

**SESTRAN SUSTAINABLE TRANSPORT FORUM  
TUESDAY 3<sup>RD</sup> MAY 2016, 10:00AM**

**PLEASE NOTE VENUE LOCATION**

Sustrans, Rosebery House, Clifton Terrace, Edinburgh, EH12 5EZ

**AGENDA**

- 1. Introductions / Apologies**
- 2. Minutes of Last Meeting**
- 3. Matters Arising**
- 4. Sustrans Update**
- 5. Transport Scotland – ERDF Funding for Low Carbon and Active Travel**  
Heather Cowan, Transport Scotland
- 6. Tripshare Update**  
Dave Kinnaird / Laura Watling, Liftshare UK
- 7. Smarter Choices Smarter Places 2016/17**  
Gary Bell, Paths for All
- 8. Real-Time Passenger Information**  
Catriona Macdonald, SEStran
- 9. One-Ticket Smart App Launch**  
Update provided by Stuart Lockhart
- 10. SEStran Grant Schemes for 2016/17**
- 11. Any Other Business**
- 12. Close**



SESTRAN SUSTAINABLE TRANSPORT FORUM

10:00AM THURSDAY 30<sup>TH</sup> APRIL 2015

SUSTRANS OFFICES, ROSEBERY HOUSE, 9 HAYMARKET TERRACE, EDINBURGH

**Present**

Sandy Scotland (Chair)	Non Cllr Member
Cllr Jim Bryant	Midlothian Council
Gillian Bathgate	Midlothian Council
Gary Bell	Paths for All
Garry Bertie	Scottish Water
Nikki Boath	SEStran
Aileen Brand	Sustrans
Clive Brown	City of Edinburgh Council
Emma Crowther	University of Edinburgh
Pauline Donaldson	Forth Valley College
William Dove	NHS Fife
Andy Keba	Sustrans
Kate Fitzpatrick	SRUC
Carlyn Fraser	Clackmannanshire Council
Lisa Freeman	SEStran
Rona Gibb	Paths for All
Stuart Hay	Living Streets
Andrew Hutt	SEStran
Susan Keelyside	Fife Council
Scott Leitham	Peter Brett Associates
Alex Macaulay	SEStran
Deborah Paton	West Lothian Council
Jamie Pearson	Edinburgh Napier University
John Pinkard	Ansons Consulting
Iain Reid	East Lothian Council
Sarah Ryan	SEStran
Keith Stark	City Car Club
Adam Watson	Falkirk Council
Martin Webb	Edinburgh College
Andrew Weir	Peter Brett Associates
Emily Whitters	SEStran
Paul Wright	Cycling Scotland

**Apologies**

Cllr Donald Balsillie	Clackmannanshire Council
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Cllr Tony Boyle	West Lothian Council
Cllr Nick Gardner	City of Edinburgh Council
Cllr Lesley Hinds	City of Edinburgh Council
Cllr Alex Lunn	City of Edinburgh Council
Cllr Adam McVey	City of Edinburgh Council
Cllr Cathy Muldoon	City of Edinburgh Council
Cllr Michael Veitch	East Lothian Council
Barbara Aitken	St Andrews University
Charlie Anderson	Non Cllr Member
Heather Cameron	CHANGES Community Partnership
Laura Copley	Young Scot
Lesley Deans	Clackmannanshire Council
Ronnie Fisher	West Lothian Council
Karen Furey	Transport Scotland
John Martin	Non Cllr Member
Christine McDougall	Edinburgh College
Kevin Murphy	Edinburgh Airport
Cecilia Oram	Sustrans
Simon Parsons	SQA
Kate Thornback	SRUC
Stacey Skelton	City of Edinburgh Council
Mac West	Clackmannanshire Council

Ref.		Actions
<b>1.</b>	<b>Introduction/Apologies</b>	
	Mr Scotland welcomed the group and conducted round table introductions.	
<b>2.</b>	<b>Minutes of Last Meeting</b>	
	The minutes of the last meeting were approved with no changes.	
<b>3.</b>	<b>Matters Arising</b>	
	There were no matters arising.	
<b>4.</b>	<b>Sustrans – Community Links</b>	
	<p>Mr Keba gave an update on the Community Links project. Main points as follows:</p> <ul style="list-style-type: none"> <li>• The grant allocation for the coming year has been awarded. £14.5 million worth of applications were received. Sustrans have 50% matched £9.7 million worth of projects, on top of second year projects that were allocated last year. The total matched fund will be £21 million.</li> <li>• The SEStran region was allocated £3.4 million, which in matched terms comes to around £9 million worth of active travel and infrastructure projects.</li> <li>• Most projects are with City of Edinburgh Council, thereafter it is a fairly even split between the other SEStran region council areas.</li> <li>• The community links fund have a new partner in the Edinburgh Lothians Greenspace trust.</li> </ul>	

	<p>Mr Scotland queried if Sustrans were looking for other non-councils to participate in the fund. Mr Keba stated that they have tried to engage more partners to come forward with projects and are interested in those organisations who have the capacity to deliver a project. Ms Paton identified community development trusts in West Lothian who may in the future have access to funding and asked if Sustrans have training to help groups such as these to apply. While this is not currently in place Mr Keba responded that this could potentially be a good idea although Sustrans do engage bidders on an officer level already.</p> <p>Mr Hay asked whether there had been any shift towards more high street style projects. Mr Keba stated there's both traditional community link projects and bigger streetscape projects ongoing. Mr Scotland noted that there is recently launched toolkit with advice for projects in town centres that could be of use.</p> <p><a href="http://www.scotlandstowns.org/town_centre_toolkit">http://www.scotlandstowns.org/town_centre_toolkit</a></p> <p>Mr Macaulay noted that being able to use European funding for cycling projects with Sustrans would be beneficial, but this funding tends to be longer term than just one year. Mr Keba stated that Sustrans are currently in discussion with Transport Scotland regarding this and are waiting for the next spending review to look at the issue. Mr Macaulay responded that even if longer term support was not guaranteed that letters of support from Sustrans indicating that the project fit in to a longer term strategy would help the European funding bid process.</p>	
<b>5.</b>	<b>Living Streets</b>	
	<p>Mr Hay gave a presentation on the current work that Living Streets are involved in. Main points as follows:</p> <ul style="list-style-type: none"> <li>• Living Streets work with supporters to create safe, attractive, enjoyable streets for pedestrians.</li> <li>• Most of their work is delivered with Paths for All who provide a grant through the Scottish Government.</li> <li>• Their big programme in Scotland is WOW (walk once a week to school). This is targeting 20,000 pupils across Scotland. Data is collected on the programme through the web app as pupils take part in the scheme.</li> <li>• There is also a walk to school week that is considered an easier intervention to encourage children to walk. Living Streets have set a target of 33% to make sure that schools that take part are involved again the following year. The scheme has so far resulted in over a 10% boost in walking to school.</li> <li>• There are some training events lined up – some of which will be focused on local authorities and working with communities. Living Streets are hoping to produce some case studies showing best practice from these events.</li> <li>• They are involved in policy development and best practice. Aim is to ensure that key strategies take account of walking. The</li> </ul>	

	<p>aspiration is to show walking as a mainstream mode of transport and to give it a higher media profile as part of a universal behaviour change programme.</p> <ul style="list-style-type: none"> <li>• Looking to deliver on the national walking strategy objectives and secure resources against that.</li> <li>• Have started to look at RTPs and how their strategy documents treat walking. This is a pilot piece of work with 37 indicators currently however this may need to be tweaked for strategic documents. Living Streets want to compare all the RTPs with the aim of doing some best practice and addressing gaps. The areas they are looking at include: strong leadership vision for walking, promoting better design for walking, high quality walking routes, land use planning, element of promoting behaviour change and finally road safety.</li> </ul> <p>Mr Scotland stated that the council spends a large amount of the capital budget on items such as pavement repair and street lighting which is to the benefit of pedestrians. He also noted that walking loses out at a strategic level as the pavement infrastructure is already in place. Mr Hay agreed but pointed out that this infrastructure has been poorly designed and degraded over several years. Mr Macaulay indicated that the issue with walking on a strategic level is that it is taken for granted as a mode of transport and this is reflected in policy documents but that he would be happy to consult with Living Streets during the second refresh of the SEStran Regional Transport Strategy.</p> <p>The group raised the issue of parking on pavements impeding pedestrians and damaging pavements. Mr Scotland identified that in Edinburgh approximately £20 million was spent a year on road repairs and around 20% of that goes to footway repairs.</p> <p>The issue of indiscriminate parking was raised as a problem across all council areas and Ms Paton enquired whether this was something that Living Streets could constructively help with to encourage some kind of behaviour change. Mr Scotland noted that there is a bill that is to be raised in the Scottish Parliament on pavement parking which would make pavement parking a ticketable offence. The group expressed concern over enforcement of the bill as Police Scotland largely no longer enforce traffic violations.</p>	
<b>6.</b>	<b>Smart Choices Smarter Places – Programme Overview</b>	
	<p>Mr Bell gave an overview of the Smarter Choices, Smarter Places programme:</p> <ul style="list-style-type: none"> <li>• Paths For All is a Scottish charity promoting everyday walking as part of a happier, healthier nation.</li> <li>• The 2015/16 programme is building on the pilot programme that ran from 2009-2012 where £15 million was spent over 3 years in Kirkwall, Dundee, Barrhead, Dumfries, Larbert, Kirkintilloch and Lenzie.</li> <li>• Local authorities received an allocation of £5 million and attracted</li> </ul>	

	<p>over £6.5 million in match funding.</p> <ul style="list-style-type: none"> <li>• Over 160 projects will be delivered across Scotland in 2015/16. The allocation for local authorities within the SEStran region was around £1.5 million.</li> <li>• There are a wide range of projects such as public awareness events, schools and workplace based campaigns, signing and mapping, walking and cycling routes, cycle training, improvements at bus stops and services and promoting car clubs.</li> <li>• It is a 1 year programme but there is hope that this will extend. The focus on monitoring and evaluation will ensure that the value of the programme is shown in encouraging future funding which would ideally be on a regular basis for projects between 1-3 years.</li> </ul>	
<b>7.</b>	<b>SEStran Regional Cycle Network</b>	
	<p>Mr Weir from Peter Brett Associates gave a presentation on a review of the strategic cross boundary cycle network that they have been commissioned by SEStran to carry out. Main points as follows:</p> <ul style="list-style-type: none"> <li>• The core focus of the review was to look at cross boundary commuter cycling opportunities and the key barriers to this.</li> <li>• The key flows are in to Edinburgh from surrounding areas</li> <li>• The SHS travel diary data showed that commuting by bike has been steadily increasing and that there has been a trend for the average trip to increase. This trend is expected to continue.</li> <li>• While surveying the routes a number of missing links and barriers were found to exist</li> <li>• The study has produced a region wide map of existing networks for cycling.</li> <li>• However there is now a need to extend the scope in the context of the wider network.</li> </ul> <p>Mr Macaulay noted that SEStran had previously carried out an urban cycle network study that formed the basis of grant awards and queried if the work carried out by Peter Brett Associates had included this study. Mr Weir stated that it had not currently been included but there was potentially scope for this to be the case.</p>	
<b>8.</b>	<b>SEStran Grant Schemes for 2015/16</b>	
	<p>Ms Freeman summarised the two grant schemes that are currently being run by SEStran:</p> <ul style="list-style-type: none"> <li>• The sustainable and active travel grant is open for applications and is aimed at organisations looking to encourage sustainable travel. Applications are on a first come, first served basis.</li> <li>• The regional cycle network grant is for infrastructure projects. Worth £100,00 and is 50% match funded. This is to have cross boundary benefits and applications are open throughout the year.</li> </ul> <p>Ms Freeman directed attendees to the SEStran website for more information.</p> <p><a href="http://www.sestran.gov.uk/grant-applications/">http://www.sestran.gov.uk/grant-applications/</a></p>	

<b>9.</b>	<b>AOCB</b>	
9.1	<p>Ms Ryan raised the point that the Sustrans cycle friendly design handbook, which shows examples of best practice, is available on their website at the below link:</p> <p><a href="http://www.sustrans.org.uk/news/new-handbook-cycle-friendly-design">http://www.sustrans.org.uk/news/new-handbook-cycle-friendly-design</a></p>	
9.2	<p>Mr Hutt informed the group that SEStran currently have funding for distributing £500,000 worth of digital signage as part of the RTP1 project. This is intended to be used in public places to encourage more travel by public transport and the grant is to be used this financial year. Mr Hutt encouraged members of the group who were interested in the scheme to speak with him after the meeting.</p>	
<b>10.</b>	<b>Close</b>	
	<p>Mr Scotland thanked attendees for their time and stated that the next meeting of the forum would be held on the 29<sup>th</sup> October 2015.</p>	