



## CHIEF OFFICERS LIAISON GROUP MEETING

3E-91 Third Floor, Victoria Quay, Edinburgh, EH6 6QQ  
Thursday 2<sup>nd</sup> February 2017 – 10:00a.m.

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### AGENDA

Page Nos.

1. **WELCOME AND APOLOGIES FOR ABSENCE.**
2. **CYCLING SCOTLAND PRESENTATION** – Peter Jackson
3. **MINUTES**
  - (a) Chief Officers Liaison Group of 27<sup>th</sup> October 2016.
  - (b) Partnership Board of 2<sup>nd</sup> December 2016.
4. **MODEL 3 SESTRAN PROGRESS REPORT** – Verbal Report by George Eckton
5. **FINANCIAL REPORTS**
  - (a) **BUDGET 2017/18** – Verbal Report by Iain Shaw
  - (b) **FINANCE OFFICERS REPORT** – Verbal Report by Iain Shaw
6. **NATIONAL TRANSPORT STRATEGY 2 PRE-CONSULTATION** – Report by George Eckton
7. **REVIEW OF FORUMS** – Verbal report by George Eckton
8. **RAIL INFRASTRUCTURE STRATEGY** – Report by George Eckton
9. **PLANNING WHITE PAPER** – Report by George Eckton
10. **EQUALITY OUTCOMES 2017 – 2021** – Report by Emily Whitters
11. **CLIMATE CHANGE PLAN** – Report by Emily Whitters
12. **BUSINESS PLAN** – Report by Jim Grieve
13. **PROJECTS UPDATE / CITY DEAL / EU UPDATE** – Report by Jim Grieve
14. **AOCB**

**15. DATE OF NEXT MEETING**

Thursday 25<sup>th</sup> May 2017 – Room 3E-91, Victoria Quay, Edinburgh,  
EH6 6QQ

Angela Chambers  
Office Manager  
Area 3D (Bridge)  
Victoria Quay  
Edinburgh  
EH6 6QQ

26<sup>th</sup> January 2017

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Agendas and papers for all SEStran meetings can be accessed on [www.sestran.gov.uk](http://www.sestran.gov.uk)

CHIEF OFFICER LIAISON GROUP MEETING  
11:00AM THURSDAY 27<sup>TH</sup> OCTOBER 2016

**Present:**

George Eckton (GE)	SEStran (Chair)
Angela Chambers (AC)	SEStran
Julie Cole (JC)	Falkirk Council
Peter Forsyth (PF)	East Lothian Council
Ken Gourlay (KG)	Fife Council
Graeme Johnstone (GJ)	Scottish Borders Council
Catriona Macdonald (CM)	SEStran
Graeme Malcolm (GM)	West Lothian Council
Iain Shaw (IS)	CEC – Treasurer Services to SEStran
Tom Rye (TR)	Napier TRI
Emily Whitters (EW)	SEStran

**Apologies:**

Neil Dougall	Midlothian Council
Andrew Ferguson	Fife Council
Jim Grieve	SEStran
Ewan Kennedy	City of Edinburgh Council

Ref.		Actions
<b>1.</b>	<b>Welcome and Apologies for Absence</b>	
	GE welcomed the group to the meeting and apologies are noted as above.	
<b>2.</b>	<b>Minutes</b>	
(a)	<u>Chief Officer Liaison Group – 10<sup>th</sup> August 2016</u> Agreed as a correct record.	
(i)	<u>Matters Arising</u> (6) City Deal – Integration opportunities; there is continuing agreement that SEStran/SESplan should integrate with some form of interim management arrangement. Legalities need to be agreed.  (11) Annual Report – Will be published soon, in a revised format. The new website is being developed  (17.1) Regional Cycle Training and Development Officer - Appointment has been made and candidate will start end of November. Details to be circulated.	
(b)	<u>Partnership Board – 23<sup>rd</sup> September 2016 (DRAFT)</u> (A15) Procurement and Delegated Powers Report – Following discussions with One-Ticket around a statutory re-procurement exercise, as of 30 <sup>th</sup> November, SEStran will cease to provide	

<b>/2.</b>	<b>Minutes</b>	
	administrative services to One-Ticket Ltd. One-Ticket intend to re-engage with Local Authorities independently.	
<b>3.</b>	<b>PTA/Combined Authority Research – Presentation by Tom Rye</b>	
3.1	<p>Prof. Rye gave a presentation to the group on his research around SEStran moving from a model 1 to a model 3 RTP and the following key points are for noting:</p> <ul style="list-style-type: none"> <li>• Model 1 main duty is to prepare a RTS</li> <li>• Model 3 can take on additional functions from local authorities (with their permission and Ministerial sign-off) to run solely or concurrently with LA's, including public transport co-ordination, TRO's to assist public transport and road pricing.</li> <li>• Looking at other models, including Combined Authorities and their functions extend beyond public transport</li> <li>• Combined Authorities can deliver the following functions: <ul style="list-style-type: none"> <li>➢ Integrated ticketing</li> <li>➢ Investment in transport infrastructure schemes</li> <li>➢ Special ticketing initiatives i.e. getting people in to work</li> <li>➢ Concessionary fares</li> <li>➢ Many more Statutory Quality Bus Partnerships in these areas and pursue quality contract model</li> <li>➢ They have more capacity and more funding</li> <li>➢ Deregulated bus services</li> <li>➢ Starting to get involved in rail franchising</li> <li>➢ Some have roads powers</li> </ul> </li> <li>• Swedish Combined Authorities model defined</li> </ul>	
3.2	Prof. Rye noted that the next part of his research will focus on what the different models can achieve and opened for questions.	
3.3	The group discussed the various models and Prof. Rye agreed to look into those set up with roads functions. Prof. Rye noted that a clear distinction between what a Model 3 or Combined Authority can deliver compared to its European Model counterpart is required.	
3.4	The proposed consultation process should define what SEStran can do as a Model 3. The timescale will be challenging given the proximity of the elections. The group agreed that the consultation would encompass all functions listed in the report as outlined in the Transport (Scotland) Act 2005.	
3.5	PF requested that following GE's offer of 3 June, Officers at ELC would like to meet. Dates have been sent to Douglas Proudfoot.	
3.6	The consensus was that it was a good piece of work and the group agreed that it can be taken forward to the P&A Committee and Partnership Board.	

<b>4.</b>	<b>City Deal Update</b>	
(a)	<u>SEStran/SESplan</u> GE provided an update and advised that there is broad agreement that it is a good idea to integrate the organisations; this is under the context of City Deal and the alignment of transport and land use planning. Discussions are ongoing.	
(b)	<u>Transport Appraisal Group</u> GE advised that JG is taking a lead role in facilitating engagement with constituent councils and Transport Scotland. A series of meetings are scheduled to take place.	
(c)	<u>RTS Update</u> GE noted that due to the potential implications of the Transport Bill and Planning Review, although there was a business plan commitment to renew the RTS, it would be prudent to pause until further clarity is provided. The group agreed to this approach.	
<b>5.</b>	<b>Audit Scotland – Potential Projects/Joint Working</b>	
5.1	CM presented the paper advising that its purpose was to explore joint working opportunities. Roads maintenance is already being addressed under the ELBF group and Officers’ are now asked to consider other services they may wish to share and provide comment/feedback to CM by 18 <sup>th</sup> November.	
5.2	It was agreed that further “Transport” functions outlined in the report should also be considered as part of Model 3 consultation.	
<b>6.</b>	<b>Review of Forums</b>	
6.1	GE provided a verbal update to the group and advised that discussions with various stakeholders had identified that there was an appetite for a change to the current format. Members have been given the opportunity to comment and findings will be reviewed by the Chair/Vice-Chairs and will be presented to the next Board. Agreement has already been reached that the Equalities Form and Access to Healthcare group can be merged and the proposal is to form an integrated transport forum to bring all modes together. The group were in favour of the proposals.	
<b>7.</b>	<b>Programme for Government</b>	
7.1	For noting.  GE to attend workshop on regional planning and will keep the group updated.	
<b>8.</b>	<b>Projects Update</b>	
8.1	CM provided an update to the group and the following points are for noting. <u>RTPI</u> <ul style="list-style-type: none"> <li>• 155 Digital screens committed</li> </ul>	

<b>/8.</b>	<b>Projects Update</b>	
8.1	<ul style="list-style-type: none"> <li>Marketing consultant to be invited to tender to distribute remaining equipment by the end of the financial year.</li> <li>More operators are being added to the system</li> <li>Thistle card app is in store and a launch is planned for next year</li> <li>Sustainable travel grants progressing</li> <li>SG Design Programme – outcome of bid to be announced mid-November</li> <li>EU Projects ongoing</li> <li>Surflough project was unsuccessful.</li> <li>3 x potential new projects under H2020</li> </ul>	
<b>9.</b>	<b>Equalities Outcomes 2017-2021</b>	
9.1	EW presented the report, outlining SEStran’s duties under the Act. The first The first set of outcomes were published in 2013 and a review and progress report have been prepared. The new outcomes have been drafted for consultation and are proportionate to the size of the organisation, including participation statement sets out the timescales.	
<b>10.</b>	<b>Finance Reports</b>	
(a)	<u>Financial Planning 2017/18</u> IS introduced the report and noted that it was the standard financial planning paper which sets out the budget assumptions, including scenarios around the SG grant and a range of reduction options have been included. The appendices set out the core and projects budgets. SG grant will be confirmed in December and a further paper will be brought to the Board in March.	
(b)	<u>Core Revenue Monitoring Report 16/17</u> IS reported that monitoring projections indicate that budget is on track and there are no concerns.	
(c)	<u>Mid-Term Treasury Review</u> IS advised this is the standard report that highlights indebtedness between SEStran and CEC.	
<b>11.</b>	<b>SEStran Business Priorities for 2017/18; Annual Update to 2015-2018 Delivery Plan</b>	
11.1	GE advised that in previous years the Business and Delivery Plans had been published in a glossy brochure format. Following discussions with TS, it was established that this was not a statutory requirement and therefore, moving forward, reports will be presented to the Board outlining progress, any substantial changes and priorities. This will cut down on resources and allow Officers’ to focus on projects delivery.	
<b>12</b>	<b>Records Management</b>	
12.1	AC provided a verbal update on progress. A series of draft policies are being prepared for inclusion in the RMP and will be presented to the P&A and Board for approval.	

<b>13.</b>	<b>Staffing Update</b>	
13.1	<p>GE provided an update on staffing and the following points were noted.</p> <ul style="list-style-type: none"> <li>• Cycling Scotland Officer has been appointed.</li> <li>• Active Travel Officer is currently spending 1 day per week at ELC</li> </ul>	
<b>14.</b>	<b>Suggestions for Partnership Board Agenda</b>	
14.1	<p>Agenda items include:</p> <ul style="list-style-type: none"> <li>• Model 3/PTA presentation/report</li> <li>• X-Route study</li> <li>• Airport Masterplan</li> <li>• Budget</li> <li>• Audit Scotland</li> <li>• Review of Forums</li> <li>• Equalities Outcomes</li> <li>• Records Management</li> <li>• City Deal</li> <li>• EU Projects – Risk Report</li> <li>• RTS (Pause)</li> </ul>	
<b>ITEMS FOR NOTING</b>		
<b>15.</b>	<b>Minutes</b>	
(a)	<p><u>(DRAFT) RTP Joint Chairs – 14 September 2016</u> For noting.</p>	
<b>16.</b>	<b>AOCB</b>	
16.1	<p><u>East Linton/Reston Station</u> Letter to the minister discussed.</p>	
16.2	<p>PF noted that the ELC LDP and Developer Contribution Supplementary Guidance are out for consultation.</p>	
<b>17.</b>	<b>Date of Next Meeting</b>	
17.1	TBC	

**PARTNERSHIP BOARD MEETING**

**HELD IN CONFERENCE ROOM 1, VICTORIA QUAY, EDINBURGH EH6 6QQ  
ON FRIDAY 2<sup>ND</sup> DECEMBER, 2016  
10.00 A.M. - 12.30 P.M.**

<b>PRESENT:</b>	<u>Name</u>	<u>Organisational Title</u>
	Cllr. Lesley Hinds (Chair)	City of Edinburgh Council
	Charles Anderson	Non-Councillor Member
	Councillor Tom Coleman	Falkirk Council
	Councillor Kenneth Earle	Clackmannanshire Council
	Councillor Gordon Edgar (Vice Chair)	Scottish Borders Council
	Phil Flanders	Non-Councillor Member
	Councillor Jim Fullarton	Scottish Borders Council
	Councillor Russell Imrie (Senior Vice-Chair)	Midlothian Council
	John Martin	Non-Councillor Member
	Neil Renilson	Non-Councillor Member
	Sandy Scotland	Non-Councillor Member
	Barry Turner	Non-Councillor Member
	Cllr. Michael Veitch	East Lothian Council
	Cllr. John Wincott	Fife Council
<b>IN ATTENDANCE:</b>	<u>Name</u>	<u>Organisation Title</u>
	Craig Beattie	City of Edinburgh Council
	Gary Brown	The Vennie
	Lizzie Brown	The Vennie
	Paul Brown	The Vennie
	Angela Chambers	SEStran
	Julie Cole	Falkirk Council
	Lesley Deans	Clackmannanshire Council
	Neil Dougal	Midlothian Council
	George Eckton	Partnership Director SEStran
	Andrew Ferguson	Fife Council (Legal)
	Scott Forbes	The Vennie
	Peter Forsyth	East Lothian Council
	Lisa Freeman	SEStran
	Ken Gourlay	Fife Council
	Jim Grieve	SEStran
	Tom Heron	The Vennie
	Peter Jackson	SEStran
	Fiona Johnstone	City of Edinburgh Council
	Graeme Johnstone	Scottish Borders Council
	Ewan Kennedy	City of Edinburgh Council
	George Lowder	Transport for Edinburgh
	Catrina Macdonald	SEStran
	Alison McCormack	Deans High School
	Laura McLean	The Vennie
	Lisa Murphy	Young Scot
	Moira Nelson	SEStran
	Shirley Orr	The Vennie
	Steven Russell	Young Scot
	Tom Rye	Napier TRI
	Iain Shaw	City of Edinburgh Council
	Emily Whitters	SEStran



**APOLOGIES  
FOR ABSENCE:**

Name

Organisational Title

Cllr. Derek Stewart	Clackmannanshire Council
Cllr. Nick Gardner	City of Edinburgh Council
Cllr. Nick Cook	City of Edinburgh Council
Cllr. Ian Chisholm	Fife Council
Cllr. Derek Rosie	Midlothian Council
Cllr. Tony Boyle	West Lothian Council
Cllr. Bill Henderson	City of Edinburgh
Graeme Malcolm	West Lothian
John Jack	Non-Councillor Member
Graham Bell	Non-Councillor Member

**ORDER OF BUSINESS**

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

**DECLARATIONS OF INTERESTS**

None.

**A4 PRESENTATION/REPORT ON YOUNG SCOT X-ROUTE**

The Board considered a report by Moira Nelson, Active Travel Strategic Development Officer providing members with background information on the SEStran X-Route Study, and welcomed members of the Vennie Club in Livingston, one of the four groups of young people who participated in the project.

**Decision**

The Board noted the presentation and the final report and thanked the Vennie Club members for their contribution to the presentation.

**A5. MODEL 3 SESTRAN PROGRESS REPORT**

The Board considered a report by George Eckton, Partnership Director and Andrew Ferguson, Secretary, updating members on the progress with "Model 3".

**Decision**

The Board:-

- noted the presentation from Professor Rye and the terms of his final report on Passenger Transport Authorities;
- noted that all 8 constituent councils would be formally consulted on the proposal of SESTRAN to change to a "Model 3" authority by means of an order under section 10 of the Transport (Scotland) Act 2005, ("the Act") and, specifically, in terms of section 10(6), what the order will do;
- agreed the functions outlined in paragraphs 3.3-3.4 should be the basis of the consultation order;

- agreed to consult the constituent authorities on possibilities for collaboration or sharing of services under section 14 of the Act around wider network management as outlined within paragraph 3.5 of the report;
- agreed, following the consultation, to receive a paper for the 2<sup>nd</sup> March, 2017 Board meeting to enable consideration and a decision on the proposal for SESTRAN to move to a Model 3 authority and subsequent request for consent from Scottish Ministers to support an order under section 10;
- noted that a Stage 2 consultation process would be required to change SEStran from Model 1 to a Model 3 partnership in terms of the Act;
- agreed that Stage 1 of the consultation process should begin after the meeting and that if required a special Board meeting should be convened in early 2017.

## **A6. MINUTES**

The following minutes were approved:-

A6.a – Partnership Board Meeting – 23<sup>rd</sup> September, 2016; the Board agreed that no further Vice-Chair be appointed at this time;

A6.b – Performance & Audit Committee – 18<sup>th</sup> November, 2016

A6 c .- Regional Transport Partnerships Joint Chairs Meeting – 14<sup>th</sup> September. 2016

## **A7 FINANCIAL REPORTS**

### **(a) Financial Planning 2017/18**

The Board considered a report by Iain Shaw, presenting details of the financial planning being undertaken to present a revenue budget for 2017/18 to the Partnership for approval in March, 2017

#### **Decision**

The Board:-

- noted the financial planning assumptions currently being progressed for 2017/18 revenue budget;
- noted the risk that Scottish Government funding allocations to RTP's may be reduced, given the uncertainty around the Scottish Government Budget for 2017/18; and
- noted the revenue budget for 2017/18 will be presented to Members for approval at the meeting of the Partnership in March, 2017.

### **(b) Finance Officer's Report 2016/17**

The Board considered a report by the Treasurer presenting the second update on financial performance of the core revenue budget of the Partnership for 2016/17, in accordance with the Financial

Regulations of the Partnership.

**Decision**

The Board noted:-

- the forecast that core expenditure in 2016/17 will under spend by £56,000 against the approved revenue budget of the Partnership and that this underspend will meet project costs in 2016/17;
- All income and expenditure will continue to be monitored closely with updates report to each partnership meeting; and
- 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.

(c) **Treasury Management – Mid Term Review**

The Board considered the report by the Treasurer, Hugh Dunn presenting the investment activity undertaken on behalf of the Partnership during the first half of 2016/17 Financial Year.

**Decision**

The Board noted the investment activity undertaken on behalf of the Partnership.

*Neil Renilson left the meeting at this point*

**A8 REVIEW OF GOVERNANCE DOCUMENTS**

The Committee considered a report by Andrew Ferguson, Secretary and Legal Adviser, advising the Board of the conclusions of the recent review of governance documents as regards standing orders and scheme of delegation, and recommend a change to standing orders as regards the Performance and Audit Committee's remit and membership, as recommended by them at their meeting on 18<sup>th</sup> November.

**Decision**

The Board approved:-

- (i) that the committee's membership be expanded to include a further two non-councillor members;
- (ii) that the committee's quorum be four, with a minimum of two Councillor members;
- (iii) all policy matters should continue to be decided by the Board; and
- (iv) that Councillor members should be allowed one nominated substitute per authority for the Committee.

**A9 REVIEW OF FORUMS**

The Board considered a report by George Eckton, Partnership Director, regarding the proposals for change of structure of SEStran's consultative forums.

### **Decision**

The Board agreed to defer a final decision on the structural changes to the forums until the March Board, with Members being asked to come forward with constructive suggestions as to how the Forums could be made as productive as possible.

## **A10 REGIONAL TRANSPORT STRATEGY UPDATE**

The Board considered a report by George Eckton, Partnership Director and Lisa Freeman, Strategy Liaison Officer, providing the Board with an update on the renewal of the RTS and a proposal for a period of reflection on major issues and trends before committing to a Main Issues Report given the current legislative and policy developments scheduled to occur in the next few months.

### **Decision**

The Board:-

- (a) noted the report: and
- (b) agreed to a period of reflection and continuing research on key issues on creating the new RTS, in light of the current legislation and policy position.

## **A11. EDINBURGH AIRPORT MASTER PLAN**

The Board considered a report by Lisa Freeman, Strategy and Projects Officer regarding 'The future of Air Transport' requiring all UK airports to produce an airport master plan on how they propose to develop airport facilities.

### **Decision**

The Board:-

- (i) approved a mandate for the Chair to respond to the consultation on behalf of SEStran; and
- (ii) invited members to provide additional comments to SEStran by 9<sup>th</sup> December, 2016.

## **A12. SESTRAN EQUALITY OUTCOMES 2017 - 2021**

The Board considered a report by Emily Whitters and Angela Chambers, SEStran, regarding the requirement for SEStran as a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations to publish a set of Equality Outcomes covering the period April, 2017 – March 2021.

### **Decision**

The/

The Board:-

- (a) noted the review of the 2013 – 2017 Equality outcomes and on the development of the two new outcomes; and
- (b) Approved a 4-6 week consultation period on the Equality Outcomes.

### **A13. RECORDS MANAGEMENT**

The Board considered a report by Angela Chambers, Business Manager, SEStran presenting the Board with the SEStran's Records Management Framework, which is subject to assessment by The Keeper of the Records of Scotland.

#### **Decision**

The Board:-

- i. approved the Records Management Plan for submission to the Keeper of the Records and delegate authority to the Legal Adviser and Business Manager to implement any recommended changes if required;
- ii. approved the information Security policy, Records Management Policy and Guidance for immediate implementation;
- iii. noted that further work will be undertaken to develop a Business Classification scheme and Retention schedule in parallel with the IT upgrades and approved a mandate to allow the Business Manager to implement a range of supporting continuous improvement procedures;
- iv. noted the Records Management Plan will be submitted to the Keeper of the Records for approval by 31<sup>st</sup> January, 2017; and
- v. noted that The Keeper of the Records Assessment Report will be tabled to a future meeting of the Performance and Audit Committee.

### **A14. UPDATES ON RTS DELIVERY PLAN, CITY DEAL, PROJECTS AND EU EXIT**

The Board noted a brief report on the progress of each of the above topics.

#### **Decision**

The Board:-

- (i) noted the contents of the report; and
- (ii) approved the grant of value £25000 to Edinburgh College, for the continuation of the Electric Vehicle Project.

### **A15 DATES OF FUTURE MEETINGS**

The/

The Board considered a report by Angela Chambers, Business Manager, SEStran, outlining the proposed calendar of SEStran Partnership Board, Performance and Audit Committee and Chief Officer Liaison Groups meetings for 2017.

**Decision**

The Board:-

1. approved the proposed programme of meetings for 2017;
2. noted that there may be a requirement to host an additional Board meeting prior to March; and
3. noted the dates of the Forum and sub-groups would be confirmed when discussions have been concluded.

**A16 AOCB**

None.

**A17 DATE OF NEXT MEETING**

The Board noted the next meeting of the Partnership would take place on Thursday 2<sup>nd</sup> March, 2017 at 2:00pm in Conference Room 3, Victoria Quay, Edinburgh, EH6 6QQ.

**A18 PARTNERSHIP STAFFING UPDATE**

The Board considered a report by the Partnership Director relating to various staffing matters.

**Decision**

The Board noted the report.

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## **National Transport Strategy – early engagement survey**

### **1. INTRODUCTION**

- 1.1** Transport Scotland have issued an early engagement survey seeking opinions on transport policy at all levels in the context of the development of a National Transport Strategy 2 by Scottish Ministers as outlined in the Programme for Government 2016-17.

### **2. Early Engagement Survey**

- 2.1** As part of the development of a new National Transport Strategy (NTS2) Transport Scotland have issued an early engagement survey which is open to responses until 31 March 2017. It is proposed that SEStran will agree a response at its 2 March Board meeting and that this should be informed by comments from all consultative forums and groups.
- 2.2** The review of the NTS will set out an updated vision for transport for the whole of Scotland in 20 years' time and outline a plan to achieve this vision. The NTS2 will also look at how we can successfully address the strategic challenges facing our transport network and how we can make the most of the opportunities that present themselves. Transport Scotland has committed to delivering a collaborative review of the National Transport Strategy (NTS), by giving individuals and communities across Scotland a greater say in influencing the development of transport policy at local, regional and national level. As such, they are keen to gather your views at an early stage to help us shape the key themes of the NTS review.
- 2.3** Transport Scotland have stated that following the early engagement survey, there will be a wider programme of national engagement beginning in Summer 2017 ahead of a full public consultation. A copy of the consultation questions are outlined in appendix 1 and the link to the early engagement survey is below:  
<http://www.transport.gov.scot/news/have-your-say-scotland%E2%80%99s-national-transport-strategy>

### **3. CONCLUSION / RECOMMENDATIONS**

- 3.1** The paper seeks to invite comment on the pre-engagement survey, which will be incorporated as appropriate into the final report to the Board in early March and the initial issues highlighted for further discussion at the meeting within the paper.

George Eckton  
**Partnership Director**  
26<sup>th</sup> January 2017

## **Appendix 1 – List of Consultation Questions**

## List of Consultation Questions

1. Have you used, or referred to, the 2006 National Transport Strategy (NTS)?
2. When did you use it and did it meet your requirements? What, if anything, would you change about how the 2006 NTS is presented?
3. The current strategy sets out three outcomes: improved journey times and connections; reduced emissions; improved quality, accessibility and affordability. Do you think each of these will still be relevant over the next 20 years?
4. If not, what strategic outcomes should transport be trying to achieve?
5. If there was one thing that needs to change substantially now in transport, what would that be?
6. What do you think the main transport challenges and opportunities will be over the next twenty years?
7. How would you like us to engage with you during the development of the future strategy that will lead to a formal public consultation?



## Consultation on Scotland's Rail Infrastructure Strategy

### 1. INTRODUCTION

- 1.1 The report provides Chief Officers with a summary of the consultation paper from the Scottish Government setting out their vision for rail infrastructure, considers the challenges and opportunities for Scottish railways and outlines a number of proposals that Scottish Ministers believe can help to maximise investment in rail infrastructure to support the growth predicted and to deliver dependable customer services from 2019 onwards. SEStran have received an extension to the 24 February deadline to allow a position to be agreed by the Board at their 2 March meeting.

### 2. CONSULTATION

- 2.1 Transport Scotland are seeking views on its proposed approach to the rail infrastructure investment strategy from April 2019, The results from this consultation will help to inform the Scottish Minister's High Level Output Specification (HLOS) which is a process aimed at improving performance, reducing journey times and increasing capacity and capability of the Scottish rail network. A copy of the consultation document can be found here: <https://consult.scotland.gov.uk/rail-policy/rail-infrastructure-strategy-from-2019> and a copy of the consultation questions are outlined in the appendix to this report for information.
- 2.2 Rail in the South East of Scotland plays a significant and increasing role in the transport mix of the region and the outcome of the Rail Infrastructure Strategy, Network Rail's periodic review and forthcoming plans for specific rail investments will have great relevance to the region. 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. It will be key for inclusive growth moving forward that we have a sustainable strategy for rail investment.
- 2.3 Rail services in the SESTRAN area are used by 43 million passengers in 2014/15, with a significant focus on gateways such as Waverley and Haymarket and represents nearly a quarter of the total Scottish usage. Indeed, rail use in the SEStran area since the end of the recession has been close to 6% per annum, higher than both Scottish and UK averages analysing Office of Rail Regulation (ORR) figures. There is also clearly a significant role for Rail Freight services, albeit with a clear potential for reduction in volume, given amongst other factors, the ending of significant coal-fired power production within the SEStran area, but hopefully there is also an opportunity for greater inter-modal freight traffic.

- 2.4** Transport Scotland have been clear that this consultation is on the pillars of an infrastructure strategy and not on specific projects. Therefore, this paper does not go into detail on specific priority projects for SESTRAN. Instead it is proposed that we support the outlined vision and approach in our response. Whilst, highlighting that there continues to be key connectivity priorities around major Edinburgh gateways, Falkirk and Clackmannshire to both Edinburgh and Glasgow and also clear gaps in cross-regional connectivity with East Lothian and Midlothian, clear growth potential in West Lothian, as well as a need for continued analysis of further enhancement to Borders infrastructure and services, alongside increased investment in key Fife based infrastructure and service priorities.
- 2.5** One of the specific issues the Strategy consultation raises is the previous establishment of several broad-based funding streams e.g. Station Funds, a Freight Fund and the need for a discussion as to whether these should continue into the future. There has previously been clear support within SEStran for the continuation of these funds but also a recognition that whilst well-intentioned may not be the best way in the future for delivering certain investments. It would also seem sensible given the scarcity of resource to move towards a more flexible and responsive approach to planning scheme delivery and enables the delivery of a well-planned, realistically timetabled and robustly financed approach.
- 2.6** 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%. Whilst, this may be due to as the Scotland Route Study suggests, that the regional geography prevents car-based commuting from achieving high market shares into many of the key employment areas, this shouldn't be a source of complacency in terms of continued objectives of a greater modal share for sustainable and collective modes of travel. It would seem integral to the Scottish climate change commitments that we continue with a strategic approach to rail infrastructure investment that facilitates outcomes that reduce further emissions from transport but also make our infrastructure resilience to the change in climate which is already unavoidable given previous cumulative emissions.
- 2.7** Investment in Rail is also critical for the continued inclusive growth of not only South-East of Scotland but Scotland as a whole. Whether that is longer-term connectivity investment regarding High-Speed Rail or short/medium term investment in East Coast Main line connectivity for example. SEStran as part of the East Coast Mainline Authorities (ECMA) alliance view this line as not "just" a railway, but a key strategic economic artery for the UK. In Scotland it connects all of Scotland's 7 Cities with London and the intervening regional economies of the UK's East Coast. It is also critical that the complementary investment in High Speed 2 services to Yorkshire and the north is made by 2032, so that the East Coast route can be freed up to let the nation [and regions] breathe more easily economically e.g. expansion of commuter

services and stations in the expanding Edinburgh City Region. ECMA research shows this investment will represent excellent value for money delivering up to well over £3 of economic benefit for every £1 spent. This ratio goes up to nearly £6 when through HS2 East services are added. However, with resources tight we need a discussion about how we best fund investment in the timescale of Strategic Transport Projects Review 2.

- 2.8** The consultation also seeks comment on how trade-offs between different types of investments will be prioritised, alternative sources of funding for an investment programme, proposes an approach to specifying performance outputs and how these are balanced with wider priorities. There are also specific questions on safety and in particular closure of level crossings, as well as how innovation can be supported in the future delivery of rail infrastructure.

### **3. CONCLUSION / RECOMMENDATIONS**

- 3.1** Chief Officers are invited to provide comment on the consultation paper, which will be incorporated as appropriate into the final report to the Board in early March.

George Eckton  
**Partnership Director**  
26<sup>th</sup> January 2017

#### **Appendix 1 – List of Consultation Questions**

1. Do you agree with our vision and approach? Will they help us to achieve the Scottish Government's purpose of increasing sustainable and inclusive economic growth?
2. How might we make trade-offs and prioritise between different types of investments, while ensuring that our actions are aligned with our vision?

Note that this question refers to the types of trade-offs that may be required (e.g. where improvements to journey times may impact on levels of connectivity, or vice versa) rather than actual names/locations of schemes promoted or supported by stakeholders.

3. Do you support the move to a more flexible 'pipeline' approach to scheme delivery, that does not force us to make early decisions on a detailed specification prior to the commencement of the five-year regulatory control period, without receipt of a robust business case?
4. What are your views on the retention or removal of individual ring-fenced funds?
5. What alternative sources of funding could be used to help deliver the rail investment programme?
6. Do you agree with our approach to emissions reductions and climate change adaptation? What else should be considered?
7. Do you agree with the proposed approach to specifying performance outputs?
8. How should performance be balanced against the wider priorities for reduced journey times and the full utilisation of existing and new capacity?
9. Do you have a view on our approach to safety? How can the closure of level crossings be better supported?
10. Do you support our approach to innovation and new technologies?
11. Do you have any other views on how innovation could be better supported through the HLOS process and Network Rail's broader management of the rail infrastructure?

## Places, People and Planning consultation

### 1. INTRODUCTION

- 1.1 The report seeks to summarise the key issues emerging from the recently published Scottish Government's publication "Places, people and Planning: A consultation on the future of the Scottish planning system" and seeking to start the process of collating a SEStran response by the deadline of the 4 April 2017.

### 2. Proposals for Change

- 2.1 The proposals outlined in the consultation seek to deliver a planning system for Scotland which helps growth to happen and unlocks the potential of our people and places. The proposals have been developed in response to the independent review of planning report published in May 2016, which was the subject of a report to the SEStran Board in June 2016. A copy of the consultation can be accessed at this link:

<http://www.gov.scot/Publications/2017/01/3486>

- 2.2 In the Consultation the Scottish Government outline four key areas of change and 20 specific proposals within these areas, not all of which are of direct relevance to SEStran and in that regard the rest of the report focuses on proposals and question of greatest appropriateness to SEStran:

- Aligning Community Planning and Spatial Planning (Proposal 1)
- Regional partnership working (Proposal 2)
- Infrastructure Planning, Funding and Innovation (Proposals 13, 14 & 15)

- 2.3 However, there are other aspects of the 20 proposals, Chief Officers may wish to discuss. For example, Proposal 4 on Stronger Development Plans has a suggestion that at an early stage there should be an audit of existing infrastructure levels and necessary interventions, including the plan's transport appraisal. As discussions progress, there will be similar aspects of the proposals identified and brought into the final response, but it was felt best to focus on core issues.

- 2.4 As community planning partners, is it proposed that SEStran should support the proposal for a statutory link between land-use and community planning. It would also be a clear opportunity to discuss the infrastructure requirements of transport service delivery, within a context of an outcome-focussed approach to service delivery which could be significantly beneficial to those stakeholders suffering transport connectivity and accessibility inequalities at present, through the integration of land-use and other forms of service delivery. It is welcomed that the proposal references spatial planning and not just land-use planning as the requirement for greater alignment.

- 2.5** The Royal Town Planning Institute in their 2016 “Poverty, Place and Inequality” report highlight the significant severance effect of area-based disadvantage for individuals. Those living in certain less affluent areas are from evidence less mobile, more reliant on public transport and less able to commute to job opportunities given expensive and/or fragmented transport networks. Previous studies have highlighted that those who are least skilled or most remote from the labour market have the least locational flexibility in seeking new job or training opportunities and that this rather than lack of skills or training has particularly afflicted some communities and individuals within them in terms of receipt of positive outcomes. RTPs could be a key mechanism for addressing these gaps and delivering the outcomes required across several Local Outcome Improvement Plans (LOIPs) on the strategic and cross-boundary issue of transport infrastructure and services from the proposed greater alignment.
- 2.6** In terms of regional partnership working, Scottish Government have agreed with the Independent Panel that the duty to prepare Strategic Development Plans (SDPs) are removed from the planning system. However, it is welcomed that Scottish Government have recognised that strategic planning has an important contribution to make to a successful planning system in Scotland. Going forward, it is proposed that the National Planning Framework (NPF) sets out regional planning priorities and that in the place of SDPs it is proposed that new duties or powers for local authorities to work together as introduced to able the definition of regional priorities. The consultation invites views on what needs to be done at this scale including co-ordination of delivery programmes especially housing delivery, cross-boundary infrastructure investment audit, and potential co-ordination of a regional infrastructure levy and a widening of the partnerships to involve business representatives to provide a forum for discussion of regionally significant matters.
- 2.7** The consultation advises that Scottish Government is open to considering making these actions discretionary powers which local authorities could decide to enact, if deemed of value in a regional context. However, the consultation does state that they are keen to avoid creating new partnerships where tasks can be achieved through existing arrangements. In the consultation paper and the ongoing review of the National Transport Strategy with its proposed consideration of transport governance / regional partnership working, Scottish Government also outline that they would welcome views on the potential to reconsider the roles, responsibilities and areas of influence of regional transport partnerships in relation to land-use planning and associated transport appraisals, prioritisation and delivery. In that context, the report highlights the discussions SEStran and SESPlan have had regarding the increasing alignment of regional transport and planning functions, linking to economic development and proposals for a City Region Deal.
- 2.8** They would also welcome views on certain aspects of the scale or regional partnership working. Firstly, in terms of a greater flexibility for localities to

define their own geography of partnership working, rather than having it defined by legislation, allowing strategic planning to better align with City Deals. Or conversely, using the NPF to identify priority areas where future regional partnership working should take place. There is also mention about how regional partnerships and Enterprise regional working in the South of Scotland could fit with this geography.

- 2.9** SEStran has previously concluded that there are potential benefits to be realised from a closer integration of strategic development activities and the City Region Deal. These should include more efficient working and a clear alignment of activities. Support arrangements are currently progressed on a joint basis at a regional level for planning, transport, housing and economic development. Similar support arrangements will be required to progress and implement the City Deal. Clearly, there is a strong case for integrating the support and service arrangements for planning, transport, housing and economic development at a regional level. This could result in a single team with appropriate professional expertise which would service the interests of each subject area. However, it's not been possible reach an agreement at present. While the City Region Deal will require an implementation facility, any future joint team could prepare, monitor and support the development strategy and the projects within this for City Region Deal. However, we have previously stopped short of asking for a removal of the statutory footing for Regional Transport Partnerships and in the context of the Independent Panel seeking to recognise RTPs as key agencies it would seem counter-intuitive to remove their statutory status implicitly or explicitly through the consultation when there is also an ongoing review of transport governance.
- 2.10** On the issue of infrastructure planning, the consultation suggests an infrastructure first approach to development, ensuring existing capacity is properly scoped and identifies where additional capacity is needed. The Scottish Government outline that they do not agree with the proposal of the Independent Panel to set up a national infrastructure agency or working group and instead propose the establishment of a national infrastructure and development delivery group. In the first instance this group would contribute to developing more detailed proposals for an infrastructure levy, how this could work with wider funding and finance solutions and also there could be a role for the group in overseeing and considering regional infrastructure audits – including transport, prepared by regional partnerships.
- 2.11** The consultation paper highlights that the Strategic Transport Projects Review (STPR) should work alongside spatial planning to form an essential part of strategic investment planning at both the regional and national scale. It would be welcomed if in further developments there could be greater reference to Regional Transport Strategies, as an existing statutorily required regional planning document and clearly would have a role in a regional audit of transport infrastructure capacity.
- 2.12** The consultation outlines that improvements in Section 75 practice will not fully close a gap in infrastructure funding which has emerged following the 2008 recession and the steep decline in housing delivery that followed. The

Scottish Government recognise that it will not address challenges surrounding securing collective contributions for strategic infrastructure. Therefore the proposal in the forthcoming Planning Bill is to introduce an enabling power for a new infrastructure levy for Scotland, following further detailed consultation on the development types involved, how permission to charge is granted by Scottish Ministers to a planning authority/authorities. It is not proposed that the levy replaces national investment or investment secured via Section 75 agreements.

- 2.13** The consultation also highlights that the Scottish Government wish to explore wider opportunities for innovative infrastructure planning. In this context, the consultation proposes that Land use and transport planning should be integrated to ensure that their impact on connectedness, accessibility and active travel are brought together and used to improve quality of place. The review of transport governance is highlighted and it is suggested that the review should consider the role of regional transport partnerships.
- 2.14** In terms of infrastructure planning and funding it will be fundamental that any arrangements provide a strong focus for a more joined up, sustainable and extensive approach to prevent of negative outcomes. The provision of an infrastructure first approach is welcomed, as a clear commitment to early intervention in line with the ethos of the Christie Commission on Public Sector Reform. It is also welcomed that a focus on the collective nature and impact of infrastructure requirements are in many cases cross-boundary and by implication require joint planning and implementation programmes. The importance of adequately accessible, efficient and affordable transport infrastructure; especially the scale, nature and connectivity of investments linking need and opportunity within – and between – communities can be overstated in its importance to the proposals for change outlined in the consultation paper.

### **3. CONCLUSION / RECOMMENDATIONS**

- 3.1** Chief Officers are invited to comment on the summary of key issues raised by the Scottish Government consultation on the future of the Scottish planning system, ahead of the presentation of a paper to the SEStran Board in March and a subsequent final consultation response.

George Eckton  
**Partnership Director**  
26<sup>th</sup> January 2017

#### **Appendix 1 – Selected Consultation paper Questions**



Selected Consultation Questions

- Do you agree that local development plans should be required to take account of community planning?
- Do you agree that strategic development plans should be replaced by improved regional partnership working?
  - How can planning add greatest value at a regional scale?
  - Which activities should be carried out at national and regional levels?
  - Should regional activities take the form of duties or discretionary powers?
  - What is your view on the scale and geography of regional partnerships?
  - What role and responsibilities should Scottish Government, agencies, partners and stakeholders have within regional partnership working?
- Do you agree that rather than introducing a new infrastructure agency improved national co-ordination of development and infrastructure delivery in the shorter term would be more effective?
- Would the proposed arrangements for regional partnership working support better infrastructure planning and delivery?
  - What actions or duties at this scale would help?
- Do you agree that future legislation should include new powers for an infrastructure levy?
  - At what scale should it be applied?
  - To what type of development should it apply?
  - Who should be responsible for administering it?
  - What type of infrastructure should it be used for?
  - If not, please explain why?

## **SEStran Equality Outcomes 2017 – 2021 Progress Report**

### **1. BACKGROUND**

**1.1** SEStran is a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations, and as such we have a duty to publish a set of Equality Outcomes covering the period April 2017 – 2021 to enable us to better perform the equality duty.

### **2. OUTCOMES 2013 – 2017**

**2.1** SEStran published a first set of Equality Outcomes in March 2013 and progress against these was published in March 2015. The EHRC guidance outlines a need to review progress against and continuing relevance of the public bodies previous set of outcomes before developing a new set of outcomes. This review was carried out in late autumn of last year and can be seen at appendix 1. A clear result of this review was the need to focus on clearer outcomes, rather than actions/outputs.

**2.2** A number of the outcomes are based on the existing Regional Transport Strategy, developed in 2006/07 when SEStran had a considerable capital budget. In the course of subsequent years, this funding was removed from SEStran's control, reducing the capability of SEStran to directly influence delivery of many of the outcomes.

### **3. OUTCOMES 2017 – 2021**

**3.1** SEStran employees met several times over the autumn months to discuss the process of reviewing the set of outcomes and developing new outcomes. From these meetings a project plan and participation statement was developed to better enable the involvement of individuals and groups representing those with protected characteristics under the Equality Act to know how and when they can engage in shaping SEStran's Equality Outcomes. The participation statement was subsequently endorsed by the Equalities Forum on the 24<sup>th</sup> October and is included at appendix 2 for information.

**3.2** As SEStran, currently has a very specific remit to produce a Regional Transport Strategy, alongside our duties as an employer, two outcomes were developed on the following 2 strategic issues:

- An equitable, diverse and representative organisation
- A safe, accessible and equitable regional transport network.

**3.3** SEStran officers recognise that the two areas of focus above do not cover all that we aspire to do on equality, but they focus on our main functions and duties. We recognise that there are important issues in terms of equality, but these are within the duties of other public bodies. Clearly, if SEStran was in the future to receive further powers, functions and resources e.g. a move to a

Model 3 RTP, we would seek to develop further relevant outcomes.

- 3.4 At the Partnership Board meeting of the 2<sup>nd</sup> December, the Board approved a 4 – 6 week consultation period on the Outcomes. This was issued on 15<sup>th</sup> December and closed on the 17<sup>th</sup> January. The consultation documents can be seen at appendix 3.
- 3.5 Three responses were received and in the main outlined broad support or agreed on both Outcomes. The key requests were that there was more detail provided on certain actions and the specific greater inclusion of learning disability groups and local groups. The Equalities forum has an open membership but officers will seek to engage these groups to raise awareness of the Forum. There was also a specific request to address information gaps for certain groups who couldn't access Real Time Passenger Information (RTPI) and a request for non-technical provision of data. SEStran officers have taken these comments to the Equality Forum to find ways to address the issues.

#### **4. EVIDENCE BASE**

- 4.1 SEStran are in the process of compiling relevant equality evidence to support our Equality Outcomes. This evidence has mostly been sourced from the Scottish Government Equality Evidence web resource as well as census data. SEStran aim to develop their equality evidence further and the draft evidence base can be seen in appendix 4.

#### **5. MAINSTREAMING REPORT**

- 5.1 SEStran has a duty to publish a Mainstreaming report by April 2017 alongside our renewed equality outcomes for 2017-2021 and a general report on progress. Within the report we must publish the progress we have made to make the general equality duty integral to the exercise of our functions, an annual breakdown of information gathered on employees and how it's been used to further the equality duty. On the receipt of information from a Scottish Government survey we also have a responsibility to publish the gender composition of the SEStran board and a Board Diversity Succession Plan.

#### **6. CONCLUSION**

- 6.1 Chief Officers are asked to comment upon the development of the Equality Outcomes.

Emily Whitters  
**Business Support Officer**  
26<sup>th</sup> January 2017

List of Appendices

- 1. Review of 2013 – 2017 Outcomes
- 2. Participation statement

3. 2017 – 2021 Outcomes Consultation
4. Draft Evidence Base
5. Draft structure for Mainstreaming Report

## PROGRESS WITH 2013-2017 OUTCOMES

Proposed Outcome	Action	2013 – 2017 Progress
To provide a forum for consultation on SEStran policy	Provide an Equalities Forum	The SEStran Equalities Forum has been running successfully since 2009.
An equality audit procedure for proposed initiatives and projects	Develop and implement a procedure.	This outcome has not been taken forward.
A monitoring process that specifically identifies equality issues.	Identify equality issues and relative monitoring requirements.	Equalities monitoring has been reported in the annual report which is presented to the SEStran Board.
Monitor and report progress on equality issues	Include a report on progress in our Annual Report	As above, progress has been 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 web site.	These are available on request.

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.	SEStran have consulted on accessibility issues such as accessibility at Waverley and Haymarket stations and lobbied on behalf of the Equalities forum.  Development of RTPI.
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.	Following a change to RTP funding this no longer became a deliverable outcome.
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.	Following a change to RTP funding this no longer became a deliverable outcome.
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	Following a change to RTP funding this no longer became a deliverable outcome.

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.	Following a change to RTP funding this no longer became a deliverable outcome.
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.	SEStran developed the Thistle Card to assist elderly and disabled people in using public transport. This has been very successful.
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.	Facilitated the Access to Healthcare forum.
Facilitation of independent travel by children.	RTS 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.	Following a change to RTP funding this no longer became a deliverable outcome.
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	Provided funding for lighting on cycle paths to increase safety.

	pedestrians, cyclists, and public transport users.	
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.	This outcome was not developed.
Ensure equalities issues are considered in project justification/ prioritisation	Include equalities section in project prioritisation/justification pro forma.	Following a change to RTP funding this no longer became a deliverable outcome. If SEStran had the funding to initiate our own projects we would ensure that equalities issues were embedded in project justification.
Ensure equalities progress is reported to the board annually	Included in annual progress report on equalities	Equalities Progress is reported annually through the RTS Monitoring report.
Ensure equalities issues are integral to our future planning	Include section on equalities in the annual business plan	Equalities issues have been included in the annual business plan.
SEStran's communications encourage equalities	Audit SEStran publications to ensure equal access by all	SEStran communications are openly available for all, in a range of formats and languages.
Promote access to SEStran for all sectors of the community	Participate in events designed to promote equal opportunities	Officers have participated at various events such as Edinburgh Mela, SATA events.
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, includes	New website is in development and will be audited to ensure that a diverse range of media is presented.



	images of ethnic minorities and includes images of people with disabilities	
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## Equality Outcomes and the Public Sector Equality Duty: Participation Statement

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### Introduction

Under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties, SEStran has a duty to publish a set of Equalities Outcomes covering the period April 2017- March 2021, which it considers will enable it to better perform the equality duty.

### The General Equality Duty

The general equality duty requires public authorities, in the exercise of their functions, to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Equality Act 2010
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not
- Foster good relations between people who share a protected characteristic and those who do not

### The Equality Act 2012 (Scotland) Specific Duties

The specific duties are designed to help public authorities in their performance of the general duty:

- To publish a set of equalities outcomes which it considers will enable the authority to better perform the equality duty. It must publish a fresh set of equality outcomes within four years of publishing its previous set.
- In preparing this set of equalities outcomes, the authority must take reasonable steps to involve people who share a relevant protected characteristic and any person which appears to the authority to represent the interests of those people.
- The authority must consider relevant evidence relating to people who share a relevant characteristic.
- If an authority's set of outcomes does not seek to further the needs of the general equality duty in relation to every relevant protected characteristic, it must publish its reasons for proceeding in this way.
- An authority must publish a report on the progress made to achieve its equality outcomes every two years.

### Participation Commitment

SEStran are committed to engaging with individuals and groups with protected characteristics to enable us to develop a set of Equalities Outcomes which are fit for purpose and further the elimination of discrimination, advance equality of opportunity or foster good relations. To achieve this we will undertake the following:

#### October 2016 – SEStran Equalities Forum

Invite current members, and also extend invites to a wider range of persons or groups with protected characteristics to:

- Participate in reviewing the current set of equalities outcomes in terms of progress and relevance and recommend which outcomes should be continued to March 2017.
- Provide input into drafting a new set of outcomes for the period April 2017 – March 2021.
- Provide opportunity for those invited but unable to attend the Forum to put their views forward.

#### December 2016 – SEStran Partnership Board

Seek approval from the SEStran Partnership Board to engage in a 4-6 week consultation on the draft set of new equalities outcomes.

#### December 2016 – Mid-January 2017 – Equalities Outcomes Consultation

We will undertake a consultation exercise which will be sent to all equalities groups within the SEStran region. We will also ask our 8 partner authorities to promote the initiative within their council areas. We may host or attend an event as part of the exercise, if appropriate.

#### January – Early February 2017 – Consideration of Consultation Responses

We will consider the consultation responses and draft a set of outcomes based on the findings.

#### Early – Mid-February 2017 – Equalities Forum

Publish the Consultation Report and air actions to seek to address comments.

#### March 2017 – SEStran Partnership Board

Seek approval from the SEStran Partnership Board to implement the set of Equalities Outcomes for the period April 2017 – March 2021.

#### March 2017 – Publication

Publish the Equalities Outcomes for 2017-2021.

### **Further information**

Further information can be obtained by contacting:

**George Eckton**, Partnership Director  
 Email: [George.eckton@sestran.gov.uk](mailto:George.eckton@sestran.gov.uk)  
 Tel: 0131 524 5512

**Angela Chambers**, Business Manager  
 Email: [angela.chambers@sestran.gov.uk](mailto:angela.chambers@sestran.gov.uk)  
 Tel: 0131 524 5154

Address: SEStran, Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ

### **Links**

*Link to Equality and Human Rights Guidance*

[https://www.equalityhumanrights.com/sites/default/files/2\\_equality\\_outcomes\\_-\\_formatted.pdf](https://www.equalityhumanrights.com/sites/default/files/2_equality_outcomes_-_formatted.pdf)

*Link to SEStran Equalities Outcomes 2015*

[http://www.sestran.gov.uk/uploads/draft\\_equalities\\_outcome\\_report\\_update\\_ac\\_jan\\_2015\\_a8\\_appendix\\_4\\_\(2\).doc](http://www.sestran.gov.uk/uploads/draft_equalities_outcome_report_update_ac_jan_2015_a8_appendix_4_(2).doc)

*Link to SEStran Website and papers*

[www.sestran.gov.uk](http://www.sestran.gov.uk)

## **SEStran Equality Outcomes 2017 - 2021**

SEStran as a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations, has a requirement to publish a set of Equality Outcomes, covering the period April 2017 – March 2021, which it considers will enable it to better perform the equality duty.

A requirement of publishing a set of Equality Outcomes is the need to take steps to involve people who share a relevant protected characteristic and any person who appears to represent the interest of those people. To this end the Equality Outcomes were developed with input from the SEStran Equality Forum in October 2016 and subsequently the Partnership Board agreed to have a consultation period on the Outcomes.

The responses to this consultation will be considered and taken back to the Equalities Forum again in early 2017 for a final review. The draft set of Equalities Outcomes will be taken to the Partnership Board in March for approval and will then be published. A copy of the report taken to the Partnership Board outlining SEStran's duties and actions under the Equality Act is available.

SEStran have developed two new outcomes:

- An Equitable, Diverse and Representative Organisation
- A Safe, Accessible and Equitable Regional Transport Network

They can be viewed in full in the attached Equalities Outcomes summary and set out the course of action SEStran will take to achieve the two proposed outcomes.

## **Responding to the consultation**

We are inviting responses to this consultation by 17<sup>th</sup> January 2017.

The consultation questions are listed below and should be answered in conjunction with the equalities outcomes summary document. Please send your response to [emily.whitters@sestran.gov.uk](mailto:emily.whitters@sestran.gov.uk)

If you would like any of the consultation materials available in an alternative format please contact [emily.whitters@sestran.gov.uk](mailto:emily.whitters@sestran.gov.uk)

All respondents should be aware that SEStran is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

## **Next steps in the process**

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us and taken in to consideration in further development of our Equality Outcomes.

## **Comments and Complaints**

If you have any comments about how this consultation exercise has been conducted, please contact [emily.whitters@sestran.gov.uk](mailto:emily.whitters@sestran.gov.uk).

## **Consultation Questions**

1. What is your name?
2. Do you represent an individual or an organisation? If you represent an organisation please include the name of it.
3. Do you agree with the proposed objective of an equitable, diverse and representative organisation? (Outcome 1)
4. Do you agree with the proposed actions to achieve an equitable, diverse and representative organisation? (Outcome 1)
5. Any further comments on Outcome 1?
6. Do you agree with the proposed objective of a safe, accessible and equitable regional transport network? (Outcome 2)
7. Do you agree with the proposed actions to achieve a safe, accessible and equitable regional transport network? (Outcome 2)
8. Any further comments on Outcome 2?
9. Additional Comments
10. Do you consent to your response being published?

## SESTRAN EQUALITY OUTCOME 1

### **An Equitable, Diverse and Representative Organisation**

SEStran is committed to creating a culture in which diversity and equality of opportunity are promoted actively, discrimination is eliminated and good relations are fostered amongst all staff, members and stakeholders.

SEStran seeks to increase the diversity in the nature of its members who they represent and the workforce of the organisation. We recognise that we need to evaluate both the current monitoring of the diversity of our workforce and governance, and are committed to activity and plans to achieve these outcomes over the next 4 years. Currently, we don't have up-to-date and ongoing staff monitoring data processes and it is proposed to address these as part of a wider staff and board survey.

SEStran's commitment to improving the diversity of our workforce is constrained by the wider public sector financial situation at present, which means increasing diversity solely through recruitment will be limited and we are also constrained by the current legislative context at time of issuing these outcomes around governance diversity. However, we will seek to take all possible steps to enhance opportunities within the current policy and parliamentary legislation context over the next 4 years. SEStran has committed to undertake positive action with Equate Scotland over the summer of 2017 to address the wider under-representations in gender terms with the Science, Technology, Engineering and Mathematics (STEM) sector but also recognises our wider public duties to the wider workforce of Scotland.

This will build on the existing commitment made by the SEStran Partnership board in Summer 2016 to set up a Board Diversity Working Group to address issues of under-representation as far as possible, committing to producing a Board Diversity Succession Plan. While SEStran will seek to influence the advancement of equality of representation on our Board, there is a legislative recognition that over two-thirds of our Board are elected members appointed by constituent councils. Therefore this will depend to a large extent on the diversity of members appointed by constituent councils and the impacts of the proposed Gender Balance Bill for Parliament in 2016/17 on the requirement for public bodies such as SEStran to seek to improve the diversity of its Board through the appointment of non-councillor members by April 2018.

<b>Equality Outcome</b>	<b>An Equitable, Diverse and Representative Organisation</b>
Activity/Plans	Employee information should be collected with an 80% response rate across all characteristics by 2019 and 100% response rate by 2021.  Undertake awareness raising of SEStran as an employer and use positive action as appropriate to address underrepresentation within certain areas.

	<p>Develop a plan for moving towards a more representative workforce and Board by 2021.</p> <p>Seek to influence primary legislation and regulations on Board governance by 2018.</p> <p>Work with our stakeholders to ensure that a wide range of applicants are encouraged to apply for non-councillor member appointments using a variety of mechanisms, including application support and other positive action initiatives.</p> <p>Monitor and review our promotion, training and progression opportunities to ensure they are fair and transparent for workforce and board members.</p> <p>Work with staff networks to ensure that staff are able to work in a supportive and inclusive environment where they feel safe and respected through the delivery of relevant policies and procedures.</p>
Measuring Progress	<p>Employee data, disaggregated by protected characteristic.</p> <p>Annual employee survey responses provided by staff across protected characteristics on an annual basis.</p> <p>Regular survey of diversity of Board members in line with 2016 Equality Act regulations.</p> <p>Calculate a non-statutory analysis of SEStran's gender pay gap</p> <p>Qualitative feedback mechanisms on staff experience and training and development policy monitoring.</p>
Public Sector Equality Duty	<p>Eliminate discrimination</p> <p>Advance Equality of Opportunity</p> <p>Foster good relations</p>
Protected Characteristics	<p>Age</p> <p>Disability</p> <p>Gender Reassignment</p> <p>Race</p> <p>Religion or Belief</p> <p>Sex</p> <p>Sexual Orientation</p> <p>Marriage &amp; Civil Partnership</p> <p>Pregnancy &amp; Maternity</p>

## **SESTRAN EQUALITY OUTCOME 2**

### **A Safe, Accessible and Equitable Regional Transport Network**

SEStran is committed to producing and delivering a strategy that seeks to make transport easier to use for all by promoting measures to further improve the safety, accessibility and equity of the transport network across the South-East of Scotland.

The journeys which take place across the transport network within the region, start in the planning/decision stage of an individual citizen or business choosing which method of transport to utilise for their travel. These types of journeys should be fully accessible to all, and particularly those who share a protected characteristic. There is evidence that shows that issues such as lack of support, comfort and safety when travelling or lack of availability of suitable forms of transport may mean that some users with protected characteristics are unable to make these journeys.

A contributing factor to this is that transport users can sometimes be unaware of the level of accessible travel information provided or where to find it.

In 2011, SEStran launched the Thistle Assistance Card to make it easier for older and disabled people to use public transport. The initial idea was raised by the SEStran Equality Forum following the demise of the nationally funded assistance card by Enable Scotland. Forum Members believed that the card was essential for helping people with all types of disability to access and use public transport. Since its launch SEStran has distributed around 45,000 cards and the design has been adopted by other Regional Transport Partnerships making it a nationally recognised card.

Safety and security can also be a concern for young and older people, women and certain BAME people, more so than other groups. There can be a fear of crime particularly when travelling alone on certain modes/routes of transport, particularly in terms of antisocial behaviour or sexual harassment of women on public transport and/or hate crime towards other groups. This can affect the frequency of travel for these groups and curtail their mobility. There is also the difference in road safety outcomes especially for children/young people or older people in terms of greater likelihood for negative outcomes in road use. There are a number of protected characteristics shared by those who experience or are most vulnerable to serious incidents on roads.

<b>Equality Outcome</b>	<b>Safe, Accessible and Equitable Regional Transport Network</b>
Activity/Plans	Continue to roll out Real Time Passenger Information system to increase users confidence of using the bus at certain times.



	<p>Undertake a full Equality Impact Assessment for the renewal of the Regional Transport Strategy during 2017-2021</p> <p>Undertake awareness raising of the various accessible services and information available within the SEStran area, continue to work with partners around the further development of the Thistle Card scheme.</p> <p>Continue and extend engagement to groups with or representing groups who have/share a protected characteristic.</p> <p>Seek to influence national strategy and policy of key partners on the issue of safety, accessibility and equity for all users of transport during 2017-2021.</p> <p>Work with our stakeholders to ensure that equality advances through the work of a range of partners within the SEStran area and act as an advocate for equality issues across all transport modes.</p> <p>Monitor and review existing equality actions to see if further advances promoting opportunity can be undertaken through further developments of existing projects.</p>
Measuring Progress	<p>Conduct passenger surveys on bus networks to analyse perceptions of accessibility, safety and security.</p> <p>Qualitative feedback from protected characteristics groups via the SESTRAN Equality Forum.</p> <p>User satisfaction surveys and general feedback on the delivery of projects such as the Thistle Card and App.</p>
Public Sector Equality Duty	<p>Eliminate discrimination Advance Equality of Opportunity Foster good relations</p>
Protected Characteristics	<p>Age Disability Gender Reassignment Race Religion or Belief Sex Sexual Orientation Marriage and Civil Partnership Pregnancy and Maternity</p>

## SEStran Equality Outcomes 2017 – 2021 – Draft Evidence

The 2011 census showed that Scotland has an estimated population of 5,295,403 people, the highest ever population with a rise of 4.6% since 2001<sup>1</sup>. The SEStran region comprises the local authority areas of City of Edinburgh, Fife, Falkirk, Clackmannanshire, Scottish Borders, East Lothian, Midlothian and West Lothian. The total estimated population of the SEStran area is 1,521,148 people. While the population of Scotland is projected to grow further<sup>2</sup>, and both East Lothian and City of Edinburgh have been subject to large population increases from 2005 – 2015, by 11.1% and 11% respectively<sup>3</sup>.

### Age

While the population of Scotland is growing, it is also an aging population with an increase of 17% in the number of people aged 75 and over and 18% in the 60-74 age group<sup>4</sup>. In the SEStran area 16.1% of the population is aged 65 years and older, 66.6% is aged between 16 – 64 years old and 17.3% is under 16 years old.

The Scottish Health Survey published most recently in 2015, shows that as people age they are less likely to describe their health as “very good” or “good”<sup>5</sup>. A number of health problems have been identified that may affect elderly people’s ability to use varying transport options, which could also come under the disability protected characteristic such as:

- Limited mobility
- Visual impairments
- Hearing conditions

### Disability

Within the SEStran area, 29.3% of the population is affected by a long term health condition or disability which impacts on their daily activities. The Scottish Government has collated data that states that adults with a disability or long-term illness were more likely to use a local bus service than those with no disability or long-term illness. In 2015, 50.4% of adults who had a long term health condition or disability had used a bus service in the previous month compared to 49.3% of adults who had no long term health condition or disability<sup>6</sup>.

- 1.6% of the adult population has a long-standing illness, health problem or disability that meant they find using a car difficult to manage on their own.

<sup>1</sup> <http://www.scotlandscensus.gov.uk/ods-web/area.html>

<sup>2</sup> <http://www.scotlandscensus.gov.uk/ods-web/area.html>

<sup>3</sup> <http://www.scotlandscensus.gov.uk/ods-web/area.html>

<sup>4</sup> <https://www.nrscotland.gov.uk/files/statistics/high-level-summary/j11198/j1119802.htm>

<sup>5</sup> <http://www.gov.scot/Topics/Statistics/Browse/Health/scottish-health-survey>

<sup>6</sup> <http://www.gov.scot/Topics/People/Equality/Equalities/TransportTravel>

- 4.7% of the adult population had a long-standing illness, health problem or disability that meant they find using a bus difficult to manage on their own.
- 3.6% of the adult population had a long-standing illness, health problem or disability that meant they find using a train difficult to manage on their own.<sup>7</sup>

The bus industry has in recent years become far more accessible with 94% of buses being accessible or having a low floor in 2014/15, up from 33% in 2004/5.

## **Race**

The proportion of black and ethnic minority people living in the SEStran area is 4.02%, with a higher proportion in the City of Edinburgh of 8.3%. Indian, Pakistani and Chinese households were most likely to have access to a car. African households were least likely to have access to a car. At the time of the 2011 census, three quarters of households in Scotland had access to a car or van. The proportion was over 80% for Pakistani and White: Other British households and lowest (47%) for African households. Pakistani households were most likely to have access to three or more cars; 20% of Pakistani households had three or more cars, compared to a Scottish average of 9%.

## **Religion or Belief**

In the 2011 census, 56.3% of the Scottish population reporting currently having a religion. 36.7% of the Scottish population reporting having no religion. Within the SEStran area 49.9% of people reported having a religion and 43.2% reporting having no religion. Sikhs had the highest car access with the majority (52%) having access to two or more cars or vans. Hindus had the lowest car access, with over two fifths (42%) living in households with no access to a car or van.

## **Sex**

In 2011 the gender balance across Scotland was recorded as 51.5% female and 48.5% male. The gender balance across the SEStran area was broadly the same.

As stated in the Transport and Travel in Scotland study 2015, women are more likely to use public transport than men. 49% of women had used the bus in the last month compared to only 42% of men. 13% of women used the bus everyday compared to 11% of men. 8% of men and 31% of women had used the train within the past month.

## **Sexual Orientation**

<sup>7</sup> Transport Scotland, Transport & Travel in Scotland 2011

The Scottish Household Survey introduced a question on sexual orientation in 2011 as one of their core questions. In 2015 98.1% of respondents identified themselves as heterosexual, 0.8% as gay/lesbian, 0.2% as bisexual and 0.2% as other.<sup>8</sup>

### **Gender Reassignment**

There is currently no formal monitoring to collect information on gender identity through the census or Scottish Household Survey. Officers are to carry out more research and engage with groups such as Stonewall Scotland and the Scottish Transgender Alliance.

### **Pregnancy & Maternity**

There is limited available quantitative evidence on use of transport with regard to those on maternity leave, or those caring for children. Within the SEStran area, Lothian Buses are a major provider of bus travel. As of December 2011, buses with buggy space make up around 40% of the Lothian Bus fleet<sup>9</sup>.

<sup>8</sup> <http://www.gov.scot/Resource/0050/00506173.pdf>

<sup>9</sup> [https://lothianbuses.co.uk/assets/files/Accessibility\\_Review.pdf](https://lothianbuses.co.uk/assets/files/Accessibility_Review.pdf)

## **Draft Structure of Mainstreaming Report**

Foreword / corporate commitment

About SEStran – Role & Function

Legal Context

How we seek to Mainstream equality

- How we assess impact on equality
- How our relevant policies e.g. public procurement, HR address equality
- Examples of Equality Work
  - Thistle Card & App
  - Equate Scotland Placement
  - Equalities Forum
  - Board Diversity Working Group
  - Review of Policies – introduction of flexible time

Employee Data

Statement on Equal Pay & Gender Pay Gap

Equality Outcomes

Performance Reporting

Identification of Responsible Officers

## **Scottish Government – Draft Climate Change Plan 2017 - 2032**

### **1. INTRODUCTION**

- 1.1** The Scottish Government passed the Climate Change (Scotland) Act in 2009, which in part requires the Scottish Government to publish regular plans for meeting future emission reduction targets. On the 19<sup>th</sup> January 2017, the draft Climate Change Plan (the draft third report on proposals and policies (RPP3) for meeting Scotland’s annual greenhouse gas emissions targets) was laid in the Scottish Parliament to cover the period 2017 - 2032. The draft Plan is subject to a 60 day period of Parliamentary scrutiny.
- 1.2** This report summarises the main targets of the Climate Change Plan and the measures that Scottish Government will look to implement in regards to transport to meet the aims of the Plan.
- 1.3** SEStran also have a duty in regards to The Climate Change (Scotland) Act 2009. Further to the Act, in 2015 the Scottish Government introduced an Order requiring all 150 Public Bodies who appear on the Major Player list to report annually to Scottish Ministers on their compliance with the climate change duties. SEStran is included on this list and submitted their first annual report on 30<sup>th</sup> November 2016.

### **2. CONTENT OF PLAN**

- 2.1** The plan sets out the Scottish Government path to decarbonisation up to 2032. This includes both the use of low carbon fuels and technologies as well as other emission reduction action, including land use and reducing demand from our energy system.
- 2.2** Before setting a batch of annual targets, Scottish Ministers must request advice from the Committee on Climate Change (CCC). The CCC is an independent body established by the UK Climate Change Act 2009 to provide climate change advice to the UK Government and devolved administrations. Following advice from the CCC in March 2016 and then again in July 2016, the Scottish Parliament passed legislation setting the third batch of annual targets in October 2016, for the years 2028 to 2032. The targets set an emission reduction pathway to 2032 and in doing so establish a 2032 target that represents a 66% reduction below 1990 levels.
- 2.3** The Scottish Government envisages a significant decarbonisation of transport by 2032, with emissions reducing by 32% compared to 2014. The main aims to achieve this include:
- Low emission cars and vans will be widespread and becoming the norm;
  - Low emission HGVs will be more common;
  - A third of the ferries owned by the Scottish Government will be low carbon;

- Aircraft fleets will be on the cusp of radical new designs;
- Freight infrastructure will feature more efficient HGVs operating from out-of-town consolidation centres; and
- Low emission vehicles will also play a role in energy storage within the wider energy system.

**2.4** There is a recognition within the Plan that individuals and households account for over three-quarters of Scotland's consumption emissions. The Scottish Government have laid out, within the plan, 10 key behaviours to try and mitigate this impact. Three of these behaviours are directly linked to transport:

- Becoming less reliant on the car (walking, cycling, using public transport and/or car-sharing instead of driving)
- Driving more efficiently (using a low carbon vehicle (fuel efficient, hybrid, alternative fuel or electric), and/or following fuel-efficient driving principles)
- Using alternatives to flying where practical (e.g. train or teleconferencing for business)

**2.5** The report is split in to separate sectors, with transport being included as one. There are several policy outcomes included within the transport sector:

- Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards
- Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach or exceed 40% by 2032.
- Average emissions per tonne kilometre of road freight to fall by 28% by 2032.
- Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
- By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
- Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
- We will have electrified 35% of the Scottish Rail network by 2032.
- Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

**2.6** The Plan makes a further comment that an increased number of journeys to be made by active travel will further reduce congestion and pollution, in addition to the associated benefits that come through living an active lifestyle. Active travel and lift sharing offer a potential route to combat transport poverty by increasing the availability of low-cost, low carbon transport options and reducing the need to own a car. Car clubs will allow households to access efficient vehicles without the costs associated with car ownership. These policies and the actions taken to achieve them are laid out in full in appendix 1.

### **3. CALL FOR EVIDENCE / SESTRAN RESPONSE**

- 3.1** Four parliamentary committees have launched a joint call for views on the Scottish Government's plan on how it will meet climate change targets from 2017 to 2032. The Rural Economy and Connectivity Committee has a focus on rural affairs, agriculture, forestry and transport and SEStran will therefore be submitting evidence to them. The joint call for views is asking for opinions on the following questions, as they relate to their specific remits:
- Progress to date in cutting emissions within the sector/sectors of interest and implementing the proposals and policies set out in the RPP2;
  - The scale of reductions proposed within their sector/s and appropriateness and effectiveness of the proposals and policies within the draft RPP3 for meeting the annual emissions targets and contributing towards the 2020 and 2050 targets;
  - The appropriateness of the timescales over which the proposals and policies within the draft RPP3 are expected to take effect;
  - The extent to which the proposals and policies reflect considerations about behaviour change and opportunities to secure wide benefits (e.g. environmental, financial and health) from specific interventions in particular sectors.
- 3.2** The evidence is due for submission on the 10<sup>th</sup> February 2017 and therefore SEStran are unable to table a report for agreement by the Board and will therefore make a response on the views of the Partnership Director.
- 3.3** The ambition of the RPP3 is welcomed, as is the recognition of the role of Regional Transport Partnerships (RTPs) as there is clear potential in taking a new wider regional approach to tackling the challenges for the transport sector to deliver sustainable aggregated responses to certain transport-related climate change challenges.
- 3.4** An initial view of officers is that the draft RPP3 focuses predominantly on emissions reduction via supply side interventions. It would be welcomed going forward to also consider in greater detail a wider range of potential demand side interventions and the impact these could have on potential latent demand for transportation generated by the long-term achievement of inclusive growth in Scotland which may continue for the near future to generate unsustainable travel practices prior to the impact of supply side policies and proposals outlined in RPP3 being able to generate the emissions reductions planned for them.
- 3.5** We would welcome a greater discussion of workplace parking charges for all vehicles and it is welcome to see within the draft RPP3 a focussed policy on ULEVs. It is noted however that it would be useful to understand if councils will be able to charge, in order to cost recover, for LEZs given the potential magnitude of resources involved and as a further measure to alter behaviour alongside any access restrictions. It may also be appropriate to renew and revise strategic regional approaches to parking and demand restraint policies in order to strategically plan for the reduction of boundary



effects and therefore it would seem appropriate to reference RTPs as delivery partners.

- 3.6** Within the Plan many actions require preventative spend and it is good that the co-benefits section recognises this resourcing issue and observes it will bring benefits to healthcare budget. It also perhaps highlights the need to develop a strategic model of co-production of such transport policies and proposals to enable benefits to be realised.
- 3.7** The draft RPP3 makes welcome references to the need for further engagement with public sector run partnerships such as SEStran Freight quality partnerships. It would be welcome in the final document if greater reference could be made to Freight Quality Partnerships<sup>1</sup> run by RTPs and the potential for them to be involved in delivery of the outcomes required by various policies and proposals. Especially given the previous and future research ambitions of SEStran on green logistics and distribution centres<sup>2</sup>.
- 3.8** We welcome the recognition of Intelligent Transport Systems (ITS) within the document and would be keen to see any ITS strategy also cover the wider aspects of ITS. We currently run a Real-Time Passenger Information system<sup>3</sup> to seek to enable passenger confidence in using public transport. If the future policies and proposals seek to encourage and enable a modal shift, it will be vital to cover maintenance and long term resilience of those systems as part of an ITS response to future travel demands. It will also be welcome if such a strategy could consider the costs of such maintenance and resilience of such systems.
- 3.9** On the proposals within the Transport Chapter, we would comment that RTPs could deliver greater efficiency and reach if we had greater access to funding such as Smarter Choices, Smarter Places alongside our constituent councils. In recent months, for example, we have just concluded a report entitled X-Route<sup>4</sup> with YoungScot investigating young people's attitudes to active travel and potential barriers to its uptake. Given the timescale of RPP3 many of the respondents to this report will be established commuters by the end of 2032 and many of the report recommendations highlight the need to engage and embed confidence to enable travel behaviour change for the long term. Certainly, an eye-catching result of the survey was that 75% of respondents hadn't heard of the term "active travel", which highlighted the need to manage our messages to young people better when seeking to initiate behaviour change.
- 3.10** The draft Climate Change Plan also makes welcome reference to the availability of trip-sharing. We would welcome the further promotion of trip sharing in the final RPP3. Given the predicted increase in population we will have to balance supply side measures with demand restraint to achieve emissions goals. SEStran has a successful and ever-growing Liftshare

<sup>1</sup> <http://www.sestran.gov.uk/news/30/minister-launches-sestran-freight-quality-partnership/>

<sup>2</sup> <http://www.instituteforsustainability.co.uk/lopinod.html>

<sup>3</sup> <http://www.bustrackersestran.co.uk/>

<sup>4</sup> <http://www.youngscot.net/getting-active-with-xroute/>

scheme<sup>5</sup> and it would be welcome if further proposals and policies could be considered in the final RPP3 alongside a recognition of the role of RTPs in promoting it. The increase in lift-sharing opportunities could have a related co-benefit in terms of potential inclusion and accessibility impacts across urban-rural geographies.

**3.11** SEStran will make a further response to the draft RPP3 itself after consideration by the Partnership Board on 2<sup>nd</sup> March.

#### **4. CONCLUSION/RECOMMENDATIONS**

**4.1** Chief Officers are asked to:

1. Comment upon the suggested proposals of the Draft Plan; and
2. Comment upon SEStran's suggested response

Emily Whitters  
**Business Support Officer**  
26<sup>th</sup> January 2017

George Eckton  
**Partnership Director**

**Appendix 1** – Scottish Government Draft Climate Change Plan, Transport Section

<sup>5</sup> <https://liftshare.com/uk/community/sestran>

9. Transport

The Transport sector covers all transport modes in Scotland, including public transport, freight, aviation, shipping, private motoring, active travel and the regulations, policies and infrastructure designed to support all of these.

9.1 Where we are now

Figure 8: Transport historical emissions

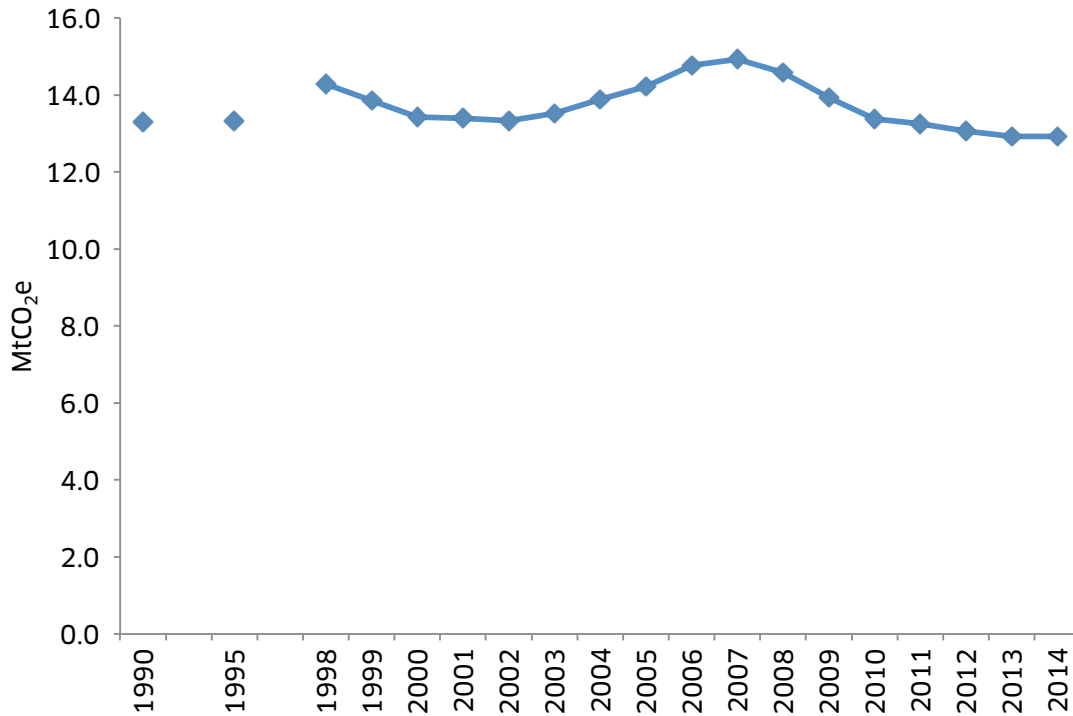
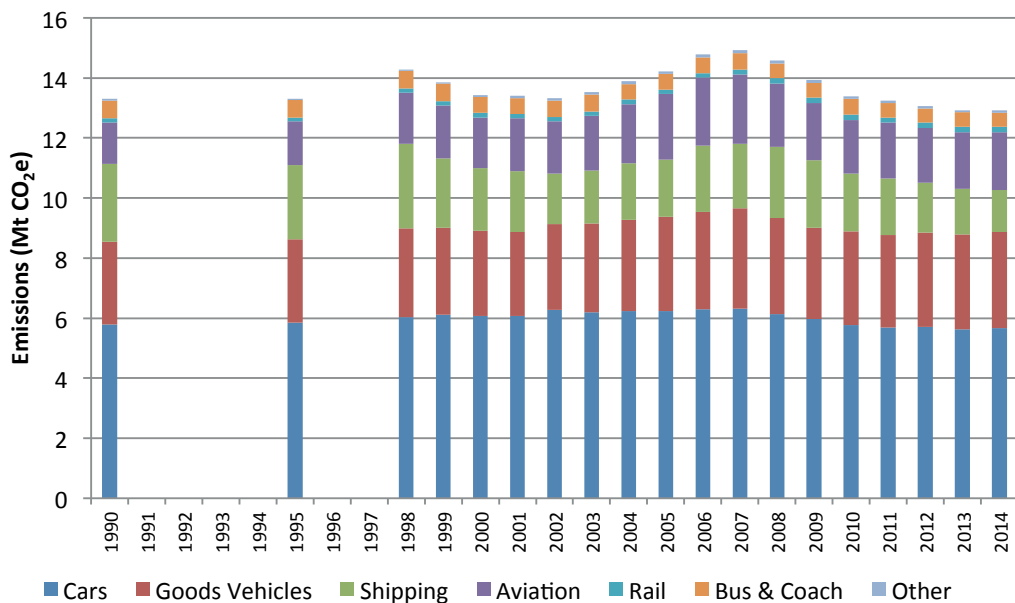


Figure 9: Scottish transport emissions by mode, 1990 – 2014



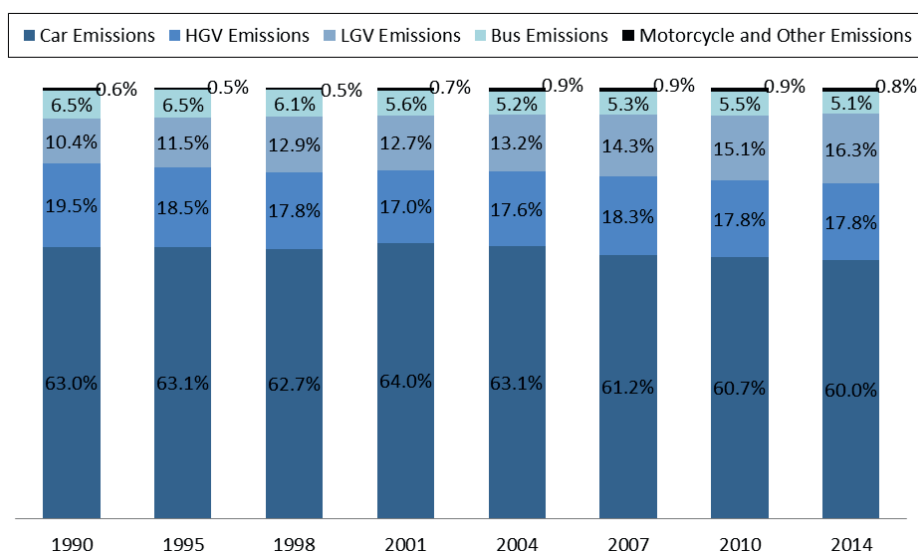
9.1.1 In 2014, transport emissions (including those from international aviation and shipping) amounted to 12.9 MtCO<sub>2</sub>e, marginally below the 1990 baseline figure of 13.3 MtCO<sub>2</sub>e. Currently, transport accounts for 28% of total Scottish emissions<sup>48</sup>. Within that long-term profile, we have seen significant reductions more recently: since transport emissions peaked at 14.9 MtCO<sub>2</sub>e in 2007, they have fallen year on year by a total of 2.0 MtCO<sub>2</sub>e. This is a 13% reduction in seven years.

9.1.2 The composition of the numbers has changed significantly. For example, in 2014 demand for all road transport stood at 44.8 billion kilometres, as compared to 36.5 billion kilometres in 1995. This 22% increase in demand has been offset by significant improvements in vehicle efficiencies, combining to produce the broadly static but now reducing emissions figures.

### Road transport emissions

9.1.3 The largest contributor to transport emissions is the road sector. In combination, cars, lorries, vans, buses and motor cycles accounted for 9.4 MtCO<sub>2</sub>e in 2014 (73% of total transport emissions). This compares with 9.2 MtCO<sub>2</sub>e in 1990.

**Figure 10: Road transport emissions, 1990 – 2014**



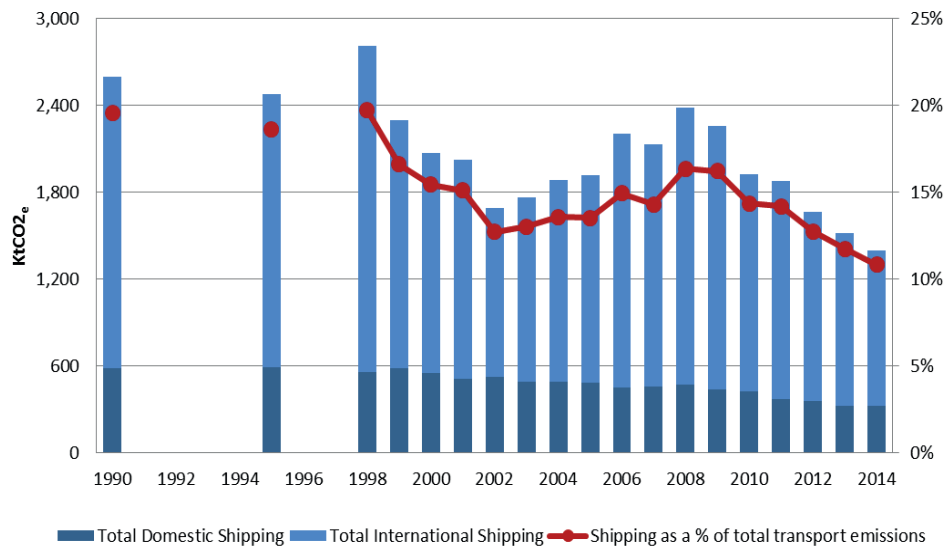
### Maritime emissions

9.1.4 Emissions from maritime transport<sup>49</sup> in 2014 are estimated to be 1.4 MtCO<sub>2</sub>e, or 11% of total transport emissions. This compares to 2.6 MtCO<sub>2</sub>e in 1990. Within that profile, emissions from international shipping have been volatile, while emissions from domestic shipping have decreased steadily since 1990.

<sup>48</sup> Excluding adjustments for the EU Emissions Trading System

<sup>49</sup> Includes national navigation and international shipping

**Figure 11: Shipping emissions, 1990 – 2014**

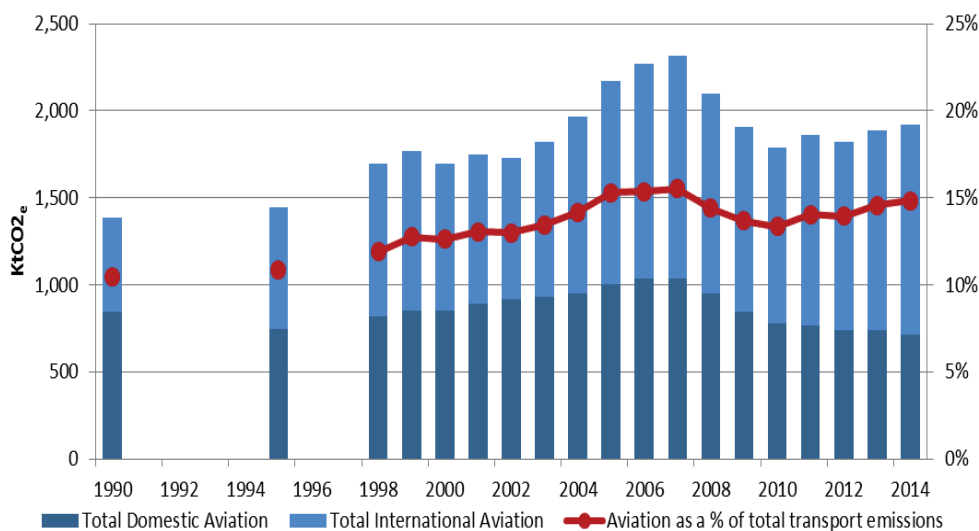


**Aviation emissions**

9.1.5 In 2014, aviation emissions stood at 1.9 MtCO<sub>2</sub>e, or 15% of total transport emissions. This compares with 1.4 MtCO<sub>2</sub>e in 1990. Passenger numbers in that period increased from just over 10 million to 24 million. The growth in demand of 134% was thus associated with a significantly lower growth in emissions of 38%, reflecting effective efficiency improvements, including increased load factors.

9.1.6 In 2014, international aviation emissions account for 63% of total Scottish aviation emissions, almost the reverse of the proportion in 1990, when it was domestic aviation that accounted for 61% of aviation's emissions total.

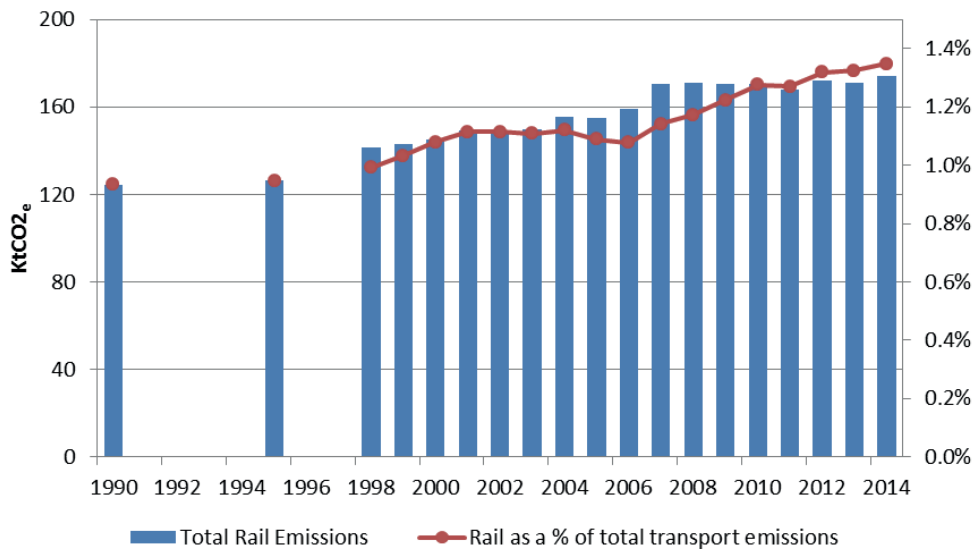
**Figure 12: Aviation emissions, 1990 – 2014**



### Rail emissions

9.1.7 At 0.2 MtCO<sub>2</sub>e in 2014, rail accounts for only 1.3% of transport emissions. The 2014 figure is 44% above the equivalent 1990 figure of 0.1 MtCO<sub>2</sub>e, and rail emissions have followed a generally rising trend over the period 1990 to 2014.

Figure 13: Rail emissions, 1990 – 2014



### Active travel

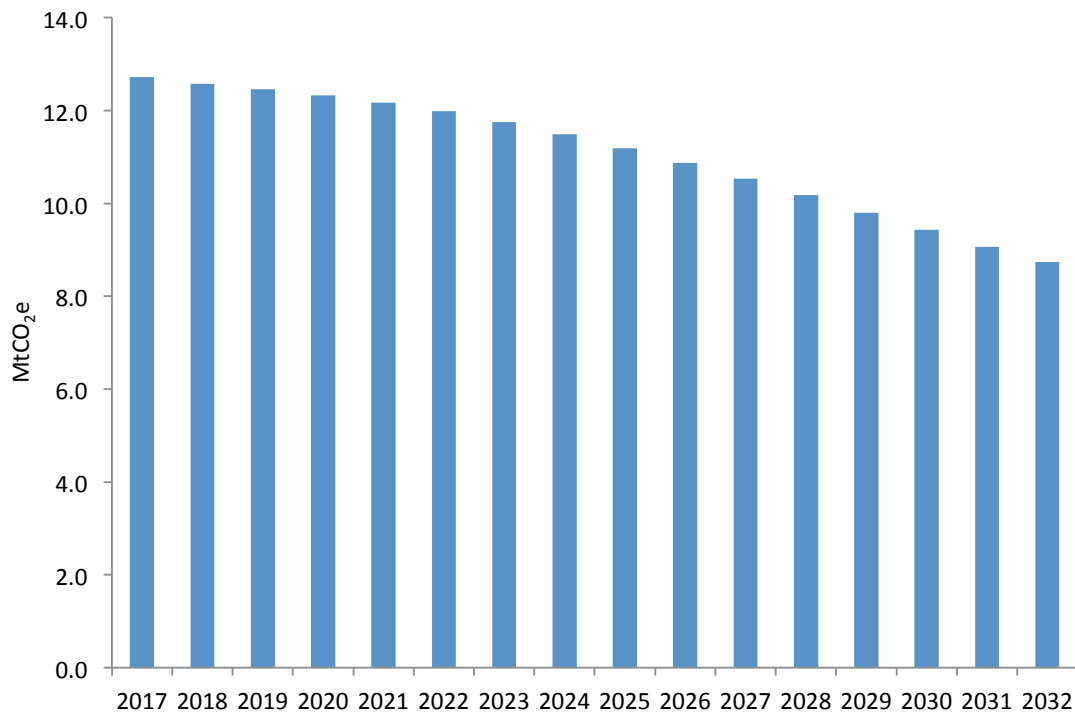
9.1.8 In 2015, 1% of journeys had cycling as the main mode of transport and the average (mean) journey length was 4.7 km. For walking, the equivalent proportion cited in the Scottish Household Survey travel diary was 22%, with 14% of adults usually walking to work and 49% of children usually walking to school as their main mode of transport<sup>50</sup>.

## 9.2 Our ambition

9.2.1 Our aim is to reduce emissions from transport in ways that promote sustainable environmental and socio-economic wellbeing. As historically, so in future we expect economic and population growth to increase the demand for the movement of goods, services and people. However, we also expect the pace of technological change to accelerate. Together with behaviour changes, that will allow for economic growth, while also reducing emissions significantly.

9.2.2 Future abatement will vary significantly across the individual transport modes. The availability of new technology; the cost of implementing technological, logistical and behaviour change; and the return on such investment will all have a bearing on which particular interventions we prioritise.

<sup>50</sup> Transport and Travel in Scotland 2015

**Figure 14: Transport carbon envelopes**

### The role of technology

9.2.3 We have commissioned and will be publishing research from Element Energy: Greenhouse Gas Emissions Reduction Potential in the Scottish Transport Sector from Recent Advances in Transport Fuels and Fuel Technologies.

9.2.4 On the basis of this and other work, we have identified key technological, economic and commercial trends which will form the baseline against which to measure future policy interventions, whether in relation to technology or behaviour change. We will continue to collect and interpret such baseline data. For example, air passenger numbers will be one data source that will allow us to evaluate the impact of changes to Air Passenger Duty (currently thought to be marginal in emissions terms and easily offset by other policy interventions).

9.2.5 A key observation is that, based on market-led technological change alone, we estimate an annual abatement of around 2.5 MtCO<sub>2</sub>e by 2035, even allowing for the effects of population and associated economic growth.

### Cars

9.2.6 With the conventional car, we expect fuel efficiency improvements of 30% – 40% by 2035; and with hybrids and electric vehicles we expect battery costs to halve and their performance to double incrementally over the period to 2035, with a step-change in market penetration from 2020 onwards.

### Road freight

9.2.7 With conventional HGVs, we expect fuel efficiencies around 25% by 2035, based on improved aerodynamics, transmissions and operations. Low carbon HGVs (such as diesel electric and gas powered LNG) will become more common from the mid-2020s.

### Shipping

9.2.8 We might expect a 35% improvement in the efficiency of new, larger shipping by 2035, based on hybrid and gas-powered engines, battery-electric engines, and the potential use of assistive technology, such as sails, kite, rotors and aerofoil hulls. Gradual uptake and stock differences mean that this may equate to 10% at the fleet level.

### **Aviation**

- 9.2.9 We might expect to see a 15% improvement in the efficiency of new aircraft by 2035, based on fleet modernisation, operational improvements, and improved aerodynamics and fabrication techniques (such as the use of composites). Step changes may occur in the 2030s and beyond, based on new engine technology (such as open rotors) and new aircraft designs (such as blended wing technology).

### **Policy implications**

- 9.2.10 The detailed analysis underpinning these brief summaries suggests that technological change will be transformational, significantly reducing emissions, despite economic and population growth. Supporting such change remains a key priority.
- 9.2.11 Our research indicates that road transport can contribute most additional abatement, essentially because its high share of emissions is matched by the relative availability of technological and behaviour change interventions.

### **A future scenario**

- 9.2.12 By 2032 transport emissions should have reduced by 4.2 MtCO<sub>2</sub>e or more compared to today.
- 9.2.13 Low emission cars and vans will be widespread and becoming the norm; low emission HGVs will be more common; a third of the ferries owned by the Scottish Government will be low carbon; aircraft fleets will be on the cusp of radical new designs; and ground operations at airports and ports will already involve low carbon solutions.
- 9.2.14 As one of several key results, air quality will have noticeably improved; and we will be enjoying the social, health and economic benefits from these improved transport systems.

### **Infrastructure**

- 9.2.15 By 2035, we expect fully functioning market solutions for low carbon transport. Freight infrastructure will feature more efficient HGVs operating from out-of-town consolidation centres. Plug-in vehicles will be commonplace, with improved battery technology providing longer ranges and infrastructure supporting both electric and hydrogen powered vehicles.

### **Traffic management**

- 9.2.16 Journeys made on our road network will also be more efficient due to the deployment of Intelligent Transport Systems (designed to ease the flow of traffic) and widespread uptake of fuel efficient driver training.
- 9.2.17 Low Emission Zones will limit the access of vehicles that exceed emissions benchmarks, while permitting unrestricted access for clean buses, vans and cars, as well as smaller goods vehicles relaying goods from consolidation centres.
- 9.2.18 Other measures, such as parking policies, will also incentivise public transport and active travel, as well as reducing congestion and contributing to improved air quality.

### **Wider synergies**

- 9.2.19 Low emission vehicles will also play a role in the wider energy system. Electric and hydrogen vehicles will have a role in energy storage. The adoption of smart technologies could allow battery electric vehicles to play a wider role in balancing the grid.

### **The ultimate goal**

- 9.2.20 By 2050, Scotland will be free from harmful tailpipe emissions from land transport, with other transport modes decarbonising at a slower pace, resulting in a healthier, more active population.



### 9.3 Policy outcomes, policies, development milestones and proposals

**Policy outcome 1:** Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards.

*There are four policies, two policy development milestones and one proposal that will contribute to the delivery of policy outcome 1.*

#### **Policies which contribute to the delivery of policy outcome 1**

- 1) With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021).
- 2) With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs.
- 3) With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.
- 4) Support fuel-efficient driver training.

#### **Policy development milestones which contribute to the delivery of policy outcome 1**

- 1) With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra-low emission cars and vans, as through public procurement policies and preferential local incentives (such as access management and parking policies).
- 2) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO<sub>2</sub> emissions, as well as air pollution more generally.

#### **Proposals which contribute to the delivery of policy outcome 1**

- 1) Collaborate with a local authority to model reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.

#### **Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 1**

- 9.3.1 Outcome 1 will account for a significant proportion of overall emissions reduction, as cars currently emit 44% of all transport emissions.

**Policy outcome 2:** Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach or exceed 40% by 2032.

*There are six policies, one policy development milestone, and four proposals that will contribute to the delivery of policy outcome 2.*

#### **Policies which contribute to the delivery of policy outcome 2**

- 1) With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021).
- 2) With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs.
- 3) Enhance the capacity of the electric vehicle charging network (ChargePlace Scotland):
  - provide funding until at least August 2019 in order to support the on-going expansion of the publicly available network of EV charge points;
  - provide funding to support the safe and convenient installation of domestic and workplace charge points.
- 4) Provide interest-free loans through the Energy Saving Trust to enable the purchase of EVs by both consumers and businesses until at least March 2020.

- 5) With local authorities, review licensing regulations and consider introducing incentives to promote the uptake of ULEVs in the taxi and private hire sector, with loan funding for vehicle purchase until at least March 2020.
- 6) Promote the benefits of EVs to individuals and fleet operators and increase awareness and confidence in the viability of EVs as an alternative to fossil-fuelled vehicles.

### **Policy development milestone which contributes to policy outcome 2**

- 1) Work with the UK Government, local authorities and other public and third sector partners to identify annually a package of financial and convenience ULEV incentives, such as free parking, access to LEZs and interaction with proposed workplace parking levies.

### **Proposals which contribute to the delivery of policy outcome 2**

- 1) Building Standards:
  - consider draft proposals in the Energy Performance of Buildings Directive, relating to the provision of EV charge points/wiring in new residential and commercial developments
  - investigate how such measures could potentially be trialled in Scotland and consider developing guidance on charge point provision to support planning authorities
- 2) Continue to investigate the role that other alternative fuels, such as hydrogen, gas and biofuel, can play in the transition to a decarbonised road transport sector. Consider the scope for market testing approaches to alternative fuels infrastructure and supply.
- 3) Work with Scottish Enterprise, the UK government and other bodies to investigate the potential to undertake trials of connected and autonomous vehicles in Scotland.
- 4) Work with Scotland Excel, COSLA and other partners to determine whether a new procurement policy could be introduced in Scotland, which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs.

### **Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 2**

- 9.3.2 Policy outcome 2 will account for a significant proportion of overall emissions reduction, as cars currently emit 44% of all transport emissions.
- 9.3.3 The policies and proposals under policy outcome 2 are focused on removing some of the key domestic barriers identified to a more rapid take-up of in particular battery electric vehicles. There is a strong read across to the measures in policy outcome 1.

**Policy outcome 3:** Average emissions per tonne kilometre of road freight to fall by 28% by 2032.

*There are four policies, two policy development milestones, and two proposals which will contribute to the delivery of policy outcome 3.*

### **Policies which contribute to the delivery of policy outcome 3**

- 1) With the EU and UK, negotiate an emission standard for Heavy Goods Vehicles from 2025.
- 2) With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.
- 3) Deliver our Rail Freight Strategy.
- 4) Continue to support local authorities in delivering the ECO-Stars programme, reducing fuel consumption for HGVs, buses, coaches and vans.

### **Policy development milestones which contribute to the delivery of policy outcome 3**

- 1) Consult on Intelligent transport Systems (ITS) Strategy by the end of March 2017.
- 2) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO<sub>2</sub> emissions, as well as air pollution more generally.

### Proposals which contribute to the delivery of policy outcome 3

- 1) Collaborate with a local authority to put in place a pilot low emission zone by 2018, examining the feasibility of low emission zones (LEZs) mitigating CO<sub>2</sub> emissions via the National Low Emission Framework.
- 2) Work with the freight sector to examine the scope for new freight logistics and infrastructure (potentially including freight consolidation centres on the outskirts of cities and urban areas following the introduction of LEZs); and to support market testing of local initiatives.

### Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 3

- 9.3.4 Policy outcome 3 will account for a moderate proportion of total emissions reduction. Road freight carried on HGVs accounts for 1.7 MtCO<sub>2</sub>e, and implementation of all the policies and proposals could reduce emissions from HGVs by 28% by 2032.

**Policy outcome 4:** Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.

*There is one policy, one policy development milestone and two proposals which contribute to the delivery of policy outcome 4.*

### Policy which contributes to the delivery of policy outcome 4

- 1) Provide financial support for the purchase and operation of low carbon buses.

### Policy development milestones which contribute to the delivery of policy outcome 4

- 1) In the context of the current review of the National Transport Strategy and Transport Bill, we will examine the scope for climate change policies, as in relation to bus, across the public sector in high-level transport legislation, strategies and policies.

### Proposals which contribute to the delivery of policy outcome 4

- 1) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO<sub>2</sub> emissions, as well as air pollution more generally.
- 2) With local authorities and others, model and pilot reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.

### Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 4

- 9.3.5 Policy outcome 4 will account for a small proportion of overall emissions reduction, as bus and coach emissions account for under 4% of total transport emissions.

- 9.3.6 Any behavioural switch from private to public transport is likely to be limited by capacity of the sector to absorb significant new traffic.

**Policy outcome 5:** By 2032 low emission solutions have been widely adopted at Scottish ports and airports.

*There is one policy that will contribute to the delivery of policy outcome 5.*

### Policy which contributes to the delivery of policy outcome 5

- 1) Encourage and support Scottish port authorities and airports to adopt low emissions solutions. These could include: cold ironing (the use of shore power by ships whilst in harbour); and measures to reduce emissions associated with airport ground operations and while planes are on the ground (for example single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles).

### Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 5

Policy outcome 5 will account for a small proportion of overall emissions reduction. The key drivers in emission reduction from aviation and shipping will come from international organisation agreements and from ongoing improvements in design and materials.

**Policy outcome 6:** Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.

*There is one policy development milestone that will contribute to the delivery of outcome 6.*

### Policy development milestone which contributes to the delivery of policy outcome 6

1) Examine the scope for procuring hybrid and low carbon powertrains in the public sector marine fleet as part of our vessel replacement programme.

### Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 6

9.3.7 Policy outcome 6 will account for a small proportion of overall emissions reduction, as domestic maritime activity only accounts for 0.3 MtCO<sub>2</sub>e or 2.5% of transports total emissions.

**Policy outcome 7:** We will have electrified 35% of the Scottish rail network by 2032.

*There are two policy development milestones that will contribute to the delivery of outcome 7.*

### Policy development milestones which contribute to the delivery of policy outcome 7

- 1) Electrification of the rail network in the High Level Output Statement for Control Period 6 (2019-2024).
- 2) Relative significance of policies, policy development milestones and proposals to the delivery of outcome 7.

Policy outcome 7 will account for a small proportion of overall emissions reduction, as rail makes up less than 1.5% of total transport emissions.

**Policy outcome 8:** Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

*There are two policies which will contribute to the delivery of outcome 8.*

### Policies which contribute to the delivery of policy outcome 8

- 1) Active travel: maintain funding for infrastructure and behaviour change programmes until at least 2021.
- 2) Support the Smarter Choices Smarter Places (SCSP) programme to encourage travel behaviour change.

### Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 8

9.3.8 Policy outcome 8 will account for a small proportion of overall emissions reduction, as most journeys under a mile are already undertaken by walking.

## 9.4 Wider impacts

9.4.1 The following co-benefits and adverse side effects have been identified for policies in the transport sector:

### Co-benefits to be realised

- 9.4.2 Many of the policies and proposals will bring additional co-benefits to communities, businesses and the third sector.
- 9.4.3 Individuals and businesses will benefit from increased electric vehicle uptake through improved air quality. Low emission zones, consolidation centres on the periphery of urban areas and support for the purchase of low emission buses will ensure the most polluting vehicles do not enter our towns and cities. Adverse health effects from exposure to pollutants are estimated to cause up to 50,000 deaths per year in the U.K. and reduce the average life expectancy by 7-8 months. Significantly reducing vehicle emissions in our towns and cities will improve health, reduce pollution related illnesses and consequently bring savings to healthcare.
- 9.4.4 Businesses and individuals will benefit from more reliable, faster deliveries in areas covered by consolidation centres. This is because the smaller vans travelling out of consolidation centres can travel directly to their locations, where as an HGV would travel round its delivery stops sequentially. A fleet of electric light goods vehicles will allow freight to be transported to its destination. Freight operators will be able to make more efficient use of their vehicles as they will not be delayed in congestion when delivering to inner city areas.
- 9.4.5 Further benefits will result from reduced noise pollution, which has a negative impact on health and wellbeing. The combined value of air quality improvements as a result of reduced emissions may be in excess of £500 million per year.
- 9.4.6 Taking cost projections for petrol and diesel cars into account, and the expected impact of future technological change, electric vehicles should become significantly cheaper to purchase and operate. This offers individuals and businesses the opportunity to make savings through reduced fuel and vehicle operating costs. Fuel efficient driving and travel planning offer further cost savings, as well as potentially reducing the risk of traffic accidents.
- 9.4.7 In the future, electric vehicles may be able to provide services to the power grid, smoothing out demand by drawing and returning power as needed by acting as a means of energy storage.
- 9.4.8 An increased number of journeys made by active travel will further reduce congestion and pollution, in addition to the associated benefits that come through living an active lifestyle. Active travel and lift sharing offer a potential route to combat transport poverty by increasing the availability of low-cost, low carbon transport options and reducing the need to own a car. Car clubs will allow households to access efficient vehicles without the costs associated with car ownership.

### Adverse side effects to be managed

- 9.4.9 A significant proportion of the up-front funding required to implement many of these policies is likely to fall on the public sector. With electric vehicles, the Scottish Government has funded the roll out of the ChargePlace Scotland network of charge points and funds their operation. It is expected that there will be a need for the public sector to continue to incentivise electric vehicle uptake until they are competitive with conventional vehicles. As the price of electric vehicles fall, individuals and businesses will be encouraged to invest in low carbon alternatives.
- 9.4.10 The introduction of freight consolidation centres may present some disruption for logistics organisations, resulting from the need to relocate premises. Low emission zones may also present challenges to fleet operators as it will impact on fleet renewal decisions.

- 9.4.11 Other measures, such as the implementation of low emission solutions at ports and airports and the roll out of low emission solutions in the bus and maritime sectors will likely require initial public sector support.
- 9.4.12 These additional public sector costs should be balanced against the potential health, social and economic benefits arising.
- 9.4.13 The Scottish Government will ensure that potential adverse impacts are appropriately managed.

## 9.5 Summary of policies, development milestones and proposals

### Policy outcome 1: Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards

Table 9-1: Policies that contribute to the delivery of policy outcome 1

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021)	EU and UK	N/A	Vehicle emission standards are currently set at a European level. Vehicle efficiencies have improved considerably over recent years, driven in large part by the existing EU vehicle emission standards. The current standards specify that average emission of new cars in 2021 must be 95 gCO <sub>2</sub> /km and for new vans, 147 gCO <sub>2</sub> /km by 2020. We will work with the EU and the UK Government to press for strong future emissions standards beyond those currently in place.
With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs	UK	N/A	VED differentials are in place for lower emission vehicles compared to higher emitting petrol and diesel vehicles. Zero emission vehicles are exempt, with a graded scale of differential for vehicles up to 100 gCO <sub>2</sub> /km. Changes coming into force on 1 April 2017 may impact on adoption of low carbon vehicles as only zero emission vehicles will have reduced VED after year one on a vehicles life. It will be important to maintain this VED differential into the 2020s, as although the total cost of ownership premium between an ULEV and a petrol or diesel vehicle is likely to decrease in this period, some level of premium will still remain.  VED is set by the UK Government, and we will continue to work with them and press the need for a VED differential for ULEVs through the 2020s.
With the UK, negotiate to introduce biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.	UK	N/A	The EU biofuels target is currently implemented in the UK through the Renewable Transport Fuel Obligation (RTFO) but is currently scheduled to end in 2020. We will press the UK Government to extend the RTFO (or equivalent) to ensure that biofuels (primarily as drop-in fuels) will make up a growing proportion of transport fuel and enable them to be used most effectively as a finite resource in the decarbonisation of transport.
Support fuel efficient driver training	Scottish	Local authorities	We will continue to fund Fuel Efficient driver training, improving fuel efficiency and encouraging safer driving. Almost 6,000 drivers completed training in 2014-16.



**Table 9-2: Policy development milestones that contribute to the delivery of policy outcome 1**

Policy development milestone	Delivery route
With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra-low emission cars and vans as through public procurement policies and preferential local incentives (such as access management and parking policies)	<p>Procurement policies can be used to increase penetration of ULEVs through direct procurement by the public sector or by setting contract conditions for companies operating services for local authorities.</p> <p>Since 2014, Transport Scotland's Switched On Fleets initiative has provided £3.5 million to enable Scottish local authorities and their community planning partners to introduce an estimated 350 new electric cars and vans in the Scottish public sector fleet.</p> <p>There is potential to build on this strong foundation by strengthening public procurement policies in Scotland to positively favour ULEVs.</p> <p>We will therefore work with Scotland Excel, COSLA and others to determine whether a new procurement policy could be introduced in Scotland which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs, unless there are very clear operational or technical reasons for not doing so. We will also encourage the public sector in advance of this work to set contract conditions for their suppliers, specifying the requirement for ULEV use. We will publish our findings by the end of 2017.</p>
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO <sub>2</sub> emissions, as well as air pollution more generally	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO <sub>2</sub> emissions.

**Table 9-3: proposals which contribute to the delivery of policy outcome 1**

Proposal	Delivery route
Collaborate with a local authority to model reductions in congestion and improvements in use of public transport in possible association with a low emission zone	National Transport Strategy engagement begins in 2017.

**Table 9-4: Policy outcome 1 over time**

Policy outcome 1	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total change in average gCO <sub>2</sub> e/km (cars)	111	107	103	99	95	-	-	-	-	-	-	-	-	-	-	-
Total change in average gCO <sub>2</sub> e/km (vans)	175	165	156	147	-	-	-	-	-	-	-	-	-	-	-	-

## Policy outcome 2: Proportion of ultra-low emission new cars registered in Scotland annually to reach 40% by 2032

Table 9-5: Policies that contribute to the delivery of policy outcome 2

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021)	EU and UK	N/A	<p>Vehicle emission standards are currently set at a European level. Vehicle efficiencies have improved considerably over recent years, driven in large part by the existing EU vehicle emission standards.</p> <p>The current standards specify that average emission of new cars in 2021 must be 95 gCO<sub>2</sub>/km and 147 gCO<sub>2</sub>/km by 2020 for new vans. We will work with the EU and the UK Government to press for strong future emissions standards beyond those currently in place.</p>
With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs	UK	N/A	<p>VED differentials are in place for lower emission vehicles compared to higher emitting petrol and diesel vehicles. Zero emission vehicles are exempt, with a graded scale of differential for vehicles up to 100 gCO<sub>2</sub>/km.</p> <p>It will be important to maintain this VED differential into the 2020s, as although the total cost of ownership premium between an ULEV and a petrol or diesel vehicle is likely to decrease in this period, some level of premium will still remain.</p> <p>VED is set by the UK Government, and we will continue to work with them and press the need for a VED differential for ULEVs through the 2020s.</p>
<p>Enhance the capacity of the electric vehicle charging network (ChargePlace Scotland):</p> <ul style="list-style-type: none"> <li>• provide funding until at least August 2019 in order to support the on-going expansion of the publicly available network of EV charge points</li> <li>• provide funding to support the safe and convenient installation of domestic and workplace charge points</li> </ul>	Scotland	All property owning public sector partners	<p>Given the importance of an extensive and reliable EV charging network across Scotland to enabling the widespread adoption of EVs, TS will continue to provide funding to support the on-going expansion of the publicly available ChargePlace Scotland network.</p> <p>We will also continue to support the installation of domestic and workplace charge points and we will work with partners to identify solutions for households without off-street charging.</p> <p>The composition of this funding package will be reviewed annually to ensure funding is deployed in such a way as to maximise support for EV uptake. A review will be undertaken before August 2019, prior to the end of the current agreement with our network operator, Charge Your Car.</p>



Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Provide interest-free loans through the Energy Saving Trust to enable the purchase of EVs by both consumers and businesses until at least March 2020	Scottish	N/A	<p>In addition to the UK Government's plug-in car and van grant, TS are providing over £7 million of funding to EST in 2016/17 for a Low Carbon Transport Loan Scheme for both consumers and businesses.</p> <p>Individuals can apply for a loan of up to £35,000 to cover the cost of purchasing an ULEV, while businesses can apply for a loan of up to £100,000 which can be used towards a wide range of measures to reduce the business' transport carbon footprint (including the purchase of ULEVs, up to £35,000 per vehicle).</p> <p>Current Loan provision will continue until at least March 2020 and will be reviewed on a yearly basis to ensure it is proportionate to the level of demand.</p>
With local authorities, review licensing regulations and consider introducing other incentives to promote the uptake of ULEVs in the taxi and private hire sector with loan funding for vehicle purchase until at least March 2020	Scottish	Local Authorities	<p>There are more than 20,000 taxis and private hire cars in Scotland, offering potential for increased adoption of EVs.</p> <p>We will continue to fund the Energy Savings Trust's Low Carbon Transport Loan which offers an interest-free loan of up to £100,000 to businesses, including licensed taxi and private hire operators, to encourage them to switch to EVs. In addition, 'Hackney cab' operators can apply for a loan to replace cabs that are at least eight years old with a lower emission alternative. We will also consider expanding the loan scheme to include ultra-low emission 'Hackney cabs', when they are available to buy (expected 2017).</p> <p>At present, fewer than half of Scotland's local authorities allow EVs to be licensed as taxis and private hire vehicles. We will therefore work with EST to encourage authorities to review their interpretation of licensing regulations, learning from areas such as Dundee and Edinburgh, where EVs are already being used as taxis or private hire vehicles.</p>
Promote the benefits of EVs to individuals and fleet operators and increase awareness and confidence in the viability of EVs as an alternative to fossil-fuelled vehicles	Scottish	Community Planning Partnerships	<p>A combination of Greener Scotland marketing campaigns, major annual events such as Greenfleet Scotland/Evolution and a series of EV road shows by EST have enabled engagement with a significant number of individuals and businesses.</p> <p>This engagement has focused on promoting EV benefits, dispelling myths and providing test drives for a wide range of vehicles.</p> <p>This activity will continue, the exact nature and composition of the communication and marketing initiatives being determined on an annual basis to ensure maximum levels of engagement from available budget.</p>

**Table 9-6: Policy development milestones that contribute to the delivery of policy outcome 2**

Policy development milestone	Delivery route
<p>Work with the UK government, local authorities and other public and third sector partners to identify annually a package of financial and convenience ULEV incentives, such as free parking, access to LEZs and interaction with proposed workplace parking levies.</p>	<p>It is forecast that the cost of electric vehicles will fall and annual sales increase. This means that, over time, Government will review the incentive packages available to ensure these reflect market conditions. Instead, ongoing financial or time benefits that provide an incentive in the order of £1,000 over the vehicle lifetime are likely to play an increasing role.</p> <p>These could include discounted use of ferries (as previously trialled on all routes to Mull and Bute), free parking (already in place in Dundee), access to LEZs, interaction with proposed workplace parking levies and reduced licence fees for electric taxis.</p> <p>Furthermore, indirect or perceived financial incentives (such as permitted bus lane running and prioritised parking spaces for EVs) may also have a role to play in encouraging EV uptake.</p> <p>Such measures would be implemented at a local authority (LA) level, and financing options will be discussed as this develops. The Scottish Government role would be to address any legislative barriers; provide guidance and potentially financial support.</p> <p>Transport Scotland recently published a National Framework of Local Incentives for Electric Vehicles, providing guidance and technical assistance and an overview on the barriers and challenges associated with introducing such measures. As a next step, TS will work with partners and, by the end of 2017, publish initial plans for the introduction of a package of EV incentives in Scotland.</p>

**Table 9-7: Proposals which contribute to the delivery of policy outcome 2**

Proposal	Delivery route
<p>Planning/Building Standards</p> <p>Consider draft proposals in the Energy Performance of Buildings Directive, relating to the provision of EV charge points/wiring in new residential and commercial developments</p> <p>Investigate how such measures could potentially be trialled in Scotland and consider developing guidance on charge point provision to support planning authorities</p>	<p>The review of the Energy Performance of Buildings Directive (EPBD), contains proposals regarding the provision of pre-cabling and charging points in new residential and non-residential developments respectively (and those undergoing major renovations).</p> <p>SG has already strengthened the guidance in both Third National Planning Framework and the Scottish Planning Policy 2014, recognising the importance of considering plug-in vehicle charging infrastructure in new developments. Furthermore, as of August 2016, eleven (34%) out of 32 Local Development Plans (LDPs) include the consideration for provision of charge points in new developments.</p> <p>Building on this work, SG will consider the draft proposals in the EPBD, and investigate undertaking a trial with a developer in Scotland. The outputs of any trial would help shape potential national rollout of such provisions.</p> <p>In addition, when development plans are reviewed and updated, changes at the national level will filter down. Whilst it is important to maintain the flexibility that local authorities have to do what is best for local development in their own areas, Transport Scotland will consider developing guidance on charge points to support planning authorities.</p>
<p>Continue to investigate the role that other alternative fuels, such as hydrogen, gas and biofuel, can play in the transition to a decarbonised road transport sector</p> <p>Consider the scope for market testing approaches to alternative fuels infrastructure and supply</p>	<p>Building on our investment in both the Aberdeen H2 bus project and the Levenmouth community energy project, we will continue to work with key partners to investigate the use of hydrogen as a transport fuel, as well as exploring wider environmental and economic opportunities of using hydrogen for energy applications – especially in promoting renewables, energy balancing and storage.</p> <p>We will also continue to engage with our partners, including fuel supply companies, local authorities and developers on the role lower carbon intensive fuels such as liquid petroleum gas, compressed natural gas and biofuels can play in the transition towards a near zero emission road transport sector by 2050.</p>
<p>Work with Scottish Enterprise, the UK Government and other bodies to investigate the potential to undertake trials of connected and autonomous vehicles in Scotland</p>	<p>Over the next few years advances in connected and automated vehicle technologies will likely have an impact on our transport system, with the potential to deliver major benefits; fewer crashes on our roads; freedom to travel for those who currently find that difficult; more efficient transport networks that are safer, smoother, and swifter; and, new jobs in the technology and automotive sectors.</p> <p>We want to make sure that Scotland is prepared for this potential transformation. We will work with partners and investigate the possibility of Scotland hosting large scale autonomous and connected vehicle trials.</p>

Proposal	Delivery route
<p>Work with Scotland Excel, COSLA and other partners to determine whether a new procurement policy could be introduced in Scotland, which encourages new vehicles purchased by public sector organisations in Scotland are ULEVs</p>	<p>Procurement policies can be used to increase penetration of ULEVs through direct procurement by the public sector or by setting contract conditions for companies operating services for local authorities.</p> <p>Since 2014, TS's Switched On Fleets initiative has provided £3.5 million to enable Scottish local authorities and their community planning partners to introduce an estimated 350 new electric cars and vans in the Scottish public sector fleet.</p> <p>There is potential to build on this strong foundation by strengthening public procurement policies in Scotland to positively favour ULEVs.</p> <p>We will therefore work with Scotland Excel, COSLA and others to determine whether a new procurement policy could be introduced in Scotland which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs, unless there are very clear operational or technical reasons for not doing so. We will also encourage the public sector in advance of this work to set contract conditions for their suppliers, specifying the requirement for ULEV use. We will publish our findings by the end of 2017.</p>

Table 9-8: Policy outcome 2 over time

Policy outcome 2	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total share of sales that are classified as low emissions	2.5%	3.0%	3.5%	4.1%	4.9%	5.9%	7.2%	8.8%	11%	13%	15%	18%	22%	27%	32%	40%

### Policy outcome 3 Average emissions per tonne kilometre of road freight to fall by 28%\* by 2032

Table 9-9: Policies that contribute to the delivery of policy outcome 3

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Lobby the EU and UK Governments to introduce an emission standard for new Heavy Goods Vehicles in line with proposals arising from the EU European Strategy for Low-Emission Mobility	EU and UK	N/A	We will work with the UK Government and our EU partners to encourage the introduction of a new binding carbon emission standard for new HGVs registered and operating in Scotland (and the rest of the UK/EU). Currently new HGVs must meet Euro VI standard – but this is focused on pollutants and does not include a CO <sub>2</sub> standard. The introduction of a fuel efficiency standard for newly registered HGVs (as has existed in the US for some time) will encourage HGV manufacturers to bring forward new models which are more efficient and produce lower levels of carbon emissions. As these new vehicles penetrate the HGV fleet operating in Scotland and replace higher emission vehicles more road freight miles will be driven in the most up to date, fuel efficient vehicles – thereby leading to a reduction in CO <sub>2</sub> emissions from the freight sector. The EU European Strategy for Low-Emission Mobility proposes a post 2020 strategy for lorries, buses and coaches. Given the 10 year average life of an HGV, the Commission argues that steps to address emissions must be in place by 2020. A first step will be the proposed legislation on monitoring/reporting of Heavy-Duty Vehicle fuel consumption and CO <sub>2</sub> emissions, with further proposals due in 2017. We will support efforts at this level to address emissions.
With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector	Scotland	N/A	See above.
Deliver our Rail Freight Strategy	Scotland	Network Rail, Scotrail, Local authorities, Office of Rail Regulation	"Delivering the Goods" Scotland's Rail Freight Strategy was published in March 2016 and set out 22 actions that Transport Scotland and/or other industry partners will take forward with a range of organisations to develop a sustainable rail freight industry, with identifiable growth potential over time. Currently, per tonne of freight, rail freight produces 76% less CO <sub>2</sub> than road freight so there is potential to reduce emissions by switching more freight from road to rail. A report setting out progress against the Strategy's six critical success factors will be published by June 2018 including the success factor of: longer, faster, greener freight trains. In the shorter-term a number of actions in the strategy relate to the Scottish Government's planning for the next rail control period and the ORR's periodic review both of which relate to the period 2019-2024.

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Continue to support local authorities in delivering the ECO-Stars programme, reducing fuel consumption for HGVs, buses, coaches and vans	UK	Local authorities	<p>ECO Stars is a UK wide fleet recognition scheme covering HGVs, buses, coaches, vans and taxis. The ultimate aim is to reduce fuel consumption and thereby lower emissions of both CO<sub>2</sub> and air pollutants. The scheme provides recognition for best operational practices and guidance for making improvements.</p> <p>Currently the Scottish Government provides funding support for 11 local authorities to operate ECO Stars schemes for HGVs, buses, coaches and vans, and three authorities for taxis.</p> <p>As of May 2016, these schemes collectively covered 148 unique members and 13,070 vehicles, representing approximately 11% of Scotland's HGV fleet and 23% of the public transport fleet.</p>

**Table 9-10: Policy development milestones that contribute to the delivery of policy outcome 3**

Policy development milestone	Delivery route
Consult on Intelligent transport Systems (ITS) Strategy by the end of March 2017	The ITS strategy will set out our high level priorities for ITS development and asset management over the next 10 years and will be supported in due course by a series of action plans and delivery programmes. The strategy and its associated plans and programmes will address the changing roles that ITS systems and services will play in providing our road users with accurate and relevant traffic and travel information, incident response and transport resilience. The Strategy will take into account recent, current and near-future developments in information technologies, including an assessment of where customers want and expect to go for their traffic and travel information, and the role of Transport Scotland in the provision of these services. The Strategy will also consider existing ITS assets, in particular in respect of the maintenance, renewal and replacement of existing infrastructure.
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO <sub>2</sub> emissions, as well as air pollution more generally	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO <sub>2</sub> emissions.

**Table 9-11: Proposals which contribute to the delivery of policy outcome 3**

Proposal	Delivery route
Collaborate with a local authority to put in place a pilot low emission zone by 2018 examining the feasibility of low emission zones (LEZs) mitigating CO <sub>2</sub> emissions via the National Low Emission Framework.	The Cleaner Air for Scotland strategy calls for a reduction in greenhouse gas emissions whilst delivering co-benefits for air quality. The National Low Emission Framework (NLEF) is a transport-based air quality appraisal which will inform discussions with individual local authorities on the most appropriate locations for any Low Emission Zones (LEZ). NLEF decision making will rely on National Modelling Framework (NMF) outputs, which can examine carbon emission trends in tandem with air pollution. In preparing the first LEZ to be put in place by 2018, we will work with local authorities to explore and assess the potential for co-benefits. This first LEZ will provide a legacy upon which other Scottish LEZ's could be introduced, perhaps in conjunction with other award schemes such as the Freight Facilities Grants.
Work with the freight sector to examine the scope for new freight logistics and infrastructure (potentially including freight consolidation centres on the outskirts of cities and urban areas following the introduction of LEZs); and to support market testing of local initiatives.	Through the Scottish Freight and Logistics Advisory Group (ScotFLAG), we are working with our partners across the public and private sectors to identify and facilitate any opportunities to increase the efficiency and sustainability of freight movements in cities – including exploring opportunities for load consolidation.  A Scottish Freight and Logistics Advisory Group (ScotFLAG) Urban Freight sub-group has been set up with a remit to identify opportunities, share best practice, and co-ordinate activity aimed at increasing the sustainability, safety and efficiency of freight movements in Scotland's urban areas'. This sub-group is Chaired by the Freight Transport Association.

**Table 9-12: Policy outcome 3 over time**

Policy outcome 3	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total emissions (gCO <sub>2</sub> e) per tonne kilometre of road freight Index 2017 =100 <sup>51</sup>	100	98	96	94	92	91	89	87	85	83	81	79	78	76	74	72

<sup>51</sup> This is our initial indicator based on readily available and published data.

We will work with the industry and other interested parties to assess and if necessary develop a more appropriate indicator with which to measure the emissions efficiency of the HGV sector.



### Policy outcome 4: Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032

Table 9-13: Policy development milestones that contribute to the delivery of policy outcome 4

Policy development milestone	Delivery route
<p>Provide financial support for the purchase and operation of low carbon buses</p>	<p>Transport Scotland has developed targeted interventions to encourage operators to purchase and operate low emission buses in the Scottish fleet. These help the government to meet its aims for improved air quality and reductions in emissions of greenhouse gases.</p> <p>A review of the SGBF is currently underway and we are considering changing the basis for assessing applications, widening the criteria to include aspects such as technological ambition, amount of carbon saved/passenger/vehicle, value for money and previous organisational experience. Infrastructure is unlikely to be included as other funding processes (such as the Bus Investment Fund) could be used to help with these costs if funding is available. The SGBF will likely remain an annual fund.</p> <p>The intervention to help with the costs of low emission bus operation forms part of the Bus Service Operators Grant. The green incentive is worth 100% uplift in 2016/17 (28.8p/km compared with a basic rate of 14.4p/km) though this level of incentive is not sustainable and will be reviewed in 2017. The green incentive was worth £762,00 in 2013/14 but has now grown to £3,498,000 in 2015/16 and is forecast for £5,606,000 in 2016/17.</p> <p>It has proved successful in encouraging operators to invest in low emission buses, purchasing them outwith the SGBF as they become more commercially viable to operate.</p> <p>We are working with Confederation of Passenger Transport (CPT) and the Low Carbon Vehicle Partnership to more closely target the available funding to maximise the outputs. We are designing a more sophisticated and future-proofed green incentive scheme which will be banded to weight subsidy towards the most carbon efficient buses and to ensure better value for money across the BSOG incentive. That scheme will also be time limited, unlike the current one, to better reflect bus payback periods.</p> <p>Both of these schemes are flexible and scalable which enables them to respond to progress against targets.</p>
<p>In the context of the current review of the National Transport Strategy and Transport Bill, we will examine the scope for embedding climate change policies, as in relation to bus, across the public sector in high-level transport legislation, strategies and policies</p>	<p>National Transport Strategy engagement begins in 2017.</p>



**Table 9-14: Proposals which contribute to the delivery of policy outcome 4**

Proposal	Delivery route
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO <sub>2</sub> emissions as well as air pollution more generally.	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO <sub>2</sub> emissions.
With local authorities and others, model and pilot reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.	National Transport Strategy engagement begins in 2017.

**Table 9-15: Policy outcome 4 over time**

Policy outcome 4	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Proportion of bus fleet made up of low emission vehicles	10%	13%	15%	18%	20%	23%	25%	27%	30%	33%	36%	39%	42%	45%	48%	50%

### Policy outcome 5: By 2032 low emission solutions have been widely adopted at Scottish ports and airports

Table 9-16: Policies that contribute to the delivery of policy outcome 5

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Encourage and support Scottish port authorities and airports to adopt low emission solutions. These could include cold ironing (the use of shore power by ships whilst in harbour); and measures to reduce emissions associated with airport ground operations and whilst planes are on the ground (for example – where appropriate – single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles)	Scotland	HiAL, Prestwick Airport, Local authorities, Ferry operators, Shipping companies, Ports, Maritime Industry bodies	<p>We will work with port authorities, the shipping industry and airports to encourage and support them to introduce low emission solutions on a voluntary basis.</p> <p>For example, we will work with port authorities to identify the potential costs and benefits of cold ironing (the use of shore power by ships whilst in harbour) and other low emission measures to ship owners and operators.</p> <p>Similarly, we will work with airport owners [and operators?] to identify measures that can be taken to reduce emissions associated with ground operations and whilst planes are on the ground (for example (where appropriate) single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles). We will work with ports and airports, ship owners/operators and airlines to overcome barriers to the voluntary adoption of these measures and ensure they are taken into account when considering their future investment plans.</p>

9.6.1 There are no appropriate quantifiable indicators here for measuring this activity as there will be ad-hoc specific actions by individual organisations, largely in the private sector.

### Policy outcome 6: Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032

Table 9-17: Policy development milestones that contribute to the delivery of policy outcome 6

Policy development milestone	Delivery route
Examine scope for procuring hybrid and low carbon powertrains in the public sector marine fleet as part of our vessel replacement programme	We are developing a programme of procurements to replace vessels in the CMAL ferry fleet with lower emission powertrains. For each project we will consider diesel-electric hybrid and liquid natural gas (LNG) fuelling options; in addition CMAL will continue to pursue technical designs which improve fuel efficiency and CFL will continue its operational work on reducing fuel consumption. We are supporting the Scottish-based Hyseas consortium with its initiative to trial a hydrogen-powered ro-ro vehicle ferry. We publish annual Vessel Replacement and Deployment Plans which will set out our evolving plans and projects in more detail.

**Table 9-18: Policy outcome 6 over time**

Policy outcome 6	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Proportion of bus fleet made up of low emission vehicles	3	3	4	4	5	5	5	6	6	7	7	7	8	8	9	9

**Policy outcome 7: We will have electrified 35% of the Scottish rail network by 2032**

**Table 9-19: Policy development milestones that contribute to the delivery of policy outcome 7**

Policy development milestone	Delivery route
Electrification of the rail network in the High Level Output Statement for Control Period 6 (2019-2024)	<p>We will continue to roll out electrification across the rail network with plans announced as part of the High Level Output Statement for Control Period 6 (2019-2024).</p> <p>It is estimated that the use of electric trains across the rail network will result in an average reduction in emissions of 18% when compared with equivalent diesel trains. We will also investigate hybrid train and other emerging technologies to determine the suitability for application on Scotland's railways as a potential energy and cost-saving alternative to overhead wire electrification.</p>

**Table 9-20: Policy outcome 7 over time**

Policy outcome 7	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Percentage of rail track electrified (kilometres) <sup>52</sup>	26%	27%	27%	28%	29%	29%	30%	30%	31%	32%	32%	33%	33%	34%	34%	35%

<sup>52</sup> Commitments in kilometres electrified do not extend beyond the current control period. The Italicised figures are simply indicative at this point and future plans will be announced as part of the new control period.

**Policy outcome 8: Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020**

**Table 9-21: Policies that contribute to the delivery of outcome 8**

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Active travel: maintain funding for infrastructure and behaviour change programmes until at least 2021	Scottish	Local authorities are our main delivery partners and have a critical role to play. In addition, Regional Transport Partnerships, the NHS, Further and Higher Education Institutions, Scottish Canals and the Trunk Road Operating Companies will all have a role to play	<p>Increasingly we will plan infrastructure improvement projects that re-prioritise road space in our largest settlements away from cars in favour of walking and cycling. This will make our urban areas more liveable, increasing safety and enabling people to choose walking and cycling for short trips, for example through the Community Links Plus design competition.</p> <p>We will maintain the annual budget for active travel at until at least 2021 and will look to increase it whenever possible. That budget will fund both improvements and extensions to the infrastructure for walking and cycling throughout the country (particularly in our towns and cities) and a range of behaviour change initiatives that encourage and support people to choose walking and cycling for everyday journeys.</p> <p>Integration between walking, cycling and public transport will also be improved (for example through more and better bike parking and the development of a network of active travel hubs at public transport interchanges).</p> <p>We will continue to work with a range of delivery partners (including Cycling Scotland, Paths for All, Sustrans, Living Streets, Cycling UK Scotland and local authorities) to deliver behaviour change programmes that support people to overcome information, awareness, skills, confidence and attitudinal barriers to walking and cycling for everyday journeys.</p> <p>The exact mix of funding for infrastructure and behaviour change initiatives and the programmes that it supports will be reviewed regularly in partnership (e.g. through the National Walking Strategy Delivery Group and the Cycling Action Plan for Scotland Delivery Forum) to ensure that our approach is most effective in bringing about change in people's travel habits to encourage more active travel.</p>
Support the Smarter Choices Smarter Places (SCSP) programme to encourage travel behaviour change	Scottish	Local authorities, Regional Transport Partnerships, Paths for All, Third Sector Delivery Partners	SCSP partnership project with COSLA is designed to increase walking and cycling for short journeys, car sharing and public transport use for longer journeys. Local Authorities target specific populations for travel behaviour change interventions. The projects include travel planning (at work, school or home), public awareness events, signage and mapping, supporting car clubs and work with public transport operations.

9.6.2 There are no appropriate quantifiable indicators here for measuring this activity as there will be ad-hoc specific actions by individuals and organisations.

## 9.6 Progress since RPP2

**Table 9-22: Progress on RPP2 policies**

RPP2 Policies	Summary of progress
EU Cleaner Vehicle Directives	EU regulations specify average emissions of new cars in 2021 must be 95g CO <sub>2</sub> /km. These regulations have been the primary driver of reduced emissions in cars. The annual rate of car emissions reduction increased from 1% per year in the year before implementation to 4% per year in years afterwards. Efficiency improvements in fossil-fuelled cars will likely be significant in reaching the 2021 emissions targets.

**Table 9-23: Progress on RPP2 proposals**

RPP2 Proposals	Summary of progress
EU Biofuels target as implemented through the UK Renewable Transport Fuel Obligation (RTFO)	The main mechanism for the promotion of biofuel use, the Renewable Transport Fuel Obligation (RTFO), set by UK Department for Transport, results in the use of available biofuel across the whole of the transport sector. The UK DfT is currently developing a successor mechanism to RTFO from 2017 and there are indications that this may focus the deployment of sustainable biofuel on sectors such as heavy freight or aviation, that are difficult to decarbonise through electrification. Scottish Ministers support this principle, which could mean that sustainable biofuel penetration into those sectors could reach higher percentages than the expected maximum average across the wider transport sector.
Continued roll-out of EV charge points through ChargePlace Scotland	We have continued to expand our network of EV chargepoints since this proposal. The ChargePlace network now comprises over 1,200 charging, including 150 'rapid' chargers, one of the most comprehensive networks of rapid charge points in Europe.
Switched-on Fleets	Switched-on Fleets offers evidence based analysis to identify opportunities for the deployment of EVs in each of Scotland's 32 CPPs. Transport Scotland has provided £2.5 million to enable local authorities to buy or lease plug-in vehicles. The first phase of Switched-on Fleets resulted in over 240 EVs being introduced across 50 public sector fleets. Another £1.2 million of funding will be provided in 2016-17.
Scottish Green Bus Fund (SGBF)	Since its launch in 2010, six rounds of the SGBF have provided nearly £15 million to support the introduction of 315 new low carbon vehicles into the Scottish bus fleet. The fund is complemented by the Bus Service Operators' Grant, which currently pays double the standard rate of grant for services operated by low carbon vehicles.
Ferries Plan	Three diesel-electric hybrid ferries using a combination of battery and conventional diesel power have been procured and delivered within the last six years and are now all operating daily scheduled ferry services on the west coast.
Use of Intelligent Transport Systems (ITS) and Average Speed Cameras on the Trunk Road Network	Transport Scotland have utilised ITS to inform transport network users of issues, alternative routes and methods of travel to minimise transport disruption. Variable message signs located at key points along the trunk road network and regularly spaced overhead lane signals advise drivers of incidents and delays. Traffic Scotland provide real time information in response to traffic problems through their website, mobile app and radio.

RPP2 Proposals	Summary of progress
Development of community based travel planning strategies	Personalised travel planning was provided to over 5,000 households, 49 employers and 2101 staff across 85 schools in 2015 through the Smarter Choices, Smarter Places programme. Further behaviour change measures, including personal travel planning, will be delivered under the additional £5 million of funding for the SCSP enhanced roll-out in 2016-17. In 2015-16 and 2016-17 the £10 million funding attracted over £13 million in match funding for the local projects. Over 340 projects have been supported locally. The programme of work started on 1 April 2016 and has attracted £6.8 million in local match funding.
Cycling and walking	The second Active Travel Summit took place on 2 November 2016 in Stirling and the third iteration of CAPs will be published by the end of 2016, reaffirming the Scottish Government's commitment to the 10% vision of everyday trips by bike by 2020. The Programme for Government (2016) further commits to maintaining record levels of funding to support active transport, such as cycling and walking for the remainder of the parliamentary term.
Car Clubs	There are car clubs in 25 locations in 16 Local Authority areas. There are approximately 10,000 members across Scotland, with access to 342 vehicles. 23% of the Scottish Car Club fleet is electric.
Support for Workplace Travel Planning and fuel efficient driving	A new Scotland wide travel planning site, 'TravelKnowHow Scotland', was launched in September 2016 with 100 organisations registered. In addition, over 20 Business Improvement Districts took part in European Mobility week events. The Energy Savings Trust has trained over 13,400 drivers in fuel efficient driving techniques, which deliver an average 15% improvement in efficiency.
Freight Efficiencies	Annually, MSRS enables around 2.5 million tonnes of freight to move by rail rather than road, removing 100,000 HGV road journeys and delivering more than £7 million in environmental benefits. In addition, FFG funded operations deliver around £3.5 million in environmental benefits. Through ScotFlag and its Urban Freight and Last Mile Connections sub groups, we continue to engage with the industry and key stakeholders to increase efficiencies in respect of urban deliveries and connectivity to intermodal hubs.
Additional Emissions Reduction Potential from transport in 2025	We will continue to explore and consider alternative policies and proposals to achieve additional emissions reduction potential in transport.

## **1. INTRODUCTION**

- 1.1** The purpose of this report is to outline the changes to the format of the forthcoming year's Business Plan for SEStran.

## **2. BUSINESS PLAN**

- 2.1** SEStran officers have reviewed the structure and contents of the Business Plan. The general view was that the format was lengthy and outdated, and that, therefore, it would be beneficial to produce a shorter document that clearly outlined and highlighted SEStran's proposed work programme for next year to all stakeholders.
- 2.2** As a result of this discussion it was agreed that SEStran would produce a streamlined report, focusing on the varied project portfolio and include the key outcomes of the Regional Transport Strategy monitoring.
- 2.3** The Annual Report will be used as a platform to showcase the contributions SEStran proposes to make to number of projects over the forthcoming year.

## **3. CONCLUSION**

- 3.1** Chief Officers are asked to approve the contents of the draft Business Plan 17/18 for publication.

Jim Grieve  
**Head of Programmes**  
February 2017

**Appendix 1 – Draft Business Plan 17/18**

## Annual Business Plan 2017/18

The South East of Scotland Transport Partnership (SESTRAN) presents our Business Plan for the next twelve months, outlining how we plan to achieve even more during 2017/18 towards our Vision:

*“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 we have 4 comprehensive objectives and one new corporate objective.

### Strategic Objectives:

- Economy – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner
  - To maintain and improve labour market accessibility to key business/employment locations, from all localities and communities
  - To maintain and improve connectivity to the rest of Scotland, the UK and beyond.
  - To support other strategies, particularly land-use planning and economic development.
  - To reduce the negative impacts of congestion, in particular to improve journey time reliability for passengers and freight.
- Accessibility – to improve accessibility for those with limited transport choice (including those with mobility difficulties) or not access to a car, particularly those living in rural areas
  - To improve access to employment
  - 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
- **Corporate** – to continually improve performance to achieve greater efficiency, effectiveness in SEStran service delivery.

## **Key Priorities for 2017/18**

SEStran's key priorities for the year include targeting governance reform, contributing to the debate on the future of regional planning as well as continuing to strengthen our projects involvement. We will also seek proactively emerging opportunities to deliver our Strategic Objectives and seek to support our local government partners to achieve mutual beneficial outcomes.

### **1. Explore opportunities with partners for greater sharing of services via a regional partnership approach.**

The Board has previously highlighted the increasing disaggregation of strategic transport planning across Scotland. Identifying that, with the expected growth of Edinburgh City Region up to 2050 there should be active consideration and evaluation of some form of strategic integrated authority involving service aggregation from more local tiers of governance currently.

Currently SEStran is a Model 1 RTP, with a primary duty to produce a regional transport strategy. A Model 3 is an enhanced method of partnership delivery as described in previous paragraphs. In the light of the City Region Deal proposals relating to transport and infrastructure, active consideration has been given in 2016/17 to utilising the provision in the Transport (Scotland) Act 2005 for the Regional Transport Authority to become a Model 3 authority. In effect this would mean assuming the powers of a Passenger Transport Executive. The outcome of the consultation process will be known by March 2017 and the decision will affect how SEStran will operate during 2017/18 and will be a key work priority especially given the Scottish Government's White Paper on Planning and consultative proposals for Regional Partnerships.

SEStran will also continue to work closely with SESplan on the region's strategic development plan to ensure that sustainable growth is achieved by carefully managing the region's assets that provide the most benefits and by making well designed, successful places where people can thrive with cross boundary transport projects that will make travel by public transport easier and facilitate walking and cycling to work

### **2. Ensuring a sustainable strategy for Real Time Passenger Information in the South East of Scotland**

Independent studies, carried out in recent years, have confirmed that the availability of real time passenger information for public transport does encourage people to use

the various modes. Reliability of these services is a key factor in the decision making process when making travel choices. RTPI not only provides an expected time of arrival but more fundamentally also reassure the potential user that the bus (tram or train) will arrive.

The introduction of SEStran's RTPI system began in 2010, in partnership with First Scotland East and Stagecoach Fife bus companies. In 2014 Stagecoach made a decision to install their own system which is connected to BustrackerSEStran by means of a Siri interface, the net effect of which is that the full operating fleets of these two companies throughout the SEStran region are operating with RTPI.

In addition, through a similar interface, Lothian buses are connected to the system and First and Stagecoach RTPI, on relevant routes, is available on the fixed signs at bus stops throughout the city and parts of the Lothians.

SEStran's focus for now and throughout 2017/18 is on the region's smaller operators, to bring them in to the system. In January 2017 SEStran won an ERDF 40% contribution towards equipping 5 of these smaller operators with GPS enabled ticket machines which are capable of providing RTPI. SEStran's aim is to have these 5 operators, plus a number of others in the region who have invested in the kit themselves, within Bustracker SEStran early in 2017/18. This will also require Ineo, the system provider, to complete work to be able to receive other operators' schedule data and RTPI. This work is currently underway. A key priority for 2017/18 is the need to ensure that the RTPI network is resilient and maintained for the long-term.

SEStran will pursue bus facility improvements with local authorities and bus companies, not least in respect of RTPI. It is also SEStran's intention to complete the upgrade of the Routewise system to Novus FX which will ensure that entering data into the Traveline system is streamlined.

### **3. Continuing to contribute to the appraisal and analysis of transport infrastructure projects within City and Growth Deals across the SEStran area.**

SEStran is represented on the Infrastructure Group associated with the Edinburgh and East of Scotland City Region Deal and is joint chair (along with Transport Scotland) of the Transport Appraisal Group looking at the detail and justification for the various projects associated with the bid. The bid involves the 6 local authorities associated with SESplan and is being led by a Council Joint Committee and a Chief Executive's group. SEStran will assist the local authorities in seeking to optimise investment in the region's infrastructure that will ease congestion, encourage economic development and get people in to work.

SEStran has also made the offer of data and resource to Clackmannshire as part of their City Deal bid with Stirling and seeks to continue to engage with and resource the work in Falkirk Council area around the Grangemouth Investment Zone.

### **4. Contribute to the NTS2 and associated review of transport governance**

In the last year, SEStran's Partnership Director has been involved in Working Group for Planning Review. The publication of the Planning White Paper in January 2017 precedes a busy year for policy and strategy work. The Scottish Government has outlined its intention to review the National Transport Strategy including a Review of Transport Governance. This will have clear strategic and corporate implications for SEStran and we will work with other RTPs to lobby on proposals as they emerge.

Alongside the NTS review, there is also related review of Enterprise Agencies, Planning, as well as Strategic Transport Projects Review. There are relevant and emerging proposals for Roads Collaboration Programme as well as emerging specific proposals on subjects such as Low Emission Zones, Responsible Parking and Active Travel.

We have contributed to the Scottish Government's Rail Freight Strategy, Science and Engineering Strategy and also Planning White Paper in 2016/17 and will continue to engage post consultation in the development of this proposals. We have also responded with evidence and representation to the Scottish Government's draft Climate Change Plan.

SEStran has also sought to engage with Office of Rail Regulation on its proposals for Strategic Business Planning. We will continue to proactively seek to respond to all relevant consultations throughout 2017/18.

There may also be further consultation on primary legislation for Planning, Transport and Climate Change Bills during 2017/18, as well as a review of Scotland's National Outcomes. SEStran will seek to respond and provide evidence to any consultation or Parliamentary scrutiny.

SEStran has also contributed in the past year to the Royal Society of the Arts Inclusive Growth Commission and also the Scottish Cities Knowledge Centre and will seek to respond to relevant external research reports in 2017/18.

## **5. Deliver and monitor our new Equality Outcomes 2017 – 2021**

SEStran have developed a new set of Equality Outcomes to cover the period 2017 – 2021, a requirement under the Equality Act 2012 (Scotland) Specific Duties Regulations. These were developed by engaging both with the SEStran Equalities Forum and through a wider consultative process. The two outcomes are:

- An equitable, diverse and representative organisation
- A safe, accessible and equitable regional transport network.

If SEStran was in the future to receive further powers, functions and resources, we would seek to develop further relevant outcomes.

## **6. Implement and continuously improve our performance of our Records Management, Procurement, Climate Change and Public Reform duties**

SEStran in January 2017 submitted their first Records Management Plan to the Keeper of the Records. A priority for next year will be to improve our current

Business Classification scheme, Data Protection and Information Security policies and practices.

We have also during 2016/17 evolved the manner we have analysed and reported our duties under the Procurement Reform Act 2014, Climate Change Act 2009 and Public Sector Reform Act 2011. We will continue to seek to continuously improve our application of these duties to deliver best value from SEStran resource and produce transparency of the information and services we deliver to contribute to wider national outcomes.

## **7. Continue to maximise revenue and knowledge transfer through engagement in EU projects and other forms of funding.**

While the EU exit process, under Article 50, will be underway by the end of March 2017, SEStran has been assured by the EU and by the Scottish Government that existing projects will be funded through to completion and that it is “business as usual” in respect of applying for new projects.

SEStran is currently involved in two live European projects; REGIO-MOB and SHARE-North, each briefly described below.

REGIO-MOB aims to promote “learning, sharing of knowledge and transferring best practices between the participating regional and local authorities to design and implement regional mobility plans (or Regional Transport Strategies) bearing in mind the stakeholders with regional relevance and contributing to the sustainable growth of Europe.” Accordingly this project provides an opportunity for SEStran to attract European funding towards the necessary development of the RTS and to learn and share knowledge with other cities throughout Europe. The project will attract 85% funding from Europe.

SHARE-North addresses the concept of Shared Mobility and looks at the development, implementation and promotion of Car Clubs, Bike Sharing and Car Sharing. The planned living labs will integrate modern technology with activities to support changes in mobility behaviour. The objectives are: resource efficiency, improving accessibility (incl. non-traditional target groups), increased efficiency in the use of transport infrastructure, reduction of space consumption for transport, improving quality of life and low carbon transport.

In addition, SEStran is a partner in each of the following bids (fund in brackets) to be submitted during the coming year:

### *SURFLOGH Interreg North Sea Region (NSE)*

This proposal is aiming at improving the role of logistic hubs in the network of urban logistics in the North Sea Region. Many urban regions in Europe face huge challenges regarding the optimisation of urban freight distribution, both in terms of efficiency and sustainability. Connecting long-distance freight transport and last-mile distribution in strategically located urban freight centres is perceived as one of the possible solutions brought forward by scholars and experts in the field, as they contribute to reducing individual transport movements in urban areas by creating opportunities for bundling of

goods flows. In addition, these logistics consolidation centres might also be stepping stone for creating new value-adding services in the region fostering regional economic growth.

SEStran is a partner, along with Napier TRI, for Surflogh, which is being led by the Dutch province of Drenthe. A second application was submitted in early February 2017 and a result is expected in June.

#### SCRIPT Interreg North West Europe (NWE)

It is well understood that transport, in general, is a major contributor to carbon emissions totals and freight transport's contribution is significant; with a particular concentration around ports and their hinterland as a result of the necessary traffic required to transfer goods to and from the ports.

SEStran and partners' objective is to engage with ports and freight transport operators and their supply chains in selected estuarine and inland waterway locations within the NWE area to effect large-scale behavioural change with respect to the use of low carbon logistics and transportation and the implementation of different low carbon solutions. Work continues towards a stage 1 submission in the Spring this year.

#### I-MASS – Inclusive Mobility As A Service (Horizon 2020)

To develop and deliver innovative ways to provide inclusive mobility and accessibility solutions to all young people aged 16-25 years living in the South East of Scotland based on co-produced identification of needs and innovative solutions.

The project will specifically aim to explore the diversity of young people's needs and multiple vulnerabilities in relation to transport and travel experiences and how to overcome these in innovative ways in the context of the increasingly privatised model of public transport delivery within the UK context.

#### INSTINCT – Land use planning with public transport planning (Horizon 2020).

This project will address the long-standing problem of the integration of transport infrastructure and urban development policies. It will focus on the development and take-up of practical measures by municipal, regional and national governments, and public transport companies and organisations, to improve this integration and so deliver more sustainable transport and spatial development on the ground.

If successful these projects will assist in funding progress towards SEStran's strategic objectives in 2017/18 beyond, until the EU exit process is concluded.

### **8. More people cycling and walking, and working with more stakeholders on this issues through our joint working with Sustrans Scotland and Cycling Scotland**

SEStran will continue its work in the region to aid the CAPS vision that "by 2020, 10% of all journeys taken in Scotland will be by bike." To achieve this we will

continue our partnership working with Sustrans Scotland, Cycling Scotland and Local Authorities to offer grant funding and support to look at infrastructure, behavioural change and development to increase the levels of walking and cycling across the region.

SEStran actively encourages the development of cross-boundary utility cycling through the Regional Cycle Network Grant Scheme which is used to invest in strategic links between local authorities to encourage modal shift for commuter journeys by ensuring better connectivity along routes that link population with employment centres and services. The grant funding is provided by Sustrans Scotland who we will continue to work jointly with on active travel infrastructure in the SEStran area.

In partnership with Cycling Scotland, SEStran will seek to enable access to training opportunities at all life stages through promotion and support of Play on Pedals Training in the early years setting, Essential Cycling Skills for adults, and Practical Cycle Awareness Training for professionals in and around the SEStran region. Complementing these training opportunities, SEStran will promote 'Cycle Friendly' behaviour change packages for workplaces, campuses, communities and schools. Additionally through programmes such as Make Cycling Mainstream, promote to local authorities and other agencies a nationally accredited programme on cycling design and best practice.

## **9. Become a more Inclusive Employer**

We are committed to promoting equality, equity and diversity. We want an open and inclusive South East of Scotland and SEStran in terms of opportunity to provide accessible transport infrastructure and information, making services inclusive and also reflecting this within our organisational workforce and governance. We will continue to engage and consult through our Equalities/Healthcare forum promoting projects such as RTPI and Thistle App as actions to address issues which disproportionately affect some customers more than others. As a public body and employer we will also seek to continue to work with Equate Scotland and Changing the Chemistry to address workforce and organisational diversity. We will also seek to continue to promote inclusive working practices encouraging flexible hours and reasonable adjustments and engage in other initiatives such as Work Shadowing to give as much opportunity as resources allow to all to engage in work experience. We will also strive to increase diversity and reduce the gender pay gap with SEStran, concluding a review and job evaluation of all posts with SEStran in 2017/18.

## **10. Promote Greater Diversity in Governance**

In addition to working towards increased diversity for SEStran employees, SEStran are also committed to working towards a more diverse governance structure. A Board Diversity Succession Plan has been developed to help us work towards this goal. The main actions of this plan are to:

- Communicate with constituent local authorities that we would encourage them to appoint Board members in line with the Equality Act duties for Public Bodies
- Appoint observers to the Board to provide development opportunities
- Appoint a diverse range of Non-Councillor Board members in 2018.

SEStran will work with the SEStran Equalities Forum and Changing the Chemistry in order to give opportunities to a wide range of people to act as observers on the Board.

## **11. Promote Travel Planning and Shared Mobility**

Travel Planning and Car Sharing are both identified as a high priority for SEStran within the Regional Transport Strategy. SEStran will offer support and guidance to Local Authorities and Large Employers with travel planning and help to implement travel planning measures. The 2017/18 Sustainable and Active Travel Grants (SATGS) will be used again this year to assist the facilitation of workplace travel plans and their measures across the SEStran Region. SATGS offers matched grants from £500 to £25,000 for the establishment and promotion of Travel Plans and their measures.

Shared mobility can drastically reduce the environmental impact of transport, and help to achieve the emissions targets set out by the Scottish Government. Shared mobility such as car club cars, car sharing (sometimes referred to as car pooling or ride sharing), shared bikes are a suitable and environmentally way to compliment public transport, and is an alternative to the privately owned, single occupancy car.

One way in which SEStran hopes to address this is through car sharing. In 2017/18, SEStran will continue to promote its car sharing website TripshareSEStran.com. At the time of writing, Tripshare membership totals at around 8,500, and members have saved 8,846,342 miles and 1,738 tonnes of CO<sub>2</sub> (since 2007). In 2017/18, TripshareSEStran.com members are forecast to save an additional 3,257,136 miles and 639.83 tonnes of CO<sub>2</sub> emissions. SEStran aim to exceed this target through the promotion of TripshareSEStran.com through its European Projects (Social Car and SHARE-North) and working in partnership with Regional Car Share Stakeholders Including; Local Authorities, Health Boards, Colleges, Universities and Private Sector Organisations (such as Edinburgh Airport, and Edinburgh Park)

### **Co-operation in Delivery**

Whilst, the Business Plan sets out our current key priorities, as a public body we are committed to participatory design approach to service delivery and will seek to actively involving all communities, citizens and partners in a co-design approach to deliver positive outcomes from an equitable and efficient transport system now and in the future for South East Scotland.

Annex 1 – Performance Monitoring Framework

**Example below – to be developed further**

Action	Strategic Objective (s)	Performance Measures	Target(s)
To deliver City Deal partners objectives on Edinburgh City Region and Stirling/Clackmannanshire City Deals	Economy, accessibility	UK and Scottish Government commit to the outcomes of the Transport Appraisal Group	SEStran work modules for City Deals completed on time
Expand takeup of Thistle App	Accessibility	Number of App Downloads	500 in 2017/18?
	Environment		
	Safety & Health		



## Annex 2

### One page summary of budget

## Annex 3

### Staff list

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## **Projects Report**

### **1. REAL TIME PASSENGER INFORMATION**

- 1.1** SEStran has now appointed a marketing specialist to accelerate the roll-out of the remaining RTPI digital screens. The appointment was effective from 16 January 2017 and it is hoped to have most of the remaining 130 screens distributed by the end of the financial year.
- 1.2** As advised in the report to the December 2016 Partnership Board, SEStran are currently working with INEO and transport consultants WYG to enable a link between bustrackerSEStran and GPS-enabled ticket machines operated by smaller bus operators in the SEStran region. This work is also programmed to be complete by the end of this financial year.
- 1.3** SEStran is delighted to inform the Board that its bid to the Smart Ticketing Challenge Fund, launched by Transport Scotland in October 2016, was successful. The fund provides capital funding to public sector organisations looking to develop interoperable smart ticketing. As reported previously, modern ticket machines are also equipped with a GPS facility which can facilitate a connection to the RTPI system. Work will now progress to procure the necessary equipment, through a Transport Scotland framework contract, and thereafter to kit-out the following bus operators: Blue Bus Ltd., Peter Hogg of Jedburgh, A1 Coaches, Edinburgh Coachlines Ltd. and Eve's Coaches. The total investment is £100,800 with an ERDF contribution of £40,320. Again the installation will be complete by 31<sup>st</sup> March 2017.

### **2. SESTRAN THISTLE CARD – APP DEVELOPMENT UPDATE**

- 2.1** The Thistle Card App is designed to replicate the original SEStran Thistle card with an initial page for the customer to input their protected characteristic using the same previously agreed symbols. The second page displays the information to be shown to the bus driver.
- 2.2** The new Thistle Card App was added to the app store in a soft launch to gain feedback. SEStran has now incorporated the feedback received from stakeholders to date, and would now like to encourage Forum members to circulate the app through their own communications channels.
- 2.3** SEStran are now in discussions with experts such as Code Clan and xDesign to identify further potential for the apps development.
- 2.4** Hitrans (Highlands and Islands Strategic Transport Partnership) alongside Tactran (Tayside and Central Scotland Transport Partnership) have both now launched their own versions of the Thistle Card using templates provided by SEStran.

### **3. Sustainable and Active Travel Grant Scheme (SATGS)**

- 3.1 The SEStran Sustainable and Active Travel Grant Scheme aims to support and encourage Travel Planning and Active Travel measures. SATGS can be used to support physical measures implemented as part of a Travel Plan and provide support for organisations actively developing a Travel Plan.
- 3.2 Grants may range from £500 to £25,000 and will normally be up to a maximum of 50% of any proposal, although in exceptional circumstances higher awards may be made. The applicant will be responsible for securing the remaining 50% matching funding which should include a contribution directly from the applicant and may not come wholly from another grant scheme.
- 3.3 SEStran aim to launch the 2017/18 scheme in April. Application forms, guidance and further information on eligibility criteria will be published on the SEStran website.

#### 4. **Regional Cycle Network Grant Scheme (RCNGS)**

- 4.1 SEStran operated the Sustrans funded Regional Cycle Network Grant Scheme throughout financial year 2015/16. Due to a further commitment from Sustrans, the scheme will be made available for 2016/17 and aims to encourage the development of the Cycle Network throughout the Region.
- 4.2 The RCNGS can be used to support feasibility studies, design work, the development of infrastructure and monitoring, as well as supporting innovation and public engagement. Grants may range from £500 to £25,000 although higher sums will be considered.
- 4.3 There is remaining funding for this financial year which is being offered to local authorities and stakeholders, without the need to match-fund.

#### 5. **European Projects Update**

- 5.1 **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.
- 5.2 The last Social Car meeting was held in Brussels as part of the mid-term conference on the 22nd of November. Local Stakeholder groups will resume in February/March of this year, and will seek additional test users later in 2017.
- 5.3 **'SHARE-North'** addresses the concept of 'Shared Mobility' and looks at the development, implementation and promotion of Car Clubs, Bike Sharing and Car Sharing. The planned living labs will integrate modern technology with activities to support changes in mobility behaviour. The objectives are: resource efficiency, improving accessibility (incl. non-traditional target groups), increased efficiency in the use of transport infrastructure, reduction of space consumption for transport, improving quality of life and low carbon transport.

- 5.4** As part of the project's dissemination tasks, a series of webinars are to be held during the lifetime of the project. The first took place on the 20<sup>th</sup> of January, with an introduction to the 'Sharing Economy'.
- 5.5** **REGIO-MOB** aims to promote "learning, sharing of knowledge and transferring best practices between the participating regional and local authorities to design and implement regional mobility plans (or Regional Transport Strategies) bearing in mind the stakeholders with regional relevance and contributing to the sustainable growth of Europe." Accordingly this project provides an opportunity for SEStran to attract European funding towards the necessary development of the RTS and to learn and share knowledge with other cities throughout Europe. The project will attract 85% funding from Europe.
- 5.6** The last REGIO-MOB consortium meeting was held in Edinburgh at the City Chambers on the 11th and 12th of January. Park and Rides and Edinburgh's A90 Queue Management System were two examples of best practice chosen by the REGIO-MOB project partners. Presentations from both Edinburgh City Council and Stagecoach East Scotland were given, and a subsequent workshop was hosted by SEStran.

## **6. Opportunities For New European Projects**

### **Interreg, North West Europe**

- 6.1** **SCRIPT (Sustainable Carbon Reduction in Port Transport)**  
It is well understood that transport, in general, is a major contributor to carbon emissions totals and freight transport's contribution is significant; with a particular concentration around ports and their hinterland as a result of the necessary traffic required to transfer goods to and from the ports.
- 6.2** SEStran and partners' objective is to engage with ports and freight transport operators and their supply chains in selected estuarine and inland waterway locations within the North West Europe area to effect large-scale behavioural change with respect to the use of low carbon logistics and transportation and the implementation of different low carbon solutions. Work continues towards a submission in March this year with a meeting due to be held in Brussels in February.

### **Interreg, North Sea Region**

- 6.3** **SURFLOGH (Sustainable Urban Logistics Hubs)**  
The original SURFLOGH project bid, aimed at improving the role of logistic hubs in the network of urban logistics in the North Sea Region, submitted in the previous call last year, was unsuccessful. However, led by the Province of Drenthe in the Netherlands, the partnership and bid has been re-cast with SEStran remaining as a full partner along with Napier University's Transport Research Institute (TRI) and re-submitted at the beginning of February. A response to the bid is expected in June 2017.

## **Horizon 2020**

### **6.4 I-MAsS (Inclusive Mobility As a Service)**

In partnership with Leeds University, Institute for Transport Studies and CENIT in Spain, SEStran is currently pursuing a bid to Horizon 2020. The consortium for this project now includes 8 academic/research institutes, 5 cities/regions and approximately 10 demonstration projects in total. SEStran's role in this project will be a demonstration project in partnership with Young Scot, called yTravel. yTravel will aim to develop and deliver innovative ways to provide inclusive mobility and accessibility solutions to all young people aged 16-25 years living in the South East of Scotland, based on co-produced identification of needs and innovative solutions. The deadline for submission of this project is February 2017.

### **6.5 INSTINCT**

A further bid in partnership with Napier's TRI which will address the long-standing problem of the integration of transport infrastructure and urban development policies has been submitted. It will focus on the development and take-up of practical measures by municipal, regional and national governments, and public transport companies and organisations, to improve this integration and so deliver more sustainable transport and spatial development on the ground. This in turn will increase the attractiveness and convenience of sustainable modes of transport (public transport, cycling and walking) and at the same time reduce transport-related energy use and greenhouse gas emissions.

## **7. EU Exit**

- 7.1** The UK government has reaffirmed that the Article 50 process will be initiated at the end of March 2017. In January, the Prime Minister outlined her approach to the process and intended strategy to achieve the best deal for the UK. This will include coming out of the single market and will necessitate making new arrangements with individual countries, following the exit process.

Jim Grieve  
**Head of Programmes**  
23<sup>rd</sup> January 2017