



## CHIEF OFFICERS LIAISON GROUP MEETING

Room 3E-91, Victoria Quay, Edinburgh, EH6 6QQ  
Thursday 24<sup>th</sup> August 2017 – 10:00a.m.

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### AGENDA

1. **WELCOME AND APOLOGIES FOR ABSENCE.**
2. **PRESENTATION**  
SEStran Brand – by Keith Fiskien
3. **MINUTES**  
(a) Chief Officers Liaison Group of 25<sup>th</sup> May 2017.  
(b) Partnership Board of 11<sup>th</sup> August 2017.
4. **MODEL 3 SESTRAN PROGRESS REPORT** – Verbal report by George Eckton
5. **FINANCIAL REPORTS** – Verbal update by Iain Shaw/Angela Chambers  
(a) Audited Annual Accounts 2016/17  
(b) Public Service Reform (Scotland) Act 2010 (PRSA)
6. **NTS2/E&S/PLANNING REVIEWS** – Verbal report by George Eckton
7. **CONSULTATIONS REPORTS**  
(a) Parking Consultation – Verbal report by Sophie Pugh  
(b) Low Emission Zones – Report by Lisa Freeman  
(c) Socio-Economic Duty – Verbal update by George Eckton  
(d) Climate Change Bill – Report by Catriona Macdonald  
(e) Aviation Strategy - Report by Lisa Freeman
8. **ANNUAL REPORT** – Verbal report by Sophie Pugh
9. **RTS MONITORING ANALYSIS & UPDATE BY PARTNER AUTHORITY**  
– Report by Catriona Macdonald / Sophie Pugh
10. **PROJECTS UPDATE / EU UPDATE** – Verbal report by Jim Grieve
11. **RISK REPORT** – Report by Sophie Pugh/Angela Chambers
12. **FREIGHT QUALITY PARTNERSHIP (FQP) – FREIGHT ISSUES** –  
Verbal Update by George Eckton
13. **AOCB**
14. **DATE OF NEXT MEETING**  
Thursday 9<sup>th</sup> November 2017 – Room 3E-95, Victoria Quay, Edinburgh,  
EH6 6QQ

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

17 August 2017

Telephone: 0131 524 5154 or E-mail: [angela.chambers@sestran.gov.uk](mailto:angela.chambers@sestran.gov.uk)

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**CHIEF OFFICER LIAISON GROUP MEETING  
10:00AM THURSDAY 25 MAY 2017**

**Present:**

George Eckton (GE)	SEStran (Chair)
Angela Chambers (AC)	SEStran
Kevin Collins (KC)	Falkirk Council
Lesley Deans (LD)	Clacks Council
Neil Dougall (ND)	Midlothian Council
Keith Fiskin (KF)	SEStran
Peter Forsyth (PF)	East Lothian Council
Lisa Freeman (LF)	SEStran
Ken Gourlay (KG)	Fife Council
Jim Grieve (JG)	SEStran
Peter Jackson (PJ)	SEStran
Ewan Kennedy (EK)	City of Edinburgh Council
Graeme Malcolm (GM)	West Lothian Council

**Apologies:**

Andrew Ferguson	Fife Council
Graeme Johnstone	Scottish Borders Council
Iain Shaw	City of Edinburgh Council

Ref.		Actions
<b>1.</b>	<b>Welcome and Apologies for Absence</b>	
1.1	GE welcomed the group to the meeting and apologies are noted as above.	
<b>2.</b>	<b>Presentations</b>	
(a)	<u>Cycling Scotland</u> – by Peter Jackson The presentation covered topics including, Bikeability, Play on Pedals, Essential Cycling Skills, Practical Cycle Awareness Training, Cycle Friendly initiatives. PJ noted that he is available to Officers' to provide support/assistance.	
(b)	<u>Marketing Strategy</u> – by Keith Fiskin KF introduced himself and provided an overview of his role, marketing strategy and brand identity. The group discussed the SEStran "brand" and the confusion over the organisation name with a similarly named body.	
<b>3.</b>	<b>Minutes</b>	
(a)	<u>Chief Officer Liaison Group – 2<sup>nd</sup> Feb 2017</u> Agreed as a correct record.	
(b)	<u>Partnership Board – 2<sup>nd</sup> March 2017 (DRAFT)</u> For Noting.	

<b>4.</b>	<b>Model 3 - SEStran Progress Report</b>	
4.1	GE provided a verbal update to the group, advising that following consultation, responses had been received from all councils. Falkirk and Scottish Borders had rejected proposals whilst discussions were ongoing with the other partner authorities, with SBC requesting to be kept informed of progress. A report will be presented to the September Board to seek the opinions of new Members. GE noted that Model 2 was of interest.	
<b>5.</b>	<b>Financial Reports – Briefing Note by Iain Shaw</b>	
(a)	<u>Unaudited Annual Accounts 2016/17</u> <ul style="list-style-type: none"> <li>The accounts are still in the process of being prepared for presentation to the Board meeting of 23<sup>rd</sup> June;</li> <li>The current position is an underspend of £49,000 after provision is made for all known liabilities, including any VAT not paid following issue of VAT-only invoices. The underspend is mainly on core staff costs and some additional income recoveries from capital;</li> <li>The Board agreed at its meeting on 2<sup>nd</sup> March that any underspend from 2016/17 would be allocated to the Sustainable &amp; Active Travel Grant Scheme in 2017/18;</li> <li>The main area of audit scrutiny is potentially the write-off of the asset value of 40 units of Bustracker equipment (former First Bus East of Scotland equipment) at total write-down of value of £160,000. This does not impact on the year-end outturn as the expenditure was funded by BIF2 grant in 2015/16, but does need to be recognised on SEStran's balance sheet. If the equipment can be re-deployed in the future, it can be written back onto the balance sheet.</li> <li>The unaudited accounts will be submitted to Audit Scotland by 30<sup>th</sup> June, following review by the Board on 23<sup>rd</sup> June.</li> </ul>	
(b)	<u>Treasury Management Annual Report</u> This report provides details of the net borrowing/lending between SEStran and the City of Edinburgh Council during 2016/17. The Partnership received £628 of interest from the Council in 2016/17 for balances held by the Council on behalf of the Partnership over the course of the year.	
<b>6.</b>	<b>National Transport Strategy 2/Planning Review</b>	
6.1	A verbal update was provided by GE. The main points for noting are: <ul style="list-style-type: none"> <li>Pre-engagement strategy discussed.</li> <li>GE noted that in his SCOTS role, he is Chair of the Strategic Framework Working Group.</li> <li>Timeline: NTS completed mid-2019, public consultation to take place 2018, STPR spring 2018, primary legislation in parliament in next parliamentary year, with aim to be involved in shaping legislation that looks at transport governance.</li> </ul>	

<b>7.</b>	<b>Update on Council Administrations</b>	
7.1	Officers' provided an update on the latest appointments to their respective administrations and discussed the unique situation of the general election being in such close proximity to local council elections. GE noted that there may be a requirement to postpone the June Board meeting if there were a number of unstable administrations in place. A decision would be made mid-June.	<b>GE/AF</b>
<b>8.</b>	<b>Consultation Reports</b>	
(a)	<u>Scottish Energy Strategy</u> Agreed to be submitted under delegated powers.	<b>GE</b>     <b>LF</b>
(b)	<u>Parking Consultation</u> Comments invited from Officers prior to end-June submission. Group discussed enforcement issues and possible regional response.	
(c)	<u>Low Emissions Zone</u> Update to be provided when publication becomes available in late summer.	
(d)	<u>Scottish Expert Advisory Panel on the Collaborative Economy</u> Consultation closes 26 May and response will highlight areas of good practice.	
(e)	<u>National Transport Strategy Review: Call for Evidence</u> Early engagement response issued but continuing with further engagement activities. SEStran response to be shared with group with offer of assistance provided.	
(f)	<u>20mph Private Members Bill</u> Consultation closes August and SEStran are seeking views from group to shape response and happy to take forward.	
<b>9.</b>	<b>Annual Report</b>	
9.1	GE provided a verbal update advising that the draft report will be tabled to the first Board meeting and will highlight key projects and activities.	
<b>10.</b>	<b>RTS – Update by Partner Authority</b>	
10.1	GE reported that previously monitoring had been undertaken annually, however, the proposal is to report quarterly, incorporating KPIs and delivery of outcomes. Group agreed to having RTS monitoring as a standing agenda item and a monitoring template/pro-forma will be drafted for reporting purposes.	
<b>11.</b>	<b>Projects Update</b>	
11.1	JG presented the report, which provided a summary of projects updates and asked for any comments from the group.	
<b>12.</b>	<b>Website</b>	
12.1	AC provided a verbal update to the group on the soft launch of the new website, asking for feedback from Officers. Consensus was that it was much improved and easier to navigate.	

<b>13</b>	<b>Service Level Agreements (SLA's)</b>	
13.1	GE provided an update on the options being explored for the new Legal SLA. The group discussed capacity within their councils' and agreed it would be of benefit for SEStran to write to Chief Execs to consider available resources.	<b>GE</b>
<b>14.</b>	<b>MaaS Scotland</b>	
14.1	GE reported that SEStran could join on behalf of the partner authorities, without precluding individual membership. The group agreed that this was worthwhile and SEStran will seek to progress.	<b>GE</b>
<b>15.</b>	<b>AOCB</b>	
15.1	<u>Freight Strategy</u> KG asked if SEStran could provide assistance and GE advised that SEStran are happy to engage.	
<b>16.</b>	<b>Date of Next Meeting</b>	
16.1	The date of the next meeting is 10:00am on <b>Thursday 24<sup>th</sup> August 2017, in Room 3E-91, Victoria Quay, Edinburgh, EH6 6QQ.</b>	

## Low Emission Zones Consultation

### 1. INTRODUCTION

- 1.1** In November 2015, the Scottish Government published the Cleaner Air for Scotland (CAFS) Strategy<sup>i</sup>. CAFS is a national strategy which sets out how the Scottish Government and its partner organisations propose to reduce air pollution to fulfil Scotland's ambitious carbon reduction targets. Amongst the policy areas that are outlined within CAFS, the National Low Emissions Framework<sup>ii</sup> (NLEF) is cited as an important initiative, alongside the National Modelling Framework, adoption of World Health Organisation Guidelines, and proposals for a National Air Quality Awareness Campaign
- 1.2** CAFS also describes how the Scottish Government would enable local authorities to appraise, justify the business case for, and implement a range of, air quality improvement options related to transport and associated land use. In addition, the Scottish Government's "A Plan for Scotland 2016 -17"<sup>iii</sup> is committed to, with the help of local authorities, identifying and putting in place the first Low Emission Zone(LEZ) by 2018. The concept of LEZs has been established for some years. An LEZ involves a city or local authority setting vehicle emissions limits in defined areas where poor air quality is an issue. Any vehicles which do not meet the required LEZ standard are restricted or deterred from entering the area concerned, either by exclusion (full or partial) or by charging.
- 1.3** Much work has already taken place on building the evidence for Low Emission Zones, with detailed work on the new National Modelling Framework (NMF) to provide key evidence, and strong progress on developing the NLEF, to deliver guidance on business case development and delivery. In addition, a wide range of consultation and engagement with key stakeholders on the delivery challenges of LEZs has taken place. Due to the complex nature of delivering Low Emission Zones, and some of the concerns that were raised by stakeholders in relation to this, Transport Scotland are taking forward a consultation to support the early adopters in their work, and to finalise a guidance document.

### 2. CONSULTATION

- 2.1** The CAFS Strategy has seen the establishment of a Governance Group with wide ranging representation, to oversee its progress. The group consists of

several subgroups focusing on specific topics, and now wishes to receive further input from other Stakeholders.

- 2.2** It invites views on how the Scottish Government can, with the help of local authorities, identify and put in place the first new LEZ by 2018, creating a legacy on which other areas can build.

### **3. CONCLUSIONS/RECOMMENDATIONS**

- 3.1** SEStran welcomes this opportunity and is keen to encourage the first LEZ in Scotland to be implemented within the SEStran Region. Officers will provide a verbal update at the meeting.

Lisa Freeman

**Strategy and Projects Officer**

17<sup>th</sup> July 2017

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<sup>i</sup> <http://www.gov.scot/Resource/0048/00488493.pdf> - Cleaner Air for Scotland (CAFS)

<sup>ii</sup> <http://www.gov.scot/Publications/2015/01/3287/10> - Low Emissions Framework

<sup>iii</sup> <http://www.gov.scot/Resource/0050/00505210.pdf> - A Plan for Scotland



## **Climate Change Bill Consultation Paper**

### **1. INTRODUCTION**

- 1.1** In June 2017, The Scottish Government launched a consultation on proposals to strengthen the ambition and strategic framework for action to reduce greenhouse gas emissions in Scotland. The proposals for a new Climate Change Bill will amend only those parts of the 2009 Climate Change (Scotland) Act that relate to emission reduction targets and associated reporting duties. The closing date for the Consultation is 22<sup>nd</sup> September 2017.

### **2. CONSULTATION**

- 2.1** The 2009 Act is structured around a 2050 target to reduce greenhouse gas emissions by at least 80% from baseline levels, while seeking to boost productivity, competitiveness and growth. The 80% target at the time was considered appropriate in 2009 to limit global temperature rise above pre-industrial levels to near 2°C. However, the 2015 UNFCCC Paris Agreement has strengthened global ambition and seeks to limit global temperature rise in this century to 1.5°C. Advice to the Scottish Government from the Committee on Climate Change (CCC) questions if 80% reduction is enough and suggests increasing the target from 80% to 90% by 2050 to be more consistent with a 1.5°C scenario.
- 2.2** The UNFCCC Paris Agreement sets a goal of reaching net-zero global greenhouse gas emissions during the latter half of the century, however the CCC has advised the Scottish Government that the evidence is not available to set a domestic net-zero emissions target at the present time. The Scottish Government therefore proposed to set a net-zero emissions target for the second half of the century, subject to regular reviews of the evidence.
- 2.3** The 2009 Act set a single interim target for emissions reduction of at least 42% by 2020. The Scottish Government proposes, in line with the CCC's advice, to update the interim target for 2020 to at least 56%, and to set new interim targets for at least 66% in 2030 and at least 78% in 2040.
- 2.4** The 2009 Act makes provisions for annual emission reduction targets to be set every year up to 2050. These annual targets are currently specified as fixed amounts of greenhouse gas emissions, measured in tonnes of carbon dioxide equivalent, and are set in five year batches through secondary legislation. The Scottish Government proposes, in line with the CCC's advice, to specify the annual targets in the Bill in the form of percentage reductions from baseline levels to ensure that annual and interim targets remain consistent with one another.
- 2.5** The 2009 Act's emissions reduction targets are set on the basis of "adjusted" emissions, which takes into account the operation of the EU

Emissions Trading Systems (ETS). The CCC advise that all targets in the Bill should be based on actual emissions in Scotland, by removing the EU ETS adjustments, as this will increase the transparency of measuring progress to targets. These proposals will not change how the EU ETS operates in practice.

- 2.6** The 2009 Act allows for limited updates to annual and interim 2020 targets through secondary legislation, but does not include provision to update the 2050 target. It is proposed that updates to both the interim and 2050 targets should be possible through secondary legislation, subject to a suitable set of criteria and advice on these matters from the CCC.
- 2.7** SEStran is currently identified as a “major player” under the 2015 Act and required to report on progress and compliance with the climate change duties. The most recent draft Climate Change Plan for the period 2017-2032 was laid before Parliament in January 2017<sup>1</sup> and SEStran submitted a response to the call for evidence<sup>2</sup>.
- 2.8** The consultation paper highlights a series of 13 questions relating to updating the target ambition overall and interim 2030 and 2040 targets amongst other target matters; measurement of actual emissions; procedures for reviewing targets and reporting on policies and proposals; assessing the wider impacts of the proposals and an opportunity for respondents to raise other issues around the proposed Climate Change Bill.

### **3. COMMENTS/ SUGGESTED RESPONSE**

- 3.1** SEStran welcome the ambition for Scotland to reduce greenhouse gas emissions by at least 90% from baseline levels by 2050 in the proposed Climate Change Bill.
- 3.2** Due to the current rate of change and as transport has made less progress relative to other sectors since the 1990 baseline, the proposals will exert a significant amount of pressure on the transport sector to decarbonise and modally shift current mobility patterns. This will be a challenge for all sectors but especially in our view, transportation, given long-standing behavioural habits, current fuelling technologies and long lead-in times for consumer purchasing habits to change in terms of asset renewal if targets are to be realised.
- 3.3** The draft RPP3 published in January 2017 envisaged a future where transport emissions will have reduced by around a third by 2032, through the wide-scale uptake of low carbon vehicles, enhanced freight logistics and measures such as low emission zones. However, the CCC highlighted there has been less progress on reducing transport emissions relative to other sectors. In 2014, transport emissions (including those from international aviation and shipping) amounted to 12.9 MtCO<sub>2</sub>e, marginally below the

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<sup>1</sup> <http://www.gov.scot/Resource/0051/00513102.pdf>

<sup>2</sup> [http://www.parliament.scot/S5\\_Rural/SEStran.pdf](http://www.parliament.scot/S5_Rural/SEStran.pdf)

1990 baseline figure of 13.3 MtCO<sub>2</sub>e. Currently, transport accounts for 28% of total Scottish emissions. 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. The ultimate goal by 2050 is that 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.

- 3.4** Given the predicted increase in population we should balance supply side measures with demand restraint to achieve emissions goals. SEStran has a successful and ever-growing Liftshare scheme and it would be welcome if further proposals and policies could be considered 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. However, the Draft Energy Strategy and RPP3 focus on reducing the emissions impact of individualised modes of transport, must not implicitly or inadvertently be allowed to strategically promote greater use of individual motorised modes over collective or active modes and so potentially contribute to the further decline of bus or rail modes of transport. The increase in lift-sharing opportunities could have a related co-benefit in terms of potential inclusion and accessibility impacts across urban-rural geographies. There is a potential equity impact on those, who in the future despite interest-free loans, can't afford or access for other reasons individualised ULEVs.
- 3.5** 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. It may also generate externalities in terms of congestion with economic albeit much reduced environmental externalities in future years, which could impact on economic performance and the resultant ability to resource further emissions reduction proposals and policies
- 3.6** It is recognised that there is a clear pick up in terms of ULEVs registered in Scotland but there is still a significant gap between that figure and other conveniently fuelled vehicles. There is a requirement for clear public leadership on this matter to drive behavioural change and instil in all consumers that they can confidently buy and drive ULEVs over the next 10-15 years. This will be critical if transport is to meet its share of the 2030 "all-Energy" target outlined in the Draft Energy Strategy and the 90% reduction target in the proposed Climate Change Bill.
- 3.7** In terms of transport, SEStran believe that Regional Transport Partnerships offer a clear route for delivery of regional low-carbon outcomes and will engage with others to co-design on policies that deliver improvements to

collective modes of transport and resource the maintenance and adaptation of existing networks to climate change and increased demand.

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

- 4.1** The board are invited to comment on the current Climate Change Bill consultation over the next 2 months ahead of a tabling of a proposed final SEStran response for agreement at the September Board meeting.

Catriona Macdonald

**Projects Officer**

11<sup>th</sup> August 2017

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

Policy Implications	The proposed Climate Change Bill could deliver significant change to the transport policy context through a more ambitious national target.
Financial Implications	Need for significant infrastructure and new technology.
Equalities Implications	Moving to electric cars could impact on certain socio-economic groups.
Climate Change Implications	Need for further action to increase modal shift and decarbonise the transport sector.

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

1. Do you agree that the 2050 target should be made more ambitious by increasing it to 90% greenhouse gas emission reduction from baseline levels? Yes No (please explain your answer)
2. Do you agree that the Climate Change Bill should contain provisions that allow for a net-zero greenhouse gas emission target to be set at a later date? Yes No (please explain your answer)
3. a) Do you agree that the 2020 target should be for greenhouse gas emissions to be at least 56% lower than baseline levels? Yes No (please explain your answer)  
b) Do you agree that a target should be set for greenhouse gas emissions to be at least 66% lower than baseline levels by 2030? Yes No (please explain your answer)  
c) Do you agree that a target should be set for greenhouse gas emissions to be at least 78% lower than baseline levels by 2040? Yes No (please explain your answer)
4. Do you agree that annual emission reduction targets should be in the form of percentage reductions from baseline levels? Yes No (please explain your answer)
5. Do you agree that annual targets should be set as a direct consequence of interim and 2050 targets? Yes No (please explain your answer)

## **ANNEX B 25**

6. Do you agree that all emission reduction targets should be set on the basis of actual emissions, removing the accounting adjustment for the EU ETS? Yes No (please explain your answer)
7. a) What are your views on allowing the interim and 2050 emission reduction targets to be updated, with due regard to advice from the CCC, through secondary legislation?  
b) What do you think are the most important criteria to be considered when setting or updating emission reduction targets?
8. a) What are your views on the frequency of future Climate Change Plans?  
b) What are your views on the length of time that future Climate Change Plans should cover?  
c) What are your views on how development of future Climate Change Plans could be aligned with Paris Stocktake Processes?  
d) How many days do you think the period for Parliamentary consideration of draft Climate Change Plans should be?
9. What are your views on the proposal that any shortfall against previous targets should be made up through subsequent Climate Change Plans?

10. What are your views on these initial considerations of the impacts of the Bill proposals on Scotland's people, both now and in future generations?

11. What are your views on the opportunities and challenges that the Bill proposals could have for businesses?

12. a) What are your views on the evidence set out in the Environmental Report that has been used to inform the assessment process? (Please give details of additional relevant sources).

b) What are your views on the predicted environmental effects as set out in the Environmental Report?

c) Are there any other environmental effects that have not been considered?

d) Do you agree with the conclusions and recommendations set out in the Environmental Report?

e) Please provide any other comments you have on the Environmental Report.

13. Please use this space to tell us any other thoughts you have about the proposed Climate Change Bill not covered in your earlier answers.

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- 3.4** Given the predicted increase in population we should balance supply side measures with demand restraint to achieve emissions goals. SEStran has a successful and ever-growing Liftshare scheme and it would be welcome if further proposals and policies could be considered 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. However, the Draft Energy Strategy and RPP3 focus on reducing the emissions impact of individualised modes of transport, must not implicitly or inadvertently be allowed to strategically promote greater use of individual motorised modes over collective or active modes and so potentially contribute to the further decline of bus or rail modes of transport. The increase in lift-sharing opportunities could have a related co-benefit in terms of potential inclusion and accessibility impacts across urban-rural geographies. There is a potential equity impact on those, who in the future despite interest-free loans, can't afford or access for other reasons individualised ULEVs.
- 3.5** 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. It may also generate externalities in terms of congestion with economic albeit much reduced environmental externalities in future years, which could impact on economic performance and the resultant ability to resource further emissions reduction proposals and policies
- 3.6** It is recognised that there is a clear pick up in terms of ULEVs registered in Scotland but there is still a significant gap between that figure and other conveniently fuelled vehicles. There is a requirement for clear public leadership on this matter to drive behavioural change and instil in all consumers that they can confidently buy and drive ULEVs over the next 10-15 years. This will be critical if transport is to meet its share of the 2030 "all-Energy" target outlined in the Draft Energy Strategy and the 90% reduction target in the proposed Climate Change Bill.
- 3.7** In terms of transport, SEStran believe that Regional Transport Partnerships offer a clear route for delivery of regional low-carbon outcomes and will engage with others to co-design on policies that deliver improvements to

collective modes of transport and resource the maintenance and adaptation of existing networks to climate change and increased demand.

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

- 4.1** The board are invited to comment on the current Climate Change Bill consultation over the next 2 months ahead of a tabling of a proposed final SEStran response for agreement at the September Board meeting.

Catriona Macdonald

**Projects Officer**

11<sup>th</sup> August 2017

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

Policy Implications	The proposed Climate Change Bill could deliver significant change to the transport policy context through a more ambitious national target.
Financial Implications	Need for significant infrastructure and new technology.
Equalities Implications	Moving to electric cars could impact on certain socio-economic groups.
Climate Change Implications	Need for further action to increase modal shift and decarbonise the transport sector.

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

1. Do you agree that the 2050 target should be made more ambitious by increasing it to 90% greenhouse gas emission reduction from baseline levels? Yes No (please explain your answer)
2. Do you agree that the Climate Change Bill should contain provisions that allow for a net-zero greenhouse gas emission target to be set at a later date? Yes No (please explain your answer)
3. a) Do you agree that the 2020 target should be for greenhouse gas emissions to be at least 56% lower than baseline levels? Yes No (please explain your answer)  
b) Do you agree that a target should be set for greenhouse gas emissions to be at least 66% lower than baseline levels by 2030? Yes No (please explain your answer)  
c) Do you agree that a target should be set for greenhouse gas emissions to be at least 78% lower than baseline levels by 2040? Yes No (please explain your answer)
4. Do you agree that annual emission reduction targets should be in the form of percentage reductions from baseline levels? Yes No (please explain your answer)
5. Do you agree that annual targets should be set as a direct consequence of interim and 2050 targets? Yes No (please explain your answer)

## **ANNEX B 25**

6. Do you agree that all emission reduction targets should be set on the basis of actual emissions, removing the accounting adjustment for the EU ETS? Yes No (please explain your answer)
7. a) What are your views on allowing the interim and 2050 emission reduction targets to be updated, with due regard to advice from the CCC, through secondary legislation?  
b) What do you think are the most important criteria to be considered when setting or updating emission reduction targets?
8. a) What are your views on the frequency of future Climate Change Plans?  
b) What are your views on the length of time that future Climate Change Plans should cover?  
c) What are your views on how development of future Climate Change Plans could be aligned with Paris Stocktake Processes?  
d) How many days do you think the period for Parliamentary consideration of draft Climate Change Plans should be?
9. What are your views on the proposal that any shortfall against previous targets should be made up through subsequent Climate Change Plans?

10. What are your views on these initial considerations of the impacts of the Bill proposals on Scotland's people, both now and in future generations?

11. What are your views on the opportunities and challenges that the Bill proposals could have for businesses?

12. a) What are your views on the evidence set out in the Environmental Report that has been used to inform the assessment process? (Please give details of additional relevant sources).

b) What are your views on the predicted environmental effects as set out in the Environmental Report?

c) Are there any other environmental effects that have not been considered?

d) Do you agree with the conclusions and recommendations set out in the Environmental Report?

e) Please provide any other comments you have on the Environmental Report.

13. Please use this space to tell us any other thoughts you have about the proposed Climate Change Bill not covered in your earlier answers.

## Aviation Strategy Call for Evidence

### 1. INTRODUCTION

- 1.1 On the 21<sup>st</sup> of July, the UK Government's Department for Transport launched its call for evidence on a new aviation strategy for the UK: Beyond the horizon – the future of UK Aviation<sup>i</sup>.
- 1.2 This call for evidence sets out the UK government's overall aims and approach for a new Aviation Strategy. It is widely accepted that aviation will play an integral role in the future of the UK economy, with notable relevance during the UK's exit of the European Union. The UK Government must achieve a balance between supporting aviation and remaining committed to addressing aviation's environmental impact through emission reduction targets.
- 1.3 SEStran welcome the opportunity to provide a submission to the call for evidence. It is understood that connectivity plays a vital part in Scotland's economy, and in some instances, provides life-line services to remote parts of the Country. However, it is a delicate balance to strike, with considerations to be made towards noise and air pollution.

### 2. CALL FOR EVIDENCE

- 2.1 It has been four years since the publication of the Aviation Policy Framework. Due to the rapid changes in the aviation sector the UK Government think that now is the time to develop a new Aviation Strategy. The Strategy is to take a new look at the sectors and its challenges. This will be comprised of six objectives. Which are aimed to:
  - Help the aviation industry work for its customers
  - Ensure a safe and secure way to travel
  - Build a global and connected Britain
  - Encourage competitive markets
  - Support growth while tackling environmental impacts
  - Develop innovation, technology and skills
- 2.2 As the Call states, the next Strategy will focus on consumers and cover the whole of the country. The UK Government intends to host a series of themed consultation papers during the course of 2017 and 2018.

- 2.3** Phase two will comprise of three consultations: Consultation 1 in the second half of 2017. Consultation 2 in the first half of 2018. Consultation 3 in the second half of 2018. With the final third phase publishing the Aviation Strategy by the end of 2018.

### **3. RECOMMENDATIONS**

- 3.1** SEStran welcomes the opportunity to respond to this phase one Call for Evidence. Responses are requested by 13<sup>th</sup> October 2017 and this paper seeks to invite member's comments by 6<sup>th</sup> October, which will be incorporated into a final response from SEStran.

Lisa Freeman  
**Strategy and Projects Officer**  
17<sup>th</sup> July 2017

Appendix 1 – HM Government, Aviation Strategy: Call for Evidence Form

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<sup>i</sup> <https://www.gov.uk/government/consultations/a-new-aviation-strategy-for-the-uk-call-for-evidence>

# Aviation Strategy: call for evidence

## Personal details

### 1. Your:

name?

email?

### 2. What is the nature of your:

interest in the  
aviation  
sector?

involvement in  
the aviation  
sector?

### 3. Are you responding: \*

☐ on behalf of an organisation? (Go to "Organisational details")?

☐ as an individual? (Go to "Aviation Strategy")

## Organisational details

### 4. What is your organisation's name?

## Aviation Strategy

### Aim of strategy

To achieve a safe, secure and sustainable aviation sector that meets the needs of the consumers and of a global, outward facing Britain.

### Strategy objectives

The strategy will have the following 6 objectives:

- help the aviation industry work for its customers
- ensure a safe and secure way to travel
- build a global and connected Britain
- encourage competitive markets
- support growth while tackling environmental impacts
- develop innovation, technology and skills

### 5. What are your views on the proposed aim and objectives?

### 6. Do you have a view on the order the objectives should be tackled? \*

- ☐ Yes (Go to question 7)
- ☐ No (Go to Strategy principles)

### 7. In what order of importance do you think the objectives should be tackled (please rank the challenges 1 = highest priority, 6 = lowest priority)?

Ensure a safe and secure way to travel	<input type="text"/>
Support growth while tackling environmental impacts	<input type="text"/>
Encourage competitive markets	<input type="text"/>
Build a global and connected Britain	<input type="text"/>
Develop future innovation, technology and skills	<input type="text"/>
Help the aviation industry work its customers	<input type="text"/>

Why?





## Strategy principles

- Consumer focused - it will put passengers and businesses at the centre of everything we do
- Market driven - it will emphasise the role of government as an enabler, helping to make the market work effectively
- Evidence led - it will target intervention on specific problems which government can address, avoiding activity that does not respond to a clear problem

### 8. What are your views on the proposed strategy principles?

## Policy tests

- What is the rationale for action?
  - This will remain focused on what the government is trying to achieve, not just in terms of outputs such as the publication of an Aviation Strategy, but the final outcome for the sector and society
- What is government's role?
  - This will look at the need for government action to fix an identified problem, or whether activity is better carried out by others
- What does the evidence say?
  - This is a test of whether the government is using the best available evidence and whether there is anything that could be done to improve the information and data available to decision makers
- Have all the options been considered?
  - This will ask whether there are other approaches that may not have previously been considered
- What is the effectiveness of any proposed action?
  - This will ask whether government has considered the practicalities of policy decisions and if these have been properly discussed with those affected or who have an interest

### 9. What are your views on the proposed policy tests?



## Utilising existing runways

10. What are your views on the government's proposal to support airports throughout the UK making best use of their existing runways, subject to environmental issues being addressed?

## Consultation process

The consultation document lists the questions that the government would like to explore in developing the aviation strategy within each of the 6 objectives that have been identified (chapters 3 to 8).

11. Are there any other specific questions on the 6 objectives that you think should be included in the planned consultations? \*

- ☐ Yes (Go to question 12)
- ☐ No (Go to question 13)

12. What other questions would you like considered?

13. Are there any other sources of information or evidence that the government should bear in mind when developing the strategy? \*

- ☐ Yes (Go to question 14)
- ☐ No (Go to question 15)

14. What sources of information or evidence?

15. Does the proposed timetable (chapter 2), provide enough time to examine the existing issues in sufficient depth? \*

- ☐ Yes (Go to question 17)
- ☐ No (Go to question 16)

16. What timetable would you suggest and why?

17. What action could the government to make sure that the maximum number of people, communities and organisations are engaged in the process and are able to have their views heard?

## Other comments

18. Do you have any other comments on the issues raised by this call for evidence? \*



- ☐ Yes (Go to question 19)
- ☐ No (Go to Organisational help)

**19. What comments?**

## Organisational help

**20. If you are responding on behalf of an organisation, would your organisation be willing to:**

take part in helping  
development of the strategy?  
help organise events to help the  
development of the strategy?

Your answer

## **Draft Regional Transport Strategy Monitoring**

### **1. INTRODUCTION**

- 1.1** SEStran produced a Regional Transport Strategy for the period 2008 to 2028, which was refreshed in 2015. The RTS is an ever-evolving strategy and has a very complex monitoring framework relating to key objectives and targets/actions. In 2015 it was identified that there may need to be a review of monitoring and this paper seeks to discuss the changes needed in the monitoring framework and the document itself.

### **2. RTS MONITORING FRAMEWORK**

- 2.1** SEStran has undertaken a desk based study to analyse the Regional Transport Strategy framework to identify how monitoring can be carried out in relation to the objectives and targets. However, between 2008 and 2017 SEStran has dramatically changed, both in terms of capital funding for project/ infrastructure delivery and corporate processes. Through the review process, key themes were identified; financial costings, a lack of data available at a regional level and outdated targets. These themes – especially those that have multi-criteria – are factors which affect SEStran's ability to monitor targets accurately and successfully. The full breakdown of the Regional Transport Strategy Analysis is contained in Annex 1.
- 2.2** Previously, SEStran used data modelling as a way of monitoring objectives and therefore, most of the targets set are heavily reliant on this method. However, data modelling, through the use of external consultants, is costly and if done on a regular basis is extremely resource intensive. Many of the targets in the Regional Transport Strategy were made up by a multi-criterion, rather than breaking the data down into the eight councils of the SEStran region. These targets depend on far too many variables and can therefore not reasonably be monitored and available data is often set at a national level, rather than a regional level. Other targets in the strategy were very unlikely to have numerical data available and therefore could only be monitored using a narrative and providing qualitative evidence.

### **3. PROPOSAL**

- 3.1** Following completion of the desk based study it is apparent that the monitoring framework for the RTS must be refreshed. SEStran's targets should be SMART (Specific, Measurable, Attainable, Realistic and Time Bound) targets, based on the Economy, Accessibility, the Environment and Health and Safety. The framework needs to be updated so that it can be safeguarded for the future, but this does require changing nearly all of our existing targets so that it is tailored towards how we work today. The proposal of accessible, realistic and usable smart targets allows SEStran to monitor effectively and to determine the level of data we handle.

- 3.2** The RTS is a statutory document and requires supporting qualitative and quantitative data from our partnership councils. Chief Officers will be aware that previously there was a regular update item on past agendas and it is proposed that this is introduced with an update on significant items at each meeting and a submission once a year of written information on progress on delivering the statutory RTS for inclusion in the SEStran Annual Report. Collective reporting will offer a qualitative approach to monitoring to support some of the key actions in the SEStran Annual Report and demonstrate a partnership approach to delivery of the RTS.

#### **4 FUTURE MONITORING**

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

#### **5. COMMENTS/ SUGGESTED RESPONSE**

- 5.1** Chief Officers are invited to agree:
- That the current RTS Monitoring Framework is not best value use of resource nor fit for purpose and as outlined in the current RTS on page 42, Chief Officers are asked to agree to the wholesale re-development of the RTS Monitoring Framework;
  - The continuation of a standing verbal item on each meeting and;
  - To provide written updates on key actions that are seeking to progress the four main objectives of the RTS for inclusion in future SEStran Annual Reports.

Sophie Pugh  
**Undergraduate Technical Officer**  
17<sup>th</sup> August 2017

**Annex 1 – Regional Transport Strategy Monitoring Analysis**

**Annex 2 – Regional Transport Strategy Monitoring 2017**

Policy Implications	Proposed re-development of RTS Monitoring Framework and implications for RTS delivery.
Financial Implications	Proposed savings from significantly reduced data modelling by external consultants.
Equalities Implications	None.

Climate Change Implications	None.
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# Regional Transport Strategy: Monitoring Analysis

Sophie Pugh



Report prepared by:

SEStran  
3D Bridge  
Victoria Quay  
Edinburgh  
EH6 6QQ

## Monitoring Analysis

Economy					
Objective 1 – Maintain and improve labour market accessibility to key business/employment locations.					
Target	Review	Red	Yellow	Green	
Relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.	<i>This objective is made up of multi-criteria targets which are difficult to measure and infer casual link to SEStran actions. No data is available on this and would require purchasing. It could be addressed through modelling but could be resource intensive on a regular basis.</i>				
Objective 2 - Maintain and improve connectivity to the rest of Scotland, the UK and beyond.					
Target	Review	Red	Yellow	Green	
To improve connectivity to a range of key internal and external destinations – mainly indirectly via influencing other bodies such as bus and train operators, airport operators, other RTPs and Transport Scotland. SEStran has been working with Edinburgh Airport in developing its Airport Surface Access Strategy to ensure good quality public and sustainable transport is built into their strategy.	<i>The data for this target is covered at a national level and some questions asked on these issues are going to become biennial. In terms of airport connectivity, consider key operators (and the airport, based on any surveys they have done on passenger origin data).</i>				
Objective 3 - Support other strategies, particularly land-use planning, and economic development.					
Target	Review	Red	Yellow	Green	
Demonstrate progress in collaborative working between SEStran, SESplan, planning authorities, economic development agencies and other appropriate stakeholders. For example, SEStran has become a Key Agency in the planning process in relation to Strategic Local Development Plans. In the longer term, an RTS target (10 year) is to identify the transport infrastructure and services required to meet the relevant development plan requirements.	<i>It is unlikely numerical data will be available for this objective. It is important to keep this kind of outcome and can be described through other evidence e.g.</i> <ul style="list-style-type: none"><li><i>Following up with main partners around some key interventions/interactions we have made with them.</i></li><li><i>What has our contribution added?</i></li><li><i>What would have happened had we not contributed?</i></li><li><i>Do our partners agree with our assessment of events?</i></li></ul> <i>These kinds of questions can be answered by qualitative (interview/focus group) etc.</i>				
Objective 4 - Reduce the negative impacts of congestion to improve journey time reliability for passengers and freight.					
Target	Review	Red	Yellow	Green	
Reduce car driver share for travel-to-work by six percentage points over the period of the RTS. Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network. From the SHS, reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.	<i>This target is made up of multi-criteria.</i> <ol style="list-style-type: none"><li><i>Travel SHS</i></li><li><i>TS data, not proxy.</i></li><li><i>This target is quite specific and difficult to measure, there is the potential to use the national proxy (is this available or needs special request)</i></li></ol>				

Accessibility					
Objective 5 - Improve access to employment.					
Target	Review	Red	Yellow	Green	
For communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average if at least 10% after 15 years).	Need to ask for custom data set of SHS mode share by SIMD e.g. 2008, 2012, 2016 as a proxy. Overtime modal share for 15%.				
Objective 6 - Improve access to health facilities.					
Target	Review	Red	Yellow	Green	
Reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).	Ask NHS reps for Patient Travel Surveys.				
Objective 7 - Improve access to other services, such as retailing, leisure and education.					
Target	Review	Red	Yellow	Green	
Reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years).	This target requires modelling which we have previously paid Systra to model for us, however it is costly and potentially does not reflect real behaviour as it is modelled results. We should change this indicator to suit the time we are in currently and the future.				
Objective 8 - Make public transport more affordable and socially inclusive					
Target	Review	Red	Yellow	Green	
By, or before the end of the RTS, monitor the implementation if all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act 2010. Identify high fare anomalies in the SEStran area by the end of the RTS period, relative to 2007. Seek to influence national policy in relation to procurement of bus services, if necessary to meet other RTS targets.	<div>1. CPT figures</div> <div>2. Proxy</div> <div>3. This indicator is not measurable.</div>				

Environment					
Objective 9- Contribute to the achievement of the UK’s national targets and obligations on greenhouse gas emissions.					
Target	Review	Red	Yellow	Green	
Progress should be made at the SEStran level towards the Scottish Government’s aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government’s emissions targets.	No data is available at a local level; therefore, the national proxy should be used.				
Objective 10 - Minimise the negative impacts of transport on natural and cultural resources					
Target	Review	Red	Yellow	Green	
To minimise significant effects on areas designated for, or acknowledged for their biodiversity interests (including protected species), landscape and/or cultural heritage importance, from interventions in the RTS.	There is no data on this and therefore, should become narrative and an EIA process.				
Objective 11 - Promote sustainable travel					
Target	Review	Red	Yellow	Green	
Targets for mode share (Reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight).	Congestion target – can we get annual data on mode share.				
Objective 12 - Reduce the need for travel.					
Target	Review	Red	Yellow	Green	
To stabilise and reduce the number of trips per person per year made using motorised modes, by 5% over the period of the RTS.	Motorised vs Non-motorised – from census				
Objective 13 - Increase transport choices, reducing dependency on the private car.					
Target	Review	Red	Yellow	Green	
Targets for mode share (Reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight).					
Objective 14 - Improve safety (reduce accidents) and personal security					
Target	Review	Red	Yellow	Green	
By 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and to cut the number of children killed by 50% and seriously injured by 65% all from a 2004 – 2008 base. There is also a target to reduce the slight casualty rate by 10%.Over the period of the strategy, a 20% reduction (7% after five years) in pedestrians and cyclists killed or seriously injured (KSI) per trip made (using SHS data for trip making). Over the period of the strategy, a five-percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).	Again, multi-criteria for this target. Need to work out if this data can be broken down to SEStran from National to the 8 SEStran councils.				
Objective 15 - Increase the proportion of trips by walks/cycle					
Target	Review	Red	Yellow	Green	
Targets for mode share, in addition over the period of the strategy, a 5%-point increase in walking and cycling mode share for all trips, SEStran wide. Cycling	Modal share data from the census				

Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.				
<b>Objective 16 - Meet or better all statutory air quality requirements</b>				
<b>Target</b>	<b>Review</b>	<b>Red</b>	<b>Yellow</b>	<b>Green</b>
To meet or better all statutory air quality requirements.	SEPA/LA stats → number of AQMAs designated in 8 councils → FoE data from annual survey.			



# Regional Transport Strategy

UPDATE 2017

Sophie Pugh | SEStran | 15/08/17

## Executive Summary

SEStran produced a *Regional Transport Strategy* for the period 2008 to 2028, and in 2015 underwent a thorough update and refresh. However, the nature of the RTS is an ever-evolving strategy and has a very complex monitoring framework for the key objectives and targets/actions. In 2015, it was identified that there may need to be a review of monitoring in the near future and this report sets out the current findings for the strategy and links to the *Monitoring Analysis*.

This report is set out with the following headings; *Economy, Accessibility and Environment*.

The findings for these headings will be shown below, any objectives and targets where there were no or little findings available will be linked to the *Monitoring Analysis* - mentioned above which gives more detail to why this is.

Many of the targets listed below have multi-criterion and only some data will evidence parts of the target rather than all of it. In this case please reference to the '*Regional Transport Strategy Monitoring Analysis 2017*'.

## ECONOMY

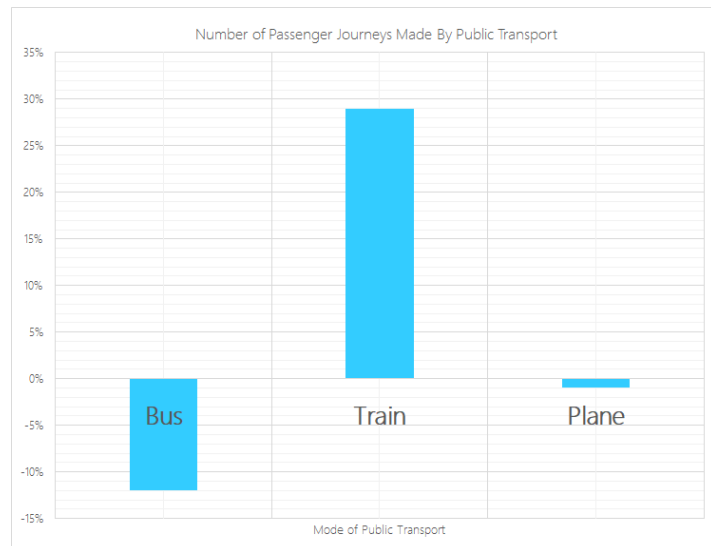
The objective of the RTS are as follows:

- 1. Maintain and improve connectivity to the rest of Scotland, the UK and beyond.**

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

This objective can be monitored through information provided by Transport Scotland, VisitScotland, Edinburgh Airport Consultative Committee, Virgin Trains, First Scotland East which can be seen below;

Since 2006, (to 2014) the number of passenger journeys made by train have increased by 29% and journeys made by bus and plane have decreased by 12% and 1% respectively.



Edinburgh Airport had the highest number of terminal passengers in 2015. The number of passengers in 2015 has risen by 9% since 2014.

It is also noted that the main methods of transport to Scotland were by car or plane, however, European visitors (56%) and first time visitors (39%) were most likely to fly directly to Scotland, whilst 47% of long haul visitors required a connecting flight. UK trains (16%) and hire cars were also used by long haul visitors to get to Scotland and visitors from the UK tended to use their own car.



*Satisfaction of getting around Scotland easily can be measured via a regional visitor survey (from 2015/16):*

Local Authority	Satisfaction with Ease of Getting Around	
	Average	Percentage Scored 9 or 10 on the Scale (%)
Edinburgh City	8.1	48
Fife	8.4	55
The Lothians	8.6	56
Stirling, Falkirk & Forth Valley	8.6	57
Scottish Borders	8.7	61

*The current Airport Surface Access Strategy is up for renewal. The information provided is from 2016/17:*

<b>Bus Services</b>	<i>Services continue to operate well. The 747 Fife Bus is now operating 24/7 and new high specification buses have been introduced on the GlasgowExpress service.</i>
<b>Tram</b>	<i>The tram now operates every 7 minutes throughout the day.</i>
<b>Train</b>	<i>The Edinburgh Gateway Station has now opened and an integrated ticketing system has been introduced between tram and train with connections also available from Edinburgh Park station.</i>
<b>Surface Access Strategy</b>	<i>The public transport mode share for the final quarter of 2015 was 31.6% and the 12 months rolling share mode for 2016 was 30.2%.</i>

*Users of local bus services were asked for their views on the bus from the previous month which showed a large improvement from 2010 to 2014. However, there are slight variances in the types of questions asked between the years and the data is at a national level.*

Users views on local bus services 2010	
	Agree (%)
Buses are on time	73
Buses are frequent	79
Service runs when I need it	74
Service is stable and isn't regularly changing	80
Buses are clean	75
Buses are comfortable	77
Feels safe on the bus during the day	91
Feels safe on the bus during the evening	59
Simple deciding the type of ticket I need	88
Finding out about routes and times is easy	81
Easy changing from bus to other modes	74
Fares are good value	59

Users views on local bus services 2014	
	Agree (%)
Buses are on time	77.9
Service is stable and not regularly changing	83.4
Buses are clean	78.1
Buses are environmentally friendly	65.5
Feel safe on the bus during the day	94.1
Simple deciding the type of ticket I need	89.4
Finding out about routes and times is easy	85.5
Easy to change buses to other modes	75.1
Fares are good value	60.4
Feel safe on the bus during the evening	69.3

*Again, users of local train services were asked for their views on the train from the previous month.*

Users views on local train services 2010	
	Agree (%)
Trains are on time	93
Trains are frequent	89
Service runs when I need it	90
Service is stable and isn't regularly changing	86
Trains are clean	88
Trains are comfortable	83
Feels personally safe and secure on the train during the day	98
Feels personally safe and secure on the train during the evening	72
Simple deciding the type of ticket I need	86
Finding out about routes and times is easy	90
Easy changing from train to other forms of transport	81
Fares are good value	58

Users views on local train services 2014	
	Agree (%)
Trains run to timetable	91.2
Train service is stable and not regularly changing	91.2
Trains are clean	90.7
Feel safe/secure on trains during the day	96.6
It is simple to decide what type of ticket I need	87.0
Finding out about routes and times is easy	91.1
Easy to change from trains to other forms of transport	80.3
Train fares are good value	56.7
Feel safe/secure on trains during the evening	80.6

*Train and bus operators were asked to comment on what they had achieved towards this target for the region. Their responses can be seen below;*

### **Virgin Trains**

*Virgin Trains' reputation as the UK's leading long-distance passenger rail operators was put to the test in 2016, which saw the extended closure of the West Coast Main Line at Lamington from New Year's Eve and ambitious targets set for delivering passenger growth on the East coast Anglo-Scottish route. We have more than risen to these challenges: by the end of 2016 we had driven record passenger numbers on both East and West coast routes, outperformed the long-distance sector on customer satisfaction scores, re-established our reputation for innovation with our industry leading entertainment streaming service, BEAM, and invested heavily in customer service basics, including driving up performance, to create the brand identity with all the panache you would expect from a Virgin company, Virgin Trains has once again set the bar for others in the transport sector.*

*Key achievements include:*

- *8% passenger growth between Edinburgh – London, breaking the one million barrier*
- *Record Glasgow – London passenger numbers in latter half of 2016 after Lamington disruption*
- *Launch of 45 additional EC services between Edinburgh and London per week*
- *Best performance on WC since privatization; PPM eight percentage points improved*
- *Major investment in East Coast fleet overhaul and First Class Lounges, extra car parking, bike spaces, redesigned menus and uniforms*
- *Highest customer satisfaction scores among long-distance franchises in NRPS (Autumn 2016)*
- *Rolling out BEAM, our revolutionary onboard entertainment service, on EC and WC routes*

*The West and East Coast businesses provide 93% of train services connecting Scotland to London as well as connections to the Northern cities of England. We collectively employ more than a thousand people in Scotland.*

*We were awarded the East Coast franchise in March 2015. This franchise will see £140m invested into our services to create a more personalized travel experience. This includes a major fleet revamp, smarter stations and exciting new routes.*

*2018 will see the initial roll out of the first Azuma trains. Once fully introduced, the 65-strong Azuma fleet will provide 12,000 extra seats for a new and expandable timetable, increasing capacity into King's Cross by 28% during peak time and allowing regular Edinburgh – London journeys to be accelerated to around four hours.*

*Last year saw the first step change in the provision of East Coast services between Edinburgh and London with the addition of 42 additional services per week in May. This was achieved using existing fleet inherited at the start of the franchise by extending eight weekday London trains (four Northbound, four Southbound) that previously started or terminated at Newcastle, and adding two weekend services, in total providing 22,000 additional seats per week. In December, a further three Edinburgh – London services were added on Sunday to meet high levels of demand. This enhanced timetable now provides a half-hourly service through most of the day between the UK and Scottish capitals and has provided capacity for the passenger growth described above as well as growth between Newcastle and Scotland.*

*2016 was the year of strong investment on the East Coast route with a £140m investment programme frontloaded to ensure the Virgin sparkle was delivered to stations and trains early in the franchise. This includes:*

- *A £21m 'total rehaul' of the entire fleet, replacing old upholstery, carpets and toilets with mood lighting, fresh furnishings and executive leather in First Class.*

- A stylistic revamp of the eight First Class Lounges, including Waverly Station
- 500 additional car parking spaces and 400+ cycle spaces across the network
- Free Wi-Fi in Standard
- Booking horizons extended from three to six months
- Bean-to-cup coffee introduced onboard

### **First Scotland East**

We work with several key stakeholders such as Destination Stirling, and other tourist organisations. In addition to this a key ongoing project is our work with Abellio at Croy Station where we have agreed a marketing campaign to include adverts at key stations/bus stops/on buses and social media, to promote both bus and rail travel encouraging modal shift. We also work closely with colleges and universities to promote public transport, not just local, but from greater distances, and an example of this would be our network alterations in May introduced direct travel to the University of Stirling from areas such as; Cumbernauld and Denny.

## **2. Reduce the negative impacts of congestion to improve journey time reliability for passengers and freight.**

The target for this objective is to reduce car driver share for travel-to-work by six percentage points over the period of the RTS. Over the period of the strategy, reduce (after 15 years) time lost due to congestion across the SEStran trunk road network. From the SHS, reduce the proportion of car driver journeys made by SEStran residents which are reportedly affected by congestion between 0700 and 0900.

This objective can be monitored through information provided by Transport Scotland.

Nationally, the average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.

The public were asked what their modal share was to their place of work. (2010 and 2015).

Modal Share to Place of Work 2010	
Walking (%)	13.4
Car or Van (%)	67.3
Driver (%)	61.0
Passenger (%)	6.3
Bicycle (%)	2.3
Bus (%)	10.8
Rail, including underground (%)	3.6
Other (%)	2.7

Modal Share to Place of Work 2015	
Walking (%)	13.6
Car or Van (%)	65.9
Driver (%)	60.3
Passenger (%)	5.6
Bicycle (%)	2.2
Bus (%)	11.2
Rail, including underground (%)	4.4
Other (%)	2.7

The public were asked how traffic congestion effected their travel to work between the period 2007 to 2010 and then compared to the period 2011 to 2015.

Effects of traffic congestion on travel to work journey, 2011 – 2015					
	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
At least once a week	45	35	49	10	37
Less often	22	20	22	9	19
Never	32	45	29	81	44
How much extra time normally allowed for journey to work					
None	25	24	28	34	26
Less than 5 mins	9	13	6	14	9
5 – 10 mins	27	27	26	23	27
11 – 30 mins	31	29	30	17	29
31 – 60 mins	6	5	8	9	7
More than 1 hour	1	2	2	3	2

Effects of traffic congestion on travel to work journey, 2007 – 2010					
	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
At least once a week	39.1	31.7	43.2	7.3	31
Less often	23.2	19.3	21.2	6.8	18.4
Never	37.7	49	35.6	85.9	50.6
How much extra time normally allowed for journey to work					
None	26.2	25	30.3	38.7	27.7
Less than 5 mins	7.8	8.9	6.8	9.2	7.8
5 – 10 mins	26.7	31	23	19.9	25.8
11 – 30 mins	31.5	28.9	29.3	24.4	30.4
31 – 60 mins	6	4.8	7.4	5.9	6.1
More than 1 hour	1.9	1.4	3.1	1.9	2.1

## ACCESSIBILITY

### 3. *Improve access to employment.*

The target for this objective is *for communities defined as most deprived by the Scottish Index of Multiple Deprivation (SIMD), improve access (by public transport) to employment (using the above measure) by an average of at least 10% after 15 years).*

This objective can be monitored through information provided by the Transport Scotland.

*The public were asked how they normally travel to work (2010 and 2014).*

[Travel to work] Employed adults' method of travel to work, 2010.		
	Bus (%)	Other (%)
By Scottish Index of Multiple Deprivation:		
1 (20% most deprived)	55	18
2	66	13
3	69	9
4	73	8
5 (20% least deprived)	71	8
[Travel to work] Employed adults' method of travel to work, 2014.		
	Bus (%)	Other (%)
By Scottish Index of Multiple Deprivation:		
1 (20% most deprived)	59	15
2	64	13
3	71	9
4	74	7
5 (20% least deprived)	67	9

### 4. *Improve access to health facilities.*

The target for this objective is *to reduce the proportion of zero-car households with poor access (>60 minutes travel by public transport) during various time periods and to defined key hospitals by 50% over the period of the RTS (15% after five years).*

This objective can be monitored through information provided by the Transport Scotland.

*Households living in rural areas are more likely to have access to a car compared to those living in urban areas in Scotland (around 83% compared to 60% in large urban areas). There is a general trend of increasing car ownership as the level of rurality increases: rural areas also have higher levels of multiple car ownership with 38% of remote rural areas having two or more cars compared to 19% in large urban areas.*

Households	Large Urban Areas	Other Urban Areas	Accessible Small Towns	Remote Small Towns	Accessible Rural	Remote Rural	Scotland
No Access to cars (%)	40	30	22	30	12	17	30
At least one (%)	60	70	78	70	88	83	70
One (%)	41	46	43	47	41	45	43
Two or More (%)	19	25	35	23	47	38	27
Base	3,090	3,490	960	620	1,120	1,040	10,330

*The public were asked how they normally travel to a doctors' surgery (2010), however there is no data on this question after 2010.*

How adults normally travel to a doctors' surgery 2010							
	Walking (%)	Driver Car/Van (%)	Passenger Car/Van (%)	Bicycle (%)	Bus (%)	Rail (inc. U/g) (%)	Other (%)
All people aged 16+	37	41	9	0	10	0	3
Male	36	47	6	1	8	0	2
Female	37	37	11	0	11	0	3
16 – 29	48	27	12	0	12	1	1
30 – 39	44	46	3	1	6	0	1
40 – 49	36	50	5	1	7	0	2
50 – 59	33	50	6	1	8	0	2
60 – 69	31	45	10	0	12	0	2
70 – 79	26	36	17	0	14	0	6
80+	25	27	22	0	15	0	11
Self Employed	25	68	2	2	2	0	0
Employed Full Time	37	52	4	1	6	0	1
Employed Part Time	40	48	4	0	7	0	1
Looking After the Home/Family	43	34	10	0	11	0	2
Permanently Retired from Work	29	37	15	0	13	0	5
Unemployed/Seeking Work	55	21	4	1	15	0	3
In Further/Higher Education	53	20	10	0	16	0	1
Permanently Sick or Disabled	28	22	21	0	18	0	10
1 (20% Most Deprived)	41	25	11	1	18	0	5
2	41	35	8	0	13	0	3
3	34	46	10	0	8	0	2
4	31	52	8	0	6	0	2
5 (20% Least Deprived)	36	49	8	0	5	0	1
Large Urban Areas	43	32	8	1	14	0	3
Other Urban	34	42	10	0	10	0	3
Small Accessible Towns	48	39	6	0	5	0	2
Small Remote Towns	37	45	11	0	4	0	2

Accessible Rural	21	63	11	0	4	0	1
Remote Rural	24	61	9	0	4	0	2

*The public were asked how they normally travel to the hospital outpatients (2010), however there is no data for this question after 2010.*

How adults normally travel to a hospital outpatients 2010							
	Walking (%)	Driver Car/Van (%)	Passenger Car/Van (%)	Bicycle (%)	Bus (%)	Rail (inc. U/g) (%)	Other (%)
All people aged 16+	9	47	18	0	19	1	6
Male	10	56	12	0	17	0	5
Female	9	39	24	0	20	1	7
16 - 29	15	29	27	0	23	1	4
30 - 39	12	60	9	1	14	1	4
40 - 49	9	61	11	1	14	0	3
50 - 59	8	54	14	0	17	0	6
60 - 69	7	50	17	0	20	1	5
70 - 79	5	34	27	0	24	1	10
80+	3	24	35	0	19	1	18
Self Employed	10	81	4	2	3	0	0
Employed Full Time	11	65	10	0	12	0	2
Employed Part Time	7	59	15	0	15	1	3
Looking After the Home/Family	8	38	25	0	20	1	8
Permanently Retired from Work	5	37	25	0	22	1	10
Unemployed/Seeking Work	23	23	12	1	35	1	4
Permanently Sick or Disabled	5	25	30	0	28	0	12
1 (20% Most Deprived)	10	29	21	0	29	0	10
2	8	42	18	0	23	1	7
3	9	51	20	0	15	0	4
4	9	59	17	0	9	1	4
5 (20% Least Deprived)	9	56	15	0	15	1	3
Large Urban Areas	12	35	17	0	27	1	8
Other Urban	9	48	20	0	18	0	6
Small Accessible Towns	4	53	25	1	13	1	3
Small Remote Towns	21	54	15	1	5	1	3
Accessible Rural	2	72	16	1	7	1	2
Remote Rural	6	62	20	0	5	0	7



## **5. Make public transport more affordable and socially inclusive**

*The target for this objective is by, or before the end of the RTS, monitor the implementation of all DDA requirements regarding accessible buses and all public transport complies with the requirements of the Equalities Act 2010. Identify high fare anomalies in the SEStran area by the end of the RTS period, relative to 2007. Seek to influence national policy in relation to procurement of bus services, if necessary to meet other RTS targets. at relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.*

This objective can be monitored through information provided by the Transport Scotland.

*The national proxy says that between 2006 and 2014, bus and rail fares have seen steady increases and in 2013 were 14% and 16% higher than in 2006 respectively. Whereas, the car has only risen by 2% in that time.*

## ENVIRONMENT

### **6. Contribute to the achievement of the UK's national targets and obligations on greenhouse gas emissions.**

*The target for this objective is that progress should be made at the SEStran level towards the Scottish Government's aspirational national traffic reduction target of a return to 2001 traffic levels by 2021, and the Scottish Government's emissions targets.*

This objective can be monitored through information provided by the Transport Scotland.

*The national data for this target shows that in 2014 demand for all road transport stood at 44.8 billion kilometres, as compared to 36.5 billion kilometres in 1995.*

### **7. Promote sustainable travel.**

*The target for this objective is reduce the negative impacts of congestion in particular to improve journey time reliability for passengers and freight.*

This objective can be monitored through information provided by the Transport Scotland.

*In 2014, 11.7% of car driver journeys were perceived to have been delayed due to traffic congestion, an increase from 9.7% in 2013, but below 12.7% seen in 2006 and the peak of 14.4% seen in 2007.*

*The public were asked how they usually travelled to work a year ago, from the period (2007 to 2009) to the period (2011 – 2015).*

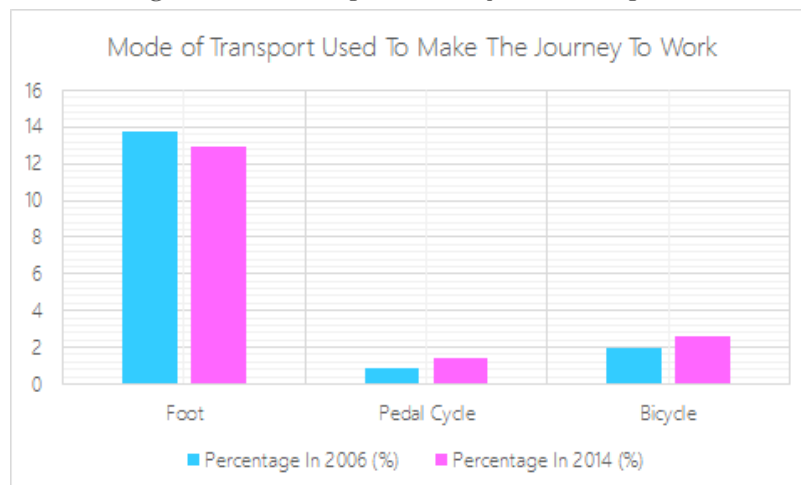
[Travel to work] How random adult usually travelled to work a year ago, (2011-2015)							
	<i>Walking (%)</i>	<i>Driver (%)</i>	<i>Passenger (%)</i>	<i>Bicycle (%)</i>	<i>Bus (%)</i>	<i>Rail (%)</i>	<i>Other (%)</i>
<i>Current Usual Mode</i>							
<i>Walking</i>	87.1	0.9	1.7	3.2	4.4	2.5	1.4
<i>Driver</i>	5.4	97.2	5.5	9.3	4.6	9.2	8.6
<i>Passenger</i>	2.2	0.5	88.6	0.3	2.6	0.8	0.9
<i>Bicycle</i>	0.8	0.2	0.5	83.3	0.8	1	0.3
<i>Bus</i>	2.9	0.5	1.9	2.2	85.7	2.9	1.7
<i>Rail</i>	0.6	0.5	0.8	0.6	1.4	82.9	1.9
<i>Other</i>	1	0.3	1.1	1	0.4	0.8	85.3
[Travel to work] How random adult usually travelled to work a year ago, (2007-2009)							
	<i>Walking (%)</i>	<i>Driver (%)</i>	<i>Passenger (%)</i>	<i>Bicycle (%)</i>	<i>Bus (%)</i>	<i>Rail (%)</i>	<i>Other (%)</i>
<i>Current Usual Mode</i>							
<i>Walking</i>	85	1	3	2	3	3	6
<i>Driver</i>	6	96	9	10	8	10	14
<i>Passenger</i>	2	1	83	0	4	1	5
<i>Bicycle</i>	1	0	1	85	0	1	3
<i>Bus</i>	4	1	4	2	84	4	3
<i>Rail</i>	1	0	0	1	1	82	1
<i>Other</i>	0	1	1	1	0	1	68

## 8. Reduce the need to travel.

The target for this objective is *to stabilize and reduce the number of trips per person per year made using motorized modes, by 5% over the period of the RTS.*

This objective can be monitored through information provided by the Transport Scotland.

*The proportion of journeys to work made on foot, by pedal cycle, and bicycle in 2006; 13.8%, 0.9%, 2% respectively and in 2014; 12.9%, 1.4%, 2.6% respectively.*



*Pedal cycle traffic (vehicle-kilometres) in 2006, was 260 million and in 2014 it was 339 million for the whole of Scotland.*

## 9. Increase transport choices, reducing dependency on the private car.

The target for this objective is to *reduce the negative impacts of congestion in particular, to improve journey time reliability for passengers and freight.*

This objective can be monitored through information provided by the Transport Scotland and VisitScotland.

*Response to 'how often have you used your local bus service in the past month, if at all?' were that, 31% of adults used the bus at least once a week and 54% had not used it in the past month. However, this is only a national figure.*

*The proportion of those travelling to work by public and private transport has remained static. The average car occupancy rate has decreased very slightly from 1.58 people per car journey in 2006 to 1.51 in 2014.*

*Adults living in urban areas were more satisfied with the quality of the three public services; local health service, school and public transport than those in small towns and rural areas – mainly due to greater satisfaction with public transport. The proportion of people that are very satisfied by public transport has remained at 23%. There were 407 million bus journeys made in Scotland in 2015/2016, a reduction from 414 million in 2014/2015.*



*In 2015, 93.2 million passengers were carried by ScotRail, an increase of 0.6% from 92.7 million in 2017, and an increase of 19% over the last five years.*

*9% of the population (16+) reported using the train at least once a week in 2015 and 70% had not used the train in the last month – a reduction from 80% in 2005.*

*The proportion of people who reported that they had not used the train in the last month had increased with age (61% of those aged 16 – 19 had not used the train in the last month, compared to 92% of those aged 80+).*

## 10. Improve Safety (reduce accidents and personal security).

The target for this objective is by 2020, to cut the number of killed by 40% and seriously injured casualties by 55% and to cut the number of children killed by 50% and seriously injured by 65% all from a 2004 – 2008 base. There is also a target to reduce the slight casualty rate by 10%. Over the period of the strategy, a 20% reduction (7% after five years) in pedestrians and cyclists killed or seriously injured (KSI) per trip made (using SHS data for trip making). Over the period of the strategy, a five-percentage point improvement in the perception of the safety of travel by bus in SEStran (currently around 85%), using Scottish Government Bus Satisfaction monitoring data (two percentage points after five years).

This objective can be monitored through information provided by the Transport Scotland.

Users Views on Local Bus Service 2014	
	Agree (%)
Feel safe/secure on the bus during the day	94.1
Feel safe/secure on bus during the evening	69.3

Users Views on Local Bus Service 2010	
	Agree (%)
Feel safe/secure on the bus during the day	91
Feel safe/secure on bus during the evening	59

## 11. Increase the proportion of trips by walks/cycle.

The target for this objective is a target for mode share, in addition over the period of the strategy, a 5%-point increase in walking and cycling mode share for all trips, SEStran wide. Cycling Action Plan for Scotland has a vision of 10% of all journeys will be by bike by 2020.

This objective can be monitored through information provided by the Transport Scotland.

Modal Share of All Journeys (%)		
	2010	2015
Walking	22.0	21.6
Driver Car/Van	51.0	49.7
Passenger Car/Van	13.3	13.3
Bicycle	0.9	1.2
Bus	8.6	9.5
Taxi/Minicab	1.4	1.3
Rail	1.9	1.7
Other	1.0	0.6

## **12. Meet or better all statutory air quality requirements.**

The target for this objective is *to meet or better all statutory air quality requirements.*

This objective can be monitored through information provided by the Friends of the Earth.

*A report from the Friends of the Earth report in January found that Scotland's most polluted streets breached the European limit for levels of nitrogen dioxide. Some of the most polluted streets in the SEStran region were, St. John's Road in Edinburgh at 49 micrograms per cubic metre and Queensferry Road also in Edinburgh at 42 micrograms per cubic metre. The European Ambient Air Quality directive limits nitrogen dioxide to 40 micrograms per cubic metre.*

*Throughout the SEStran region;*

*Falkirk had four pollution zones, where the most polluted was West Bridge Street.*

*Fife had two pollution zones, where the most polluted was Appin Crescent in Dunfermline.*

*East Lothian had one pollution zone, where the most polluted was High St in Musselburgh.*

*Edinburgh had six pollution zones, where the most polluted was St. John's Road.*

*West Lothian had three pollution zones, where the most polluted was Linlithgow High Street.*

*There were five new pollution zones identified in 2016 of those; Salamander Street in Edinburgh, in Linlithgow and Newton in West Lothian.*

*Out of the seven most polluted streets for particulate matter the ones below were in the SEStran region;*

- Queensferry Road in Edinburgh at 20 microgrammes per cubic metre.*
- Salamander Street in Edinburgh at 20 microgrammes per cubic metre.*
- West Bridge Street in Falkirk at 19 microgrammes per cubic metre.*
- Glasgow Road in Edinburgh at 18 microgrammes per cubic metre.*

*NB: the Scottish Air Quality objective is 18 microgrammes per cubic metre.*

## PLEASE REFER TO THE MONITORING ANALYSIS DOCUMENT

### **1. Maintain and improve labour market accessibility to key business/employment locations.**

The target for this objective is *that relative to 2007, achieve a 10% increases in (public transport) labour market catchments (within 30 minutes, and within 60 minutes) for selected locations.*

### **2. Support other strategies, particularly land-use planning, and economic development.**

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

### **3. Improve access to other services, such as retailing, leisure and education.**

The target for this objective is *to reduce the proportion of zero-car households with poor access (>45 minutes travel by public transport) to defined further education colleges, job centres and regional shopping centres by 20% over the period of the RTS (7% after five years).*

### **4. Minimise the negative impacts of transport on natural and cultural resources.**

The target for this objective is *to minimise significant effects on areas designated for, or acknowledged for their biodiversity interests (including protected species), landscape and/or cultural heritage importance, from interventions in the RTS.*

### **5. Meet or better all statutory air quality requirements.**

The target for this objective is *to meet or better all statutory air quality requirements.*

## Risk Register Review

### 1. INTRODUCTION

- 1.1 The Performance and Audit Committee, at its meeting on 18<sup>th</sup> November 2016, agreed to give Officers a mandate to appraise the Risk Framework and SEStran has undertaken a detailed review of the existing risk register for this year. From research, SEStran felt that there was a need to review the risk register as it has served its purpose and would benefit from being updated. Several identified issues have helped reach this conclusion; the lengthy format of the document can make it hard to read and could prove difficult when trying to assess a potential risk. Many of the risks currently contained within the risk register could be viewed as impractical or are duplicated. It is important that the risks reflect what SEStran does as an organisation, so that it is relevant and useful. Due to these factors, there was a requirement to create a new risk register which was fit for purpose and safeguarded for the future.

### 2. PROPOSED PLAN

- 2.1 It was agreed that a new risk register should be simplified but still hold the appropriate and valid content required. Rationalising the risk register, compared to the previous longer version, makes it easier to read, which is essential in identifying and mitigating risks meaningfully. The content held in a risk register is highly important and should reflect what happens in the workplace, with a focus towards linking in the potential risks to the business plan, doing this allows SEStran to stay on track and monitor progress. Using the business plan as a basis for the risk register enables SEStran to keep the risks relevant and focussed.
- 2.2 There is also a need to update the format of the risk register. Previously data was entered manually, such as for the 'risk score' and 'who is at risk' and could leave room for error. Therefore, a half-automated system has been put in place, allowing for certain drop down menus, automated calculations of the 'risk score' and automatic colour coding related to a dataset within the register. Other data will still be inputted manually as before, but should not need to be changed unless required. These options give the opportunity to make amendments easily and safeguard the future of the risk register by allowing it to be changed according to our needs. A step by step user guide will be provided to show how it can be used and changed as appropriate.
- 2.3 The key to keeping an up-to-date risk register is to have regular reviews to make sure it is serving the organisation as required. It is proposed to continue to review risks on a quarterly basis and also as required, to look over the mitigation processes of current risks and to remove or add risks if necessary. These small reviews should be documented via the 'Risk After Mitigation' cell on the register itself.

### 3. CONCLUSION / RECOMMENDATIONS

- 3.1 Chief Officers are invited to:
- agree that the current Risk Register is no longer fit for purpose or best practice and should be redesigned and present to P&A Committee on 8 September.
  - to suggest any risks which are currently omitted from the current draft of a new corporate Risk Register for SEStran, which seeks to focus on key risks in line with current best practice.



Sophie Pugh  
**Undergraduate Technical Officer**  
2<sup>nd</sup> August 2017