragmented and partial data on freight movement** whether within Scotland, the UK or internationally. The position is not very different from 2006: "*Lack of appropriate freight and logistics data for transport planning. One important reason why freight analysis has lagged behind that of passenger travel is that there are significant gaps in the evidence base for freight and logistics. Information on freight movements is not currently available at an adequate level of detail to reflect the underlying supply chain characteristics. This makes it difficult to forecast future changes, and interface with road passenger transport analysis at the national and regional levels. This could affect the ranking of investment priorities." (Scottish Freight Strategy Scoping Study, prepared for the Scottish Executive: Final Report, 9 June 2006)*

The consequence is that freight movements can usually be examined only on a single mode/ single journey segment basis, or on the basis of throughput of freight facilities such as ports and rail terminals. For example, the potential for transfer of freight movements between Scotland and a mainland European destination from long-distance road haulage to a southern England port for onward sea transport, to a short road haul to a Scottish port for onward sea transport may not therefore be apparent. The answers to some of the Committee's questions below can therefore only be based on limited evidence.

Can you identify the main infrastructure and policy obstacles to the free flow of freight in Scotland, whether carried by rail, road, air or sea?

The RTPs believe that the main infrastructure and policy obstacles to the free flow of freight in Scotland are:

General:
- need for a revised strategic overview of freight/logistics policy for Scotland – the Freight Action Plan for Scotland was published nine years ago in 2006
- closer partnership working between public and private sectors to increase efficiency and sustainability
- better integration of freight issues into transport planning processes (e.g. through RTPs)
- improved information services for shippers (e.g. multi-modal route planners)

Rail:
- better understanding of the role of inter-modal freight terminals in encouraging greater use of rail
- gauge restrictions are still a problem in some places limiting container traffic
- limited or no access to port facilities including Dundee, Methil, Montrose and Perth, also retention of the link to Rosyth is vitally important
- need to develop further inter-modal facilities (e.g. M8 corridor around Bathgate and Dundee) similar to Grangemouth
- difficulties in terms of cost and speed of response of the rail industry to potential bulk movements, particularly timber

Road:
- interaction between strategically valuable freight traffic and inefficient single occupancy cars – for example, cross-Forth movements and in the Glasgow area
- need to dual key links, particularly A1 in Scottish Borders, A9 between Inverness and Perth and A96 between Inverness and Inverurie and complete improvements to the A75 and A77 across Dumfries & Galloway – though this may encourage more long distance road freight contrary to sustainability and carbon reduction policies

Sea/Port:
- inadequate freight handling on the east coast, especially the Forth (NPF3)
- structural/ownership issues in relation to port facilities More active promotion/support for additional/modernised freight handling capacity
- more active promotion/support for additional/modernised freight handling capacity.

How can Scotland's rail, road, air and sea freight routes to the rest of the UK, to Europe and worldwide be improved?

The RTPs believe that the following improvements would improve connectivity for freight between Scotland and the rest of the UK/Europe:

General:
- Improved information services for shippers (e.g. multi-modal route planners)

Rail:
- HS2 to release network capacity for freight trains in southern England - capacity problems are hindering long-distance rail freight
- further electrification to improve efficiency/ sustainability

- further gauge enhancement
- better understanding of the role of inter-modal freight terminals in encouraging greater use of rail

Road:
- completion of dualling is needed on key routes between Scotland and major destinations and ports in England, in particular the A1 in Northumberland and the A66 between the M6 and A1/A1(M) which provides the main link to the ports on the Tees and Humber

Air:
- it is important to recognise the role of air freight particularly at Edinburgh and Prestwick
- air freight benefits if there were more direct international flights, catering for either dedicated air freight or hold cargo on passenger services – especially to the Far East

Sea/Port:
- promotion of 'sustainable gateway' approach to ensure efficient and sustainable logistics
- enhancing role of coastal/short sea shipping which may be adversely affected by the impact of the sulphur directive
- improved direct ferry connection(s) to mainland Europe
- addressing problem of shortage of return loads / cost of repositioning empty containers (export tonnage is greater than import tonnage).

How can the Scottish Government structure its freight grant schemes to support the switch of freight to more sustainable modes of transport?

We believe that a number of the conditions and criteria have, to date, severely constrained the effectiveness, attractiveness and potential of the schemes. The costs of transporting freight by road have been increasing as a result of fuel and other inflationary cost pressures. The economic and environmental benefits of encouraging modal shift in favour of more sustainable modes, particularly for longer distance flows, is generally acknowledged. It is essential that schemes such as FFG offer a viable and attractive mechanism for stimulating private and public sector action on developing facilities and initiatives which contribute to National and Regional Transport Strategy objectives of transferring freight from road to rail and water-borne alternatives. The main issues are:

- the bureaucratic nature of the current schemes and relative lack of recognition of the benefits of FFG within the eligibility criteria and monetisation of road miles benefits, have made the schemes unattractive and led to them not achieving their full potential, in terms of attracting private sector interest and take up of previous years' grant availability
- improvements could be made by both simplifying and revising the calculation of road miles savings on a basis that does not effectively disincentivise proposals for effecting modal shift for freight hauled over longer distances
- current requirements to undertake all work within a single financial year should be eased to enable implementation to be spread across financial years, reflecting the reality of project development and tendering time scales, constraints on working, etc.
- a streamlined process should be considered for smaller schemes of perhaps short duration that could allow experimentation without the need for long term capital commitment

- FFG should be extended to allow promotion through public bodies, as well as the private sector. It should also be made possible to add FFG to other funding, such as EU grants
- consideration of support should be given to third party operators/promoters of inter-modal hubs or other services that promote sustainable freight transport options
- weightings could be added to higher value, possibly export-bound products
- eligibility should be widened for funding to include urban consolidation centres
- consideration should be given to extending eligible expenditure which is supported by FFG to include additional road improvement and maintenance costs on the local road network in the vicinity of proposed facilities, where the impacts associated with serving rail/water freight facilities can result in increased maintenance requirements being imposed on local roads authorities.

Are there are any European Union initiatives which could provide further opportunities for Scottish freight transport?

There are further EU opportunities through the TEN-T programme, albeit it is limited for Scotland, and Interreg and other projects. A major issue with EU funding opportunities is the need for match funding and it is believed that the Scottish Government should establish a fund to support match funding requirements.

How can the freight industry make a contribution to greenhouse gas emissions reduction?

There is scope for the freight industry to contribute to a reduction in greenhouse gases through:

- a more objective consideration of alternatives to long-haul road transport – this can be supported by better information now becoming available – e.g. on-line multi-modal route planners
- ensuring the most efficient vehicle designs, engine types and driving styles (for all modes)
- maximising vehicle/vessel utilisation and route choice (efficiency)
- encouraging more efficient urban logistics – e.g. urban consolidation / logistics service centres and use of low carbon delivery vehicles. These can be combined in a local authority based Sustainable Urban Logistics Plan, such as that produced by Dundee City Council and Tactran in 2014.

Which policy changes, or infrastructure improvements, are required to increase the flow of goods through Scotland's major sea ports?

These are outlined in the answers to the questions above, though it is believed that increasing the flow of goods through ports should not be an objective per se.

Conclusion

The RTPs believe there is a need for partnership working to develop alternative approaches, especially because of lack of detailed data in the public arena. The Regional Transport Partnerships are in a particularly strong position to assist in delivering this wider focus given regional nature of major gateways and logistics operations and links with the freight industry and public sector partners through the network of FQPs and Freight Fora.

Regional Transport Partnerships Chairs meeting

Ayre Hotel, Orkney

4   March 2015

1.0   Purpose of Report

The purpose of this report is to inform members of a Scottish Government consultation on a Low Emission Strategy and to provide a draft response for consideration.

2.0   Scottish Government's draft Low Emission Strategy

The Scottish Government has published a consultative draft of a Low Emission Strategy for Scotland and are seeking views on this new national strategy to tackle air pollution. The consultation invites contributions on proposals aimed at making Scotland's air amongst the cleanest in Europe.

The draft national Low Emission Strategy sets out actions already being taken by the Scottish Government and its agencies, health boards and local authorities to tackle air pollution. It also contains proposals for improving air quality across the country by, for example, better co-ordinating policies at national and local level. The draft national Low Emission Strategy can be accessed from the Scottish Government website at: http://www.scotland.gov.uk/Publications/2015/01/3287

Although there has been progress towards reducing emissions across Scotland in recent years (emissions data released last year shows that, between 1990 and 2012, nitrogen dioxide has decreased by 65 per cent, particulates by 60 per cent and sulphur dioxide by 79 per cent), the document highlights that more needs to be done particularly in towns and cities where pockets of poor air quality remain. The Government wants to work with local authorities, businesses, the third sector and the general public and therefore the draft strategy provides a framework within which various agencies can work together to achieve the vision of Scotland's air being amongst the cleanest in Europe.

A draft response is attached as Appendix A to this report. Chairs are asked to endorse this as a common response on behalf of the seven RTPs or to add any further comments which they would wish to be included. Individual Partnerships may wish to make their own representations in addition to the common response.

The consultation closes on 10 April 2015.

3.0   Recommendation

It is recommended that the Chairs:

a)   approve the attached Appendix as a common response to the consultation on a Low Emission Strategy.

RD 26 February 2015

Low Emission Strategy
RESPONDENT INFORMATION FORM

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

Scotland's Regional Transport Partnerships

Title **Mr** √ **Ms** ☐ **Mrs** ☐ **Miss** ☐ **Dr** ☐ *Please tick as appropriate*

Surname

Robertson

Forename

Ranald

2. Postal Address

c/o Hitrans

7 Ardross Terrace

Inverness

| **Postcode** IV3 5NQ | **Phone** 01463: 719002 | **Email** info@hitrans.org.uk |

3. Permissions - I am responding as…

Individual	/	**Group/Organisation**
☐	*Please tick as appropriate*	√

(a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate ☐ Yes ☐ No

(b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available ☐

or

Yes, make my response available, but not my name and address ☐

or

Yes, make my response and name available, but not my address ☐

(c) The name and address of your organisation *will be* made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your *response* to be made available?

Please tick as appropriate √ Yes ☐ No

d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate √ Yes

Low Emission Strategy for Scotland
Draft Consultation Response

February 2015

The Scottish Government published its Consultation Draft of a Low Emission Strategy (LES) for Scotland in January 2015. A report was considered by the Chairs of Scotland's seven Regional Transport Partnerships at their meeting in Kirkwall on 4 March 2015 and the following comments were approved as a common response to the consultation.

Scotland's Regional Transport Partnerships are statutory organisations working closely with local authorities and other bodies to, provide strategic transport policy and guidance for transport in their regions. Each has an approved Regional Transport Strategy, which contain policies including those to reduce the effects of transport on climate, noise and air quality and to reduce the environmental impacts of transport, in support of national targets.

The draft Low Emission Strategy recognises the role of Regional Transport Partnerships and the importance of collaborative working, acknowledging the need for strategic and region-wide policies.

It is noted that the LES is focussed on air quality and that other "co-benefits" are seen as secondary, although recognising that "natural synergies" exist. The Strategy could benefit by being clearer in proposing solutions that contribute to multiple objectives, for example that reducing carbon emissions should be a stated aim through complementary policies, rather than a co-benefit. It should not be assumed that improving air quality will necessarily result in reduced carbon – policies should be developed which contribute widely rather than on a single high level factor in the hope that wider benefits will accrue. One example has been the move to diesel cars, with lower carbon emissions but harmful emissions affecting air quality and human health.

CONSULTATION QUESTIONS

Q1 Do you think the Mission, Vision and Objectives for the Low Emission Strategy are appropriate? If not, what changes would you suggest?

The Mission "To protect and enhance health, wellbeing, environment, place-making and sustainable economic growth through improved air quality across Scotland" is supported and welcomed.

The Vision "Scotland's air quality is amongst the best in Europe" should NOT be presented in its currently confusing future/present tense. It should be clear if the Vision is intended to be a future scenario, or if it is a statement of fact. We would suggest rewording this statement for clarity to read "Scotland's air quality *will be* amongst the best in Europe".

The six Objectives are supported, although it is suggested that the Transport Objective should be re-ordered and widened to recognise that technology and flexibility may also have a role to play in reducing emissions from transport through more flexible working practices, video-conferencing, online retailing, etc.   It is suggested that the Objective should be changed to read "A Scotland that reduces transport emissions through enabling fewer trips; promoting modal shift away from the car; and supporting the uptake of technology and cleaner fuels, to lower emission alternatives."

Q2 Do you think the proposed actions will deliver the Mission, Vision and Objectives? If not, what changes to the actions would you suggest? Are additional actions required? If so, please suggest what these might be.

The Actions on pages 5, 6 and 7 do not correspond to the Actions contained throughout the document.
Many of the Actions on pages 22 to 34 lack any target dates for implementation (e.g. a 100% declassification of Local Air Quality Management Areas); the Actions appear to be unfunded and aspirational – the actions should be clearer and should be focussed on what Scottish Government can do. For example, rather than "Local authorities should ensure…." , the wording should be along the lines "The Scottish Government will provide funding to support local authorities to…"

Q3 Does the Setting the Scene section summarise accurately the current policy situation? Please suggest changes if not.

It is noted that between 1990 and 2012, Scotland has seen a 59% reduction in particulates, 65% decrease in oxides of nitrogen and a 79% decrease in sulphur dioxide and that air quality in Scotland compares favourably with the rest of the UK and other EU member states. Transport emissions account for 30% of Carbon Monoxide, 38% of NOx and 20% of particulates.

Q4 Does the Way Forward section give a reasonable outline of what further action is needed to deliver an effective Low Emission Strategy? Please suggest changes if not.

The LES states that "Central Government cannot deliver improvements to air quality on its own". However although this is accepted, Government does need to accept its responsibility and take the lead, working collaboratively and consistently with partners to achieve common aims. Trunk roads carry 38.6% of traffic in Scotland, and many Air Quality Management Areas relate to trunk roads.
The Scottish Government needs to ensure that sufficient funding is available to enable implementation of the LES and to enable local authorities to conduct the actions required of them.

The section on Active Travel should provide an opportunity to better influence active travel policy towards achieving the Government's key objectives. For example, proposals contained in the National Planning Framework (NPF3) to develop a national walking network has missed the opportunity to focus where real difference could be achieved, by linking communities and focussing on urban areas – instead, there seems to be a concentration on leisure and long-distance networks for recreation. Similarly, funding for cycling should be focussed on providing real change in every day journeys, short trips within urban areas and focussed on communities.

There is also a missed opportunity to de-clutter the number of agencies and bodies involved in delivering active travel – there are at least 20 agencies involved in promoting active travel, including Cycling Scotland, Sustrans, Paths for All, Living Streets, SNH, as well as the Scottish Government's own agencies such as Transport Scotland and Health Scotland. There is a greater role that Regional Transport Partnerships and local authorities could play in developing locally appropriate initiatives to promote active travel, focussing on the key issues relating to transport and environmental objectives.

The Action to "Consider how statutory Quality Bus Partnerships could be made more effective" seems a very precise action. It is suggested that this should be more outcome focussed, along the lines of "Promoting partnerships between bus operators and local authorities to promote more fuel efficient services and deliver improved services for the benefit of passengers and the environment".

The section on Low Emission Vehicles contains an aim to phase out half of all petrol and diesel fuelled vehicles from urban environments by 2030. The action for "All local authorities to ensure that they have a corporate travel plan consistent with any local air quality action plan" should be extended to "***All public sector organisations***…"

The section on Behaviour Change needs to recognise the number of campaigns and organisations all producing similar-themed campaigns, there is an opportunity to coordinate these and ensure efficiency and effectiveness. The LES states that it "…will support Greener Scotland communication campaigns, encouraging individuals to use the car less to improve their health and their local environment." Again, there may be improvements to be made by de-cluttering and ensuring consistency by collaboration.

Q5 What are your views on the proposals for the National Modelling Framework?

Developing a National Modelling Framework provides the opportunity to ensure a standardised approach in a consistent and meaningful manner. Initial focus on Strategic Development Plan areas could miss an opportunity to involve all relevant local authorities and Regional Transport Partnerships in developing local models and assessments to ensure that transport interventions are also included.

Q6 What are your views on the proposals for the National Low Emission Zone Framework?

Low Emission Zones will require a level of consistency and Scottish Government should take the lead in providing consistent guidance and overview. However, it is important that decisions are made locally, including a regional dimension through coordination with neighbouring authorities and Regional Transport Partnerships to be appropriate for local circumstances. It is important that measures are agreed within regional groupings and are in line with national guidelines.

Q7 What are your views on the proposed Key Performance Indicators? Are any different or additional Indicators required?

Eight KPIs are proposed, but it is unclear how the data should be collected, who should collect it and whether funding will be available where this entails new information gathering. It is agreed that to be effective, the LES will require meaningful monitoring to take place, but it is necessary to produce data or to offer funding for data to be collected.

RDickson/ 26 February 2015

EQUALITIES FORUM

SESTRAN, CLAREMONT HOUSE, EDINBURGH

10AM FRIDAY 13th February

Present

Alastair Short (Chair)	**SEStran**
John Ballantine	**SATA**
Jane Findlay	**Fife Council**
John Moore	**LCTS**
Ken Reid	**East Lothian Access Panel**
Alan Rees	**SATA**
Gordon Mungall	**West Lothian Access Committee**
Moira Mungall	**West Lothian Access Committee**
Dennis Wilson	**Edinburgh Access Panel**
Andrew Hutt	**SEStran**
Lisa Freeman	**SEStran**
Fern Wallingford	**SEStran**

Apologies

David Griffiths	ECAS
Ekta Marwaha	ELREC
Alex Macaulay	SEStran
Kenny Selbie	West Lothian
Terry Barlow	Stirling Access Panel
Lesley Crozier	Midlothian

Ref		Actions
1	**Introduction, Minutes of Last Meeting and Matters Arising**	
	Mr Short welcomed the group and conducted round table introductions. Apologies noted as above.	
	31/10/14 Item 1 Traveline Mr Short summarised issues regarding Traveline and the app, particularly in Galashiels. Mrs Freeman apologized as she did not realise that the action point regarding contacting Traveline was her responsibility. She noted that Traveline is invited to the forum; however she will follow up with John Elliot to be sure that they are aware. Mr Short said that a conversation did take place just after the last meeting, and that Traveline	**Mrs Freeman**

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	recognize that there is a problem in the Galashiels area – it is a network/phone communication problem. **31/10/14 Item 1 Trams Validation** As indicated in the previous minutes, Mr Short contacted Edinburgh Trams and received a response stating that they will validate tickets on board. Mr Reid advised that he has travelled twice and they were quite happy to validate on board, indicating that training has been implemented. **31/10/14 Item 4.1 City of Edinburgh Council, Taxi Card Scheme Budget Proposal** Mr Griffiths, who Mr Short notes is unable to attend, circulated the information to everybody. Some bodies have made comment on it. Mr Rees asked whether SEStran has a role over and above surveying the situation, for example bringing councils together to discuss issues with the proposed Taxi Card scheme. Mr Short responded that SEStran conducted a study in to taxi card scheme throughout the SEStran area, and the findings were so divergent that councils would have to spend a lot of money to conform; asking councils to do this would be a big step. Mr Rees raised the fact that 12 local authorities within the Strathclyde area have a single scheme, while the rest of Scotland has a variety of taxi and rail schemes. He would like SEStran to raise this with the Scottish Government. Mr Short acknowledged that further investigation in to various councils' schemes is necessary. Mr Hutt is to conduct a study to gain an overview of these. Mr Short also suggests that this remain an agenda point for further discussion in future meetings. **31/10/14 Item 4.3 SEStran Bus forum – Displaying wheelchair spaces** Mr Short said that he will discuss the potential to display vacant/occupied status for wheelchair spaces on buses at the next Bus Forum on Friday 20th February.	 **Mr Hutt** **Mr Short** **Mr Short**
2	**Thistle Card Update**	
	Mr Short gave an update on Thistle Card distribution over the last year or so. He says that distribution has dropped considerably, and that it is reaching saturation point. There is a lot more distribution to elderly care, healthcare and disability groups rather than bus companies, councils and libraries. He says that Lothian buses will be putting stickers on the backs of seven hundred buses around the city, so it will be well publicized over the next year. Mr Short said that SEStran has ordered 5,000 more cards in anticipation of more interest. This will bring it to a total of 50,000 cards distributed eventually.	

	Mr Short summarised various similar schemes across the country: Tactran and SWestrans have launched similar schemes, and HITRANS will launch theirs soon. Strathclyde have their own version of the Thistle Card, while Nestrans is looking in to it. Mr Short hopes that the Thistle Card will eventually become a nationally recognized product.	
3	**Mobility Scooters**	
	Mr Hutt compiled a report, which was provided to members via email and printouts, regarding various bus and rail companies' policies regarding mobility Scooters on board. He called the group's attention to Point 3 as a general overview regarding bus and rail service guidelines. He notes that express services in London are the strictest, and can ask for Mobility Scooters to be condensed. Mr Hutt clarified that the weight restrictions provided in the document include the user. Scooters are usually around 65 kilograms, which allows for a lot of leeway in user weight to reach the 300 kilogram limit.	
	He noted that Lothian Buses explicitly state on their website that they do not accept mobility scooters on buses; however Trond Haugen has seen them on board. Mr Haugen and Mr Hutt will ask for clarification on this at the upcoming Bus Forum. Mr Reid adds that Prentis, too, explicitly forbids mobility scooters, however his friend has a Prentis issued permit. He praised Mr Hutt's document for consolidating companies' published statements, but notes that there may be opportunities for flexibility.	**Mr Hutt / Mr Haugen**
	Mr Hutt says that, once approved by the Board at the end of March, this document will be published on the SEStran website so that potential scooter customers can check specifications before purchase. He will also circulate it to the group when approved.	**Mr Hutt**
	Mr Hutt will alert bus companies to the publication and distribution of this document at the Bus Forum. He will also make sure that this is conveyed at the next Rail Forum (10 April).	**Mr Hutt**
	Mr Mungall will pass this document on to SDEF (Scottish Disability Equality Forum), once approved by the Board.	**Mr Mungall**
4	**SEStran Refreshed RTS**	
	Mr Short explained that the SEStran Regional Transport Strategy (RTS) has been refreshed and brought up to date over the past year. It is under consultation until March 3, so he invites the group to view it on the SEStran website and to submit any comments. (Links to Consultation Draft and Appendices)	
	Mr Short circulated a version of the SEStran Equalities Outcome Report,	

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		which has been altered slightly to refer to the updated RTS.

Mr Short acknowledged that the removal of capital funding is a prominent feature of the report; an element that is also coming through in the RTS. He explained that the policies that this document is based upon have not changed - rather the way in which SEStran implements the policies has changed.

Mr Moore noted that public bodies and local authorities are now combining matter of equalities with rights, and creating an Equalities and Rights Impact Assessment (EIRA), foregrounding Human Rights. Mrs Findlay will provide SEStran with a copy of Fife Council's Equalities and Human Rights Impact Assessment for reference.

Mr Reid stressed the importance of *mitigating* disadvantages in strategies and assessments, rather than simply acknowledging them. Mr Moore responded that there is a column in an EIRA for "Mitigating Actions" to outline action being taken. | **Mrs Findlay** |
| **5** | **Emergency Access, Claremont House** | | |
| | | Mr Short said that SEStran had a Fire Risk Assessment carried out recently at Claremont House. One area of concern was how the exit would be managed in case of emergency evacuation during an Equalities Forum meeting.

Mrs Freeman explained that the closest fire exit is to the right upon exiting the Forth meeting room. She checked and confirmed that there is a ramp outside this exit.

Mr Short suggested a "buddy" system in case of emergency, but the group indicated that this would not be necessary, and probably not feasible due to different forum members and office staff on any given day. It was decided that the meeting chair would organize assistance for those needing it, if and when an emergency situation arose.

Mr Short explained that Claremont House meets all requirements, although there is no visual indicator when an alarm sounds. Mrs Freeman suggested that the Office Manager look in to this.

The fire alarm was tested during the meeting, and the group was concerned by how quiet it was from the Forth Room with the door closed. It may be inaudible if a presentation or DVD was playing. This concern will be raised with the Office Manager. | **Ms Wallingford to pass on to Office Manager** |

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6.	**Waverly Haymarket Update**	
	Mr Ballantine said that there was a very low key Waverly access meeting that took place on Monday 9th February. The impression he got from Network Rail was that they are doing their best and that it would have to suffice. Mr Wilson agreed with this impression.	
	Mr Ballantine said that his biggest issue is the number of failed Passenger Assists at Waverly Station, which he believes is due to the large number of different entrances. He said that Abellio Scotrail claim that they will be able to use better technology. Mr Wilson explained that, while there are around 121 CCTV cameras in the station, Network Rail was unreceptive to the suggestion that these could be used near call points to help coordinate Passenger Assists, due to difficulty and cost. He said that CCTV monitors are not actively observed, but believes that they could be used in conjunction with the Passenger Assist call buttons to improve service.	
	Mr Ballantine pointed out that staff are very willing to help, but oftentimes the information is not conveyed to them correctly or timely. He added that all the new stations on the Borders railway are unmanned, so those with disabilities are reliant on the onboard staff. Mrs Mungall said that not all coaches are staffed, and she has often been provided with a taxi instead.	
	Mr Wilson pointed out that the taxi rank in Market Street has been moved to the West, forcing passengers to walk the entire length of the rank to the first vehicle. Mr Reid said that the approach to Waverly Station from Calton Road is difficult with a cane, and would be difficult with a frame or wheelchair. Mr Wilson believes that this whole area is being worked on by the city council at present. Mr Ballantine added that Network Rail are not concerned with matters outside of the station boundary, and similarly passenger assistance requests cannot work outside the boundary, which leaves passengers dependent upon the local council. He stresses that Network Rail and the Council need to work together for this reason. Mr Short said that this issue should be raised at the next Rail Forum, and with Edinburgh City Council.	**Mr Short**
	Mr Short informed the group that there is going to be an invited Stakeholder Event for Abellio held at the Scotsman Hotel on the 13th of March. Mr Short will pass on the names of those interested to Mr Haugen to try and secure invites. Mr Ballantine and Mr Reid expressed interest.	**Mr Short and Mr Haugen**

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7.	AOCB	
	Mr Wilson raised an earlier suggestion to try to expand the number of disability groups attending the forum. He questioned whether the regular attendees of the Equalities Forum could be seen to represent disability groups from Edinburgh, Lothian and the Borders. Mrs Freeman suggested circulating the distribution list to members for alteration and addition. Ms Wallingford will do so next week. Mr Moore also suggested that the 10am start time may hinder more from attending.	**Ms Wallingford**
8.	**Next meeting**	
	The next meeting of the Equalities Forum is scheduled for Friday 8th May, 10am at Claremont House	

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SESTRAN BUS FORUM

DIAMOND JUBILEE ROOM, CITY CHAMBERS, EDINBURGH

10AM FRIDAY 20TH FEBRUARY 2015

Present

Charlie Anderson (Chair)	Non Councillor Member
Councillor Stephen Bird	Falkirk Council
Councillor Derek Rosie	Midlothian Council
Neil Bailey	Edinburgh Coach Lines
Derek Beveridge	Fife Council
Gavin Booth	Bus Users Scotland
Chris Cox	Falkirk Council
Mark Craske	NHS Forth Valley
Chris Day	City of Edinburgh Council
John Dellow	Scottish Borders Council
Ian Forbes	West Lothian Council
Jim Grieve	SEStran
Trond Haugen	SEStran
Andrew Hutt	SEStran
Andrew Jarvis	Stagecoach East Scotland
Alex Macaulay	SEStran
John MacDonald	Community Transport Association
George Mair	CPT Scotland
John Martin	Non Councillor Member
Stuart McNeill	Traveline Scotland
Barry Turner	Non Councillor Member
Fraser Pearce	Moffat & Williamson
Brian Peat	First Scotland East
Neil Renilson	Non Councillor Member
Sandy Scotland	Non Councillor Member
Katrina Scott	Edinburgh Coach Lines
Nigel Serafini	Lothian Buses
Karl Vanters	Midlothian Council
Emily Whitters	SEStran

Apologies

Councillor Donald Balsillie	Clackmannanshire Council
Councillor Tony Boyle	West Lothian Council
Councillor Jim Bryant	Midlothian Council
Councillor Gordon Edgar	Scottish Borders Council
Councillor Norman Hampshire	East Lothian Council
Councillor Lesley Hinds	City of Edinburgh Council
Councillor Adam McVey	City of Edinburgh Council

Councillor Joanna Mowat	City of Edinburgh Council	
Councillor Michael Veitch	East Lothian Council	
Sarah Boyd	Lothian Buses	
David Brown	Clackmannanshire Council	
Tom Davy	Transport Scotland	
John Jack	Non Councillor Member	
Maureen McPherson	West Lothian Council	
Tony McRae	Fife Council	
Amber Moss	East Lothian Council	
Tom Steele	NHS Forth Valley	
Paul White	CPT Scotland	

Ref.		Actions
1.	**Welcome & Apologies**	
	Mr Anderson conducted round table introductions and gave the apologies.	
2.	**Minutes and matters arising**	
	The minutes from the previous meeting of the bus forum were approved by the Partnership Board on the 26th September, 2014. Mr Anderson requested an update on the Thistle card. Mr Macaulay gave an overview as follows: • The Thistle card has been very well received and there is now a high demand for it. Mr Macaulay is to circulate usage statistics following the meeting. • Several other RTPs have either launched the card or are in the process of doing so. This is leading to a progressive rollout of the card throughout Scotland. • Implementation of Thistle card is very cost effective. Around £150 was spent on the service last year. • The Scottish Government are planning a mobility conference on 24th March and SEStran have been asked to do a presentation on the evolution of the Thistle card.	Mr Macaulay
3.	**Transport Scotland; Update on bus issues**	
	Mr Anderson raised the issue of the lack of attendance from a Transport Scotland representative. He asked that Mr Macaulay liaise with the other RTP directors to see if this was an issue for them as well. Mr Anderson requested that the group agree to send a letter to the new transport minister Derek Mackay MSP. Mr Scotland suggested that this letter should reference the recent press release by Transport Scotland which states that they are looking to strengthen	Mr Macaulay

	their relationships with local authorities and regional transport partnerships. Mr Macaulay is to take this forward. Mr Haugen gave apologies for the Transport Scotland representatives who had sent a copy of a press release, as linked to below, to be presented to the forum. http://www.transportscotland.gov.uk/news/bus-play-key-role-scotlands-transport-mix Mr Scotland enquired if members of the forum had any information regarding the amount that Scottish Government will be investing in bus items in the 15/16 financial year. Mr Haugen referred to the press release which confirms an investment of £414million for concessionary travel. Mr Mair stated that CPT have a letter confirming that the in-year adjustment for concessionary reimbursement will fully meet the £202m that has been agreed for 2015/16 with a one year budget for £212 million for 2016/17 as well as a pathway to future negotiations in the years beyond that.	Mr Macaulay
4.	**Bus Regulation (Scotland) Bill; update**	
	Mr Haugen gave an update on the Bus Regulation (Scotland) Bill. He noted that this has not yet gained momentum. The proposal has been amended in light of the consultation process. The Bill is now to extend the powers of transport authorities to regulate bus services through: - Quality contract schemes - Quality partnership schemes - Ticketing schemes - Extending the powers of the traffic commissioner in relation to the registration of bus services The Bill had gained the requisite cross party support, however timing is now an issue as there is only around 18 months left of the current parliament. Mr Haugen noted that if the Bill is not in the timetable by October then it will be difficult to get it passed.	
5.	**Real Time Bus Passenger Information; update**	
	Mr Grieve gave an update on the RTPI system as follows: - SEStran now have a substantial number of First and Stagecoach vehicles fitted out with the RTPI system - The signs in Edinburgh are in use but to a limited extent as there need to be more services uploaded. - The server for RTPI will be moved into a fully operated 24 hour service centre from March, which will aid with reliability issues which have improved recently. - Stagecoach are introducing their own ticket machine	

system onto their vehicles. This covers all of Stagecoach Fife. Between March and June the current kit will be put in First vehicles. Stagecoach will give SEStran a vehicle monitoring feed, resulting in SEStran still being able to produce real time information for Stagecoach.

- The Stagecoach changes mean that SEStran will now have RTPI for all local bus services run by First Scotland East and Stagecoach throughout Fife and into Edinburgh.
- A further advantage from this change is that the RTPI system will be equipped to take in smaller operators who choose to fit their vehicles with a ticket machine based system.

Bus Improvement Fund:
- The BIF award from 2013 will be spent by the end of March 2015
- SEStran have a further 2 awards from BIF to further expand the RTPI system and fit out more vehicles, and to equip TV screens with RTPI in public places such as hospitals and libraries.
- The total expenditure on RTPI is currently just under £5.3 million

Promotion and Usage:
- There was a recent promotional drive for RTPI resulting in a 20% increase in downloads of the app
- It also came to light that many users are accessing bustrackerSEStran through travel line. In total the bustrackerSEStran system is now responding to 650,000 live bus queries per month with a 30% increase from December 2014, the first month which included Traveline requests.

Other current bids:
- Currently pursuing a Scottish enterprise bid on making a commercial venture of the TV screens with RTPI. This is achievable through introducing a charge for installation and maintenance.
- There are 2 bids with the Scottish Roads Research Board. One is to modernise the One-Ticket ticketing mode and the other to research the feasibility of producing RTPI from vehicles using a mobile phone.

Mr McNeill gave his thanks to SEStran for making the link to bustrackerSEStran available to Traveline.

Mr Jarvis noted that the changes being made by Stagecoach would provide automatic vehicle location for the Stagecoach Fife fleet and

	would enable other RTP areas elsewhere to tap in to the same data feed which is freely available.	
	Responding to a query from Mr Anderson regarding the Scottish Enterprise bid, Mr Grieve stated that he is conscious of long term maintenance costs and believes it is appropriate for commercial premises to fund this as there would be benefits such as advertising.	
	Mr Martin questioned the cost of installing the units in public buildings. Mr Macaulay stated that the cost is dependent upon whether the facility has a screen and internet connection for use. The configuration of the screens would be in the low hundreds, rising to around £500-600 if there is a requirement to buy the screen. Mr Macaulay noted that this was very cheap in comparison to external signs which are around £12,000.	
	Mr Craske noted that the requirement for only a screen and internet connection presents far fewer questions about IT issues for using these screens for the NHS.	
	Mr Cox raised the issue of the network requirements of integrating RTPI information with existing council infrastructures. Mr Macaulay noted that this was an important issue that will have to be addressed, highlighting in particular the need for very firm security for installations in the NHS. He also noted that if there is a need for a separate connection then this will impact the cost of the unit.	
	Mr Haugen asked the question of how to get small operators on board with the RTPI system. Mr Grieve has spoken with a number of smaller operators and stated that when they are considering upgrading their ticket machines he would like to encourage them to get a machine that uses RTPI. Mr Bailey stated that currently the cost of replacing ticket machines is prohibitive.	
	Mr Forbes noted his interest in the use of a mobile phone as an RTPI device. Mr Grieve stated that he thinks it is feasible as long as the information provided is of the same level as that currently produced.	
6.	**Update on Projects**	
6.1	Ferrytoll P&R (Fife) Mr Beveridge gave a short update as follows: - There is currently no date regarding the work to the passenger loading platforms. - The facility is currently maintaining around 80% of the car parking usage.	

	Mr Jarvis stated that as part of the work for the new Queensferry crossing there are plans to change the stances at Ferrytoll. This will take away some parking from the other side of the terminal but will address the issue of buses getting held up.	
6.2	South Tay P&R update Mr Haugen gave an update as follows: • SEStran have been given clearance to buy the site • There is an agreement with Stagecoach who will operate the Park and Ride facility • Discussing what procurement route to take but it is likely to be a design and build. • The funding is not yet in place but the steering group are researching potential options. • The scheme is in the Transport Scotland STPR and they are fully on board within the steering group to try and get a complete funding package together.	
7	**Mobility Scooters on buses**	
	Mr Hutt presented a consultation paper on the use of mobility scooters on public transportation. This resulted from discussions at the SEStran Equalities Forum and was expanded to be nationwide. The paper is intended as an information guide to those buying mobility scooters. Mr Macaulay stated that SEStran also intend to circulate the information to suppliers as it is in their interests of customer care. Mr Scotland noted that it would be useful for this information to be distributed to disability groups.	
8	**Current Issues (as relevant)**	
8.1	Local Authorities Nothing to report.	
8.2	Operators/CPT Nothing to report.	
8.3	Traveline Issues Mr McNeill gave a short update on the ongoing redevelopment of the Traveline website. The first phase will be released in March and the whole site including the journey planner will be released by the middle of the year.	
8.4	Bus Users Scotland Mr Booth provided a summary of recent work by Bus Users Scotland. • Previously reported complaints by RTP area but are now doing this on a per capita basis. • The SEStran area is fourth in the number of complaints with the 3 largest companies inevitably attracting the most	

	complaints.	
	• The most common complaints include: service reliability, driver and staff attitudes, buses failing to stop, level of service – the way complaints are dealt with and vehicle condition.	
	• As more people become aware of Bus Users Scotland the number of complaints is growing, resulting in some new recruitment opportunities.	
8.5	CTA Mr MacDonald stated that there are two reports forthcoming. • The first is a state of the sector report on community transport. This will contain information on the size and scope of the sector as well as the issues involved and will be released very shortly. • Transport Scotland have completed a detailed report on the social and economic benefits of community transport which will be released in a few weeks.	
9	**AOCB**	
	Mr Anderson raised the issue of duplication of bus service numbers. Mr Haugen stated that this had been highlighted at the previous bus forum where an informal agreement had been discussed to avoid duplication. Mr Haugen stated that there are now two X62 services, both departing from Edinburgh, one to Kirkcaldy and the other to Galashiels. Mr Haugen stated that it would be helpful to avoid these situations and requested that Mr Jarvis consider a renumbering of the service. Mr Jarvis agreed to look in to it and discuss the issue with Mr Peat. Mr Scotland questioned the effect of duplication on bustrackerSEStran. Mr Grieve stated that it is not an issue in this case as the two services do not use the same stops, however he noted that it could be problematic if this issue occurred where the same bus stops were being used.	
10	**Future Dates**	
10.1	Bus Forum – Friday 21st August	
10.2	Bus Liaison Group – Friday 17th April	

CHIEF OFFICER LIAISON GROUP MEETING
10.00 AM TUESDAY 24TH FEBRUARY 2015

Present:

Angela Chambers	SEStran
Julie Cole	Falkirk Council
Neil Dougall	Midlothian Council
Andrew Ferguson	Fife Council – Legal Adviser to SEStran (from 10:15am)
Peter Forsyth	East Lothian Council
Jim Grieve	SEStran
Trond Haugen	Adviser to SEStran
Andrew Hutt	SEStran
Graeme Johnstone	Scottish Borders Council
Alex Macaulay	SEStran
Graeme Malcolm	West Lothian Council
Bob McLellan	Fife Council
John Saunders	SEStran
Brian Sharkie	CEC
Iain Shaw	CEC – Treasurer Services to SEStran

Apologies:

Mac West	Clackmannanshire Council

Ref.		Actions
1.	**Welcome and Apologies**	
	Noted as above.	
2.	**Minutes and Matters Arising from Chief Officers – 18th Nov 2014**	
	Minutes Approved as a correct record. Matters Arising **A12. Edinburgh Waverley Platforms** Copy of SEStran's letter to Network rail to be circulated to CEC, East Lothian and Scottish Borders Councils. TH to check if the letter was sent to Network Rail.	**TH**
	A5. Projects Report - Urban Cycle Network Refresh AM provided an update on progress to date.	
	B2. ScotRail Franchise Abellio meeting to discuss concordat – *Mr Haugen had not raised the issue specifically, as he understood that each authority was meeting Abellio independently and therefore would have the opportunity to discuss themselves. He noted he would raise the issue as a general item.*	**TH**

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/2.	**Minutes and Matters Arising from Chief Officers – 18th Nov 2014**	
	(B2) Mr Macaulay confirmed that the date of the SEStran Abellio Stakeholder event has been arranged for Friday 13th March 2015.	
	(B2) It was noted that a redacted version of the Abellio contract is on the website and TH will send a copy of the link to Officers'.	**TH**
3.	**Shared Services**	
	Mr Macaulay provided an update to the group and advised that the RTP's Lead Officers' were in the process of arranging a meeting with the Improvement Service and their legal advisers to establish if the RTP's could be the legal mechanism to assist local authorities in delivering shared services across the roads maintenance portfolio. A date has been set for early March and AM will report back to a future meeting. The main concern of the RTP's is if LLP's are formed, it could undermine their position.	**AM**
	Meeting representation was discussed and Dr McLellan suggested a meeting between SEStran, Partnership Councils and the Improvement Service. It was agreed that a joint meeting with the key contacts should be arranged.	**AM**
4.	**Draft Agenda for the Partnership Board – Friday 20th March 2015**	
A1	**Minutes of the Partnership Board meeting – Friday 5th December 2014**	
	The minutes were noted.	
A2	**Matters Arising**	
	C1. SESplan Co-Location Mr Macaulay noted that the lease at Claremont House will expire mid-February 2016.	
A3	**Minutes of the Performance and Audit Committee – Friday 6th March 2015**	
	Meeting scheduled as above.	
A4	**Matters Arising**	
	N/A	
A5	**Projects Report**	
	Update provided by Mr Grieve, with the following key points for noting; RTPI Stagecoach is installing a ticket machine based system on their buses, which is compatible with SEStran's, subject to some minor adjustments. The surplus kit is being installed on First buses and will result in a full fleet of Stagecoach and First buses in the area being equipped. The adjustments being made to the system will allow discussions with small operators to commence. Completion date expected by Dec 2015.	

/A5	**Projects Report**	
	Bus Improvement Fund (BIF)	
	Two awards of £500k each have been granted and will be used to extend the bus fit-out programme and install TV screens in public places.	
	A further bid of £500k has been placed with Scottish Enterprise for the installation of TV screens in business premises and the outcome is expected soon.	
	The general use of technology was considered and the group agreed that there was still a place for RTPI/Information screens.	
	RTPI Media Strategy	
	Following a promotional exercise, access to the app has increased by 600k. This is mainly due to users accessing the system via the Traveline app.	
	Sustainable Travel Awareness	
	Edinburgh College awarded £20k of grant funding from SEStran.	
	Weastflows	
	Project due to end this week, although meetings have been held with MEP's in Brussels to carry forward the work already undertaken on the project in relation to sustainable flows of freight.	
	NweRIDE, CHUMS and Social Care	
	All current projects with links to car sharing schemes.	
	Additional Investment	
	Between £2.61-£3.11m additional funding has been brought into the region by SEStran since March 2013.	
A6	**Finance Reports**	
A6.1	Finance Officer's Report 2014/15	
	Mr Shaw summarised the report and noted the small overspend of £11k in the core budget which will be offset by an under spend in projects; the forecast is that the budget will be balanced. Also for noting is the EU grant income of £620k to be re-claimed and this is being managed through the cash flow arrangements with the City of Edinburgh Council.	
A6.2	Revenue Budget 2015/16	
	Mr Shaw presented the report, advising that estimates had been updated following the Board meeting last December. The report is proposing that Council requisitions remain fixed at £200k (unchanged since 2012/13) and assumes that Scottish Government will continue to support the organisation at the same level of grant funding of £782k. The report outlines two potential savings options and recognises the ongoing financial challenges faced by local government.	
	The savings options were discussed by the group and it was noted that for a £200k contribution, £2.3m of additional funding had been awarded to the region, equating to a leverage of 11:1.	
	Mr Ferguson raised concerns that the saving options could compromise the provision of SEStran's statutory requirements and would require an impacts assessment to be carried out, if approved.	

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/A6.2	Revenue Budget 2015/16	
	The loss of income from SESplan was also noted.	
	The capital budget and the impact of the loss of ring fencing on transport were noted, along with the difficulty of finding resources for match funded projects. It was agreed that Mr Mackay MSP, Minister for Transport and Islands is to be invited to attend a future Partnership Board meeting.	**AM**
	The Local Authority officers confirmed that their approved budgets for 2015/16 included contributions to SEStran at the same level as last year.	
	Mr Macaulay reported that he and Cllr Imrie had met with the Cabinet Secretary, Keith Brown and discussions included the return of the capital budget. A conference is to be arranged and subject to diary commitments, Mr Brown will deliver the key-note speech. Mr Macaulay is looking for support from the partner authorities to set this up.	**All**
	The group also had a brief discussion on the City Deal project.	
A6.3	Annual Treasury Strategy Report	
	Mr Shaw advised that arrangements will continue to be managed by City of Edinburgh Council as outlined in the report.	
A7	**Business Plan 2015/16**	
	Mr Macaulay presented the plan and noted that the format followed previous year's versions. Subject to budget approval, the Business Plan will go through in its current form. Any comments are to be fed back to Andrew Hutt.	
A8	**RTS**	
	Mr Saunders provided an update and advised that as the consultation period runs until 6th March, the report has not yet been finalised. Given the committee timetables, it is hoped that comments can be incorporated into the report in time for the Board, failing that, an option is to put a caveat in the RTS if necessary.	
	Having gone through the formal process, it was determined that a SEA is not required.	
	Mr Saunders noted that in relation to City Deal, SCDI were keen that this should be referenced in the RTS.	
A9	**Rail Stations**	
	Mr Haugen gave a verbal update and advised that the report was to inform members on the progress of the various rail station projects.	
A10	**East Coast Mainline Authorities (ECMA)**	
	Mr Haugen provided a verbal update and noted that ECMA required a contribution from SEStran. The level of contribution is currently being negotiated. ECMA have been effective at lobbying and the group are currently trying to arrange a meeting with Jim Eadie, MSP.	

A11	**Air Forum**	
	This is an additional item and is asking the Board to approve the appointment of Chairs of the SEStran Air Forum and of the Rail Forum.	
B1	**Franchises (Provisional)**	
	Mr Haugen noted that this would be an item of update, subject to there being any notable issues to report.	
B2	**Claremont House Lease**	
	See item A2.	
B3	**Active Travel Funding Update**	
	Mr Macaulay noted the report is an update on progress to date and includes the success of the partner authorities in obtaining grant funding from Sustrans.	
B4	**Minutes of the SESplan Cross Boundary Impacts Group**	
	For information and noting.	
B5	**High Speed Rail Update**	
	For noting. Sir David Higgins, Chair of HS2 had attended meetings of the HSR group and Keith Brown will keep HSR in his remit.	
B6	**Consultation Responses by SEStran – For Noting**	
B6.1 **B6.2** **B6.3** **B6.4** **B6.5**	Midlothian Council Local Development Plan Freight Infrastructure Fife Air Quality Strategy Location of Mid-Calder High School Scottish Air Quality Strategy To be moved to the A agenda.	
B7	**Consultation Responses by Joint RTP Chairs**	
B7.1	Freight	
B7.2	Air Quality Strategy	
B8	**Minutes of Sub-Groups – For Noting**	
B8.1 **B8.2** **B8.3**	**Equalities Forum** – 13th February 2015 **Bus Forum** – 20th February 2015 **Chief Officer Liaison Group** – 24th February 2015	
B9.	**Minutes of the Joint RTP Chairs** – 3rd December 2014	
	For noting.	
5	**AOCB**	
	Mr Macaulay noted that he is a member of the Smarter Choices, Smarter Places Steering Group.	

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6	Date of Next Meeting	
	The date of the next meeting has been scheduled for **Tuesday 2nd June 2015 at 10:00am in SEStran Offices, 130 East Claremont Street, Edinburgh.**	

Regional Transport Partnerships Joint Chairs Meeting
Held in the Thistle Altens Hotel, Aberdeen, on 3rd December 2014 at 9am

Draft Minute of Meeting

Present: Cllr Peter Argyle, Chair Nestrans (Chair of meeting)
             Cllr Ramsay Milne, Vice Chair, Nestrans
             Cllr James Stockan, Chair HITRANS
             Cllr Michael Stout, Chair, ZetTrans
             Cllr Will Dawson, Chair Tactran
             Cllr Russell Imrie, Chair SEStran
             Cllr Tom McAughtrie, Chair SWestrans

In attendance:
             Ranald Robertson, HITRANS (RR)
             Fiona McInally, HITRANS (FM) – Minute Taker
             Eric Guthrie, Tactran (EG)
             Alex Macaulay, SEStran (AM)
             Michael Craigie, ZetTrans (MC)
             Derick Murray, Nestrans (RD)
             Harry Thomson, SWestrans (HT)
             Bruce Kiloh, SPT (BK)
             Ewen Milligan, Transport Scotland (EM)

Apologies:
             Cllr Jim Coleman, Chair SPT (Chair)
             Eric Stewart, SPT (ES)
             Tom Davy, Transport Scotland (TD)
             George Eckton, CoSLA (GE)
             Kieran Jackson, CoSLA (KJ)

Item   **Action**

1.   **Welcome and Apologies**
     Cllr Peter Argyle welcomed everyone to the Nestrans area and
     noted apologies for the meeting. This is Cllr Argyle's last meeting as
     Chair of Nestrans, due to the practice of switching Nestrans Chair
     between Aberdeenshire Council and Aberdeen City Council midway
     through each term. Cllr Ramsay Milne, current Vice Chair will
     become Chair in January 2015, and Cllr Argyle will become Vice
     Chair at this time.

2.   **Presentation by Nestrans**
     Mrs Fiona Goodenough from Aberdeen City Council provided a

presentation on FCHJU Commercialisation Study and Hydrogen Buses. This was followed to a visit to one of the buses.
This was followed by a Q+A session.

Fiona Goodenough highlighted the launch of Aberdeen hydrogen site March 2015. All RTP lead officers and chairs to be invited.

Action: Invites to be circulated via Nestrans

Note: This item also links into 7.ii from the board meeting.

Cllr Argyle finished this session by thanking Fiona for the presentation and arranging the Hydrogen Bus visit.

3.   **Minutes of the meeting held on 3rd Sept**
The minutes of the previous meeting were approved, noting that Item 6.1 be amended to clarify that DM represented whole of Scotland on the National Connectivity Taskforce.

Matters Arising (not covered elsewhere on agenda)

(i)   **RTP/Cycling Scotland Liaison, Verbal Update**
EG updated Chairs following his attendance at the Cycling Scotland AGM. He has been appointed as a full board member for 2 years to represent RTPs. This will enable better engagement going forward.

A few items to note:
CS will be getting in touch with RTP and LA's for 2015 give be cycle space
Likewise keen to expand cycle friendly communities.
Looking to expand pedal for Scotland events into other areas for 2015.

Action: EG will provide update at future meetings.   **EG**

Roads Collaboration programme
AM provided a verbal report, with reference to a briefing note from SEStran legal adviser for the RTPs and a letter from the Roads
(ii)   Collaboration Programme CEO.

AM went through this report with RTP chairs, which involved a lengthy discussion:
  • Concerns were raised at last RTP hairs related to the work of Improvement Service, in particular their road review.
  • Solution being put forward by Improvement Service / RCP legal advice is that a 'limited liability partnership' which requires a board made up of LA's which is a separate legal entity. In this case the provision of services is moved from the LA to the partnership. This model is currently used for waste services in Scotland.
  • Page 3 of note provides an alternative model to the limited

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liability partnership.

- The lead officers had a telephone conference with the Improvement Service as part of their recent meeting, alongside representation from SCOTS where concerns were raised.
- The Improvement Service will be providing workshops during December to provide an update to elected members on their work with regards to road collaboration.
- AM circulated a letter from Colin Mair, CEO of Improvement Service, which is provided in circulated documents.
- AM concern is that the legal position of RTPs is not clear at present through Improvement Service work. RTPs model needs worked up and evaluated, so that it can be taken into consideration by the Improvement Service moving forward.
- AM is reluctant to engage a QC to move this matter further without full support of RTP chairs.

Chairs raised significant concerns with the tone, accuracy and detail of the letter from Colin Mair, Improvement Service. Chairs also raised concerns on the lack of involvement by elected members in the RCP process and the scale of decision making on models that appears to be happening without reference to senior officials let alone elected members.

Cllr Stockan and Cllr Milne attending workshop on 5th December.

Actions:

Chairs agreed that lead officers should engage with their legal teams on a collective basis and if required SEStran to engage a QC on behalf of all RTPs.
RTP Chairs to respond to Roads Collaboration Programme CEO letter, highlighting the inaccuracies. EG will provide before Friday 5th December.
Cllrs Milne and Stockan to state RTP chairs concerns at the Elected Members event in Aberdeen.
All lead officers to engage collectively with their legal advisers.
RCP Programme to be included as item on next RTP chairs agenda meeting.

(iii)   TEN-T Infrastructure and Priorities

EG and RR to liaise on contacting the TEN-T commissioners and inviting them to a future Chairs

Action: EG/RR to update at a future meeting.   **EG/RR**

Items for discussion/Decision

4.   RTP/COSLA Working Group Paper

BK provided a report on the working group discussion paper, within

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the context of the new Transport Minister, MSP Derek MacKay being appointed.

The working group paper was discussed to determine how Chairs wished to take this work forward. EG asked EM where this sits in Scottish Government, as this paper was signed off by the previous minister prior to referendum.

Previously Transport ministers were invited to all of the RTP Chairs meetings. RI suggested that a letter is put forward to the Minister's office with future dates and that this be treated as a standing invitation to the Minister.

Action: That a letter is prepared inviting the Minister to attend all 2015 RTP Chairs meetings.   **RR**

5. **Active Travel/Behaviour Change Issues**

(i) **Smarter Choices Smarter Places Funding**
DM provided a copy of the letter to Local Authorities outlining the distribution of £5M for Smarter Choices Smarter Places which has been agreed by CoSLA. Caveats to this fund:
- Fund being administered by Paths for All
- Each of the LA has to bid for their own funding, and has to meet certain criteria including match funding and strict rules on what the money can be spend on.
- Money cannot be spent on infrastructure. It is for Behaviour Change.
- Difficulty is that money is only for 1 year, which limits the scope of behaviour change funding.

Action: To discuss with minister and CoSLA at future meetings.

(ii) **Scottish Government Long Term Active Travel Vision**

EG provided a copy of the Long Term Vision. It is anticipated that there will be a future Action Plan associated with this. Active Travel is becoming cluttered landscape between NPF 3, CAPS, NWS, Local AT strategies being encouraged.

Action: RTP to invite those TS leading Active Travel strategy to attend a future Chairs meeting.

6. **Rail Issues**

(i) RR provided a verbal overview of the report on page 11.
Chairs noted report, and agreed to invite Abellio to a future meeting to provide a presentation on their plans. This should perhaps take place after they assume operational responsibility.

Action: RR to take forward this request at an appropriate time after the franchise changeover in April 2015.

(ii) **High Speed Rail Report**

AM provided a report on High Speed Rail.

Second piece of work which affects RTP is HS2. Report is likely to be with Department for Transport by end of the year.
-Scottish HSR group has fed into this process. 2 major objectives. Increased Capacity and journey times to London of under 3 hrs from Scotland. Awaiting information being released by minsters.
Chairs noted report.

Chairs noted update.

7. **Bus Issues**

(i) **Bus Investment Fund**

RR provided a report on 13 projects which were successful as listed. Many of successful projects are from RTPs.

Action: For chairs to respond via letter on positivity of BIF for RTP's and local areas.

(ii) **SCA Hydrogen Bus Initiative**

Report noted and recommendations agreed**.**

8 **Aviation Issues**

(i) **Davies Commission /Natural Connectivity Task Group**

DM provided verbal update, highlighting the 3 proposals within the Davies commission going forward. It is becoming clearer that Heathrow is a better option going forward in terms of connections with key cities, whereas Gatwick rates higher on environmental issues.

Chairs noted the report.

9. **Ferry Issues**

(i) **Ferry Fares Freight Review**

RR provided a report on the ferry freight fares review, which he attends along with MC.

Chairs noted report and agreed to the recommendation that the Lead Officers consider whether a joint RTP response is to be submitted.

(ii) **Northern Isles Ferry Services Contract**
MC provided a report on the agreement between TS and OIC, SIC going forward for 2018 contracts going forward. With an open approach to discuss constraints and opportunities for the ferries contracts. It is a partnership approach between OIC, SIC, HITRANS and ZetTrans to ensure positive work moving forward, to ensure the most suitable contracts are developed.
Chairs noted report.

Ferry Services Joint Working
MC provided a verbal update. Going forward over £ 0.5 Billion being spent in various ferries contracts and reviews and technologies going forward, and should a joint working mechanism be developed.

Action: MC to bring a paper looking at opportunities for future **MC**
service development planning to the next meeting.
AM highlighted this report would be better sooner, due to EU sulphur directive being introduced shortly.

Chairs noted update.

10. **Dates of 2015 Meetings**
Chairs agreed the dates.

11. **AOB**

(i) **Scottish emissions partnership (STEP conference, being led by SEPA).**
EG Raised some concerns as Transport is mentioned within this work, but no mention of RTP or regional policies. It Proposes a lot of working groups looking at separate issues. For Transport TS and LA mentioned, but RTP omitted.
Action: BK is the STEP contact and will ensure RTP's are **BK**
involved.

(ii) **SG Infrastructure and capital investment committee freight policy consultation.**
EG provided verbal update on this work from the ICI which has a deadline 16th January for consultations/discussion?
Action: RTP lead officers to take forward and respond. EG to **EG**
compile response.

(iii) **Audit Scotland external audit issues**
RR raised the recurring issue HITRANS has with Audit Scotland questioning the appropriateness of RTPs ability to have a reserve for any underspend within the financial year. HITRANS contend that we have the ability to carry a 10% underspend based on an email

provided to our finance officer when the RTPs were created as statutory bodies.

A discussion followed on practice among RTPs and it was agreed that all RTPs would appreciate a copy of the HITRANS email and further discussion take place at lead officer meetings to develop a request for Transport Scotland to consider issuing RTPs with new guidance that they can use as part of their external audit processes.

Action: RR to circulate email regarding 10% underspend to RTP lead officers.   RR

EM and Transport Scotland are aware of issues, and highlighted that this issue requires primary legislation to address. Given commitment to raise issue between SPT and ministers going forward, if a appropriate legislation vehicle has been resolved. This should also be the case for the other RTP areas.

Action EM to update on progress at next meeting   EM

Action: To be an item for future meetings.

(iv)   **United Nations, rights of those with Disabilities.**

EM highlighted that this now applies for all policies including Transport. Scotland, as part of UK is required to submit evidence going forward. Jill Mulholland is collating this work going forward and will liaise with RTP's to provide evidence. TS hoping to host workshop in the year to discuss.

Action: EM to provide update at next meeting   EM

12   **Date of Next Meeting**

3/4th March at ZetTrans

13   **Items for Noting –Chairs noted all items.**

14   **Transport Scotland Bus Service Registration Consultation**

15   **Community Empowerment (Scotland) Bill Call for Evidence**

16   **Community Empowerment (Scotland) Bill Call for Evidence**