

**ANNUAL REPORT 2018/19**

**1. INTRODUCTION**

- 1.1 The purpose of this report is to inform the Partnership Board of SEStran’s achievements during the 2018/19 financial year, by presenting a draft copy of the text proposed, to provide the basis of SEStran’s Annual Report 2018/19.

**2. ANNUAL REPORT**

- 2.1 The report focuses on the project portfolio and showcases the contributions that SEStran has made to the region over the last year, in line with the objectives of the RTS and the SEStran annual business plan.
- 2.2 Following Partnership Board approval, the Annual Report will be finalised for publication by the end of October. Continuing with previous years’ precedence, the 2018/19 report will only be available in digital format and online with hard copies available on request.

**3. RECCOMMENDATION**

- 3.1 The Partnership Board is asked to comment on the contents of the draft Annual Report 2018/19 and delegate the Partnership Director to finalise the design work with a suitable external agency for publication.

Jim Grieve  
**Partnership Director**  
20<sup>th</sup> September 2019

**Appendix 1 – Draft Annual Report 2018/19**

Policy Implications	None
Financial Implications	Design costs can be met from within existing budget.
Equalities Implications	Annual Report details SEStran’s Equality Mainstreaming work.
Climate Change Implications	The Annual report highlights our Climate Change reporting publications and work on reducing the environmental impact of transport in the South East of Scotland.



# 2018-19 Annual Report

DRAFT

August 2019

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*(Note page numbers to be confirmed pending final publication formatting)*

## Foreword

The Government's review of the National Transport Strategy (NTS) continued throughout 2018/19 and the first draft of the new NTS has now been released for consultation.

The NTS sets out the policies that Scottish Government and its stakeholders will pursue over the next twenty years to ensure that Scotland's transport system delivers on four priority themes: promoting equality, protecting our climate, helping our economy prosper and improving our health and wellbeing, and to support the vision: To have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Our own Regional Transport Strategy (RTS) is closely aligned to the NTS and through our own consultative processes will ensure it continues to provide a fit for purpose strategy for the south-east Scotland region. My role, as the Regional Transport Partnerships' (RTPs) representative on the Strategy Review Board has also continued and I am pleased to have been able to contribute to the review at that level.

As part of the review, a Roles & Responsibilities Working Group, including RTP representation, was established and charged with making recommendations for future transport governance. Their report promoted the merits of some form of regional governance, bringing together land use planning, economic development and transport which the RTPs have consistently maintained is an approach that is most likely to result in a successful sustainable transport strategy. This report is currently being considered by the Scottish Government.

Following successful bids to the government's Low Carbon Travel & Transport (LCTT) and the Scottish Enterprise "Can-do" funds of £300,000 and £150,000, respectively, work was taken forward in delivering more electric bike facilities at Innerleithen, Edinburgh, Musselburgh Eskbank and Dalkeith and in options to expand the scope of the Thistle Assistance Card. The latter is seeking input from the best entrepreneurial and technological expertise to develop journey planning facilities to be added to the Thistle Card App for those with disabilities.

Despite the ever-present mist of Brexit, SEStran achieved both an extension to our Share-North project, looking at the introduction of "Mobi-hubs" to create facilities for ride share using low-emission vehicles, including active travel options and success as a partner in a new project called BLING (Blockchain in Government). In partnership with Edinburgh University, SEStran is exploring the use of this technology for smart contracts in shared-use transport and freight delivery.

SEStran is currently a partner in six European projects that contribute to the work that SEStran undertakes in the region.

Significantly increased further work was carried out in association with Sustrans in developing new cycle schemes at various locations, including the Edinburgh Bioquarter, The Wisp to Sheriffhall, Winchburgh to Kirkliston and Kirkaldy to Buckhaven.

Further active travel schemes at the A701 in Midlothian, an innovative design approach ("LYDAR") at Musselburgh and Tranent and Larbert to Stirling (In partnership with our fellow RTP, Tactran) were also progressed with grant funding from Transport Scotland's Active Travel team.

Of concern to all of us involved in transport in Scotland, particularly those with a responsibility for rural areas, as I am, is the very evident decline in bus patronage, throughout the whole country. In order to at least initiate a process to try to reverse that trend, SEStran held a "Bus Congress" in

February 2019; bringing together politicians, bus operators, academics, Traveline and other stakeholders. Several presentations were given at this very well attended event and I look forward to progress on this topic in future. However, the aforementioned NTS review along with the Transport Bill currently going through parliament and the current Strategic Transport Projects Review (STPR 2) will all have a bearing on how this topic develops in future.

Our refreshed partnership Board is now well established and, at each quarterly Board meeting we have managed to include a presentation on a transport subject which has been the catalyst for a range of enthusiastic and constructive discussion among members which has helped to guide and inform our work programme. I would like to express my thanks to the members of the Board for their valuable contribution over the past year.

We have also seen very encouraging engagement with our stakeholders through our forums; Integrated Mobility, Freight and Equalities & Access to Healthcare.

Our officials re-introduced a "Rail Quarterly" with representation from Transport Scotland, Network Rail and Franchise Operators which is also proving to be a valuable engagement.

Both myself and the Partnership Director continued to represent the RTPs on the East Coast Mainline Association (ECMA) which seeks continued investment in the east coast main railway line and has an eye to the future on High Speed Rail for this side of the country and this body is now making itself heard in both UK and Scottish Government circles.

Very much in everyone's mind now is the re-write of the Regional Transport Strategy, which commenced at the very end of 2018/19. This is a fundamental duty of SEStran and will be a main focus of the organisation for the next couple of years.

We all look forward to the challenges ahead.

**Cllr Gordon Edgar Chair**

*(Insert photo signature and twitter)*

## **Introduction**

### **About Us**

SEStran is the statutory Regional Transport Partnership for the South East of Scotland. We are one of seven Regional Transport Partnerships in Scotland established under the Transport (Scotland) Act 2005. SEStran encompasses eight local authorities.

*(Insert Map of Scotland with SEStran Region.)*

### **SEStran Team**

SEStran has a core staff of 9, and 1 Cycling Scotland embedded officer, as of April 2019:

- Business Support Assistant, Cheryl Fergie
- Business Manager, Angela Chambers
- Business Support Officer, Hannah Markley
- Partnership Director, Jim Grieve
- Head of Programmes, Vacant
- Programmes Manager, Keith Fisker
- Strategy Manager, Jim Stewart
- Project Officer, Julie Vinders
- Cycling Scotland Officer, Beth Harley-Jepson
- Active Travel Officer, Peter Jackson

### **Local Authority Partners**

City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

### **Headquarters**

SEStran's operational and administrative premises are based in Edinburgh at Victoria Quay.

### **Partnership Board**

The board consists of 20 elected members from the partnership local authorities and nine appointed non-councillor members. The Partnership Board meet quarterly.

*Partnership Board – Insert Names and Images as of August 2018*

*Non-Councillor Members – Insert names.*

## **SEStran's Vision**

"A regional transport system that provides all citizens of South East Scotland with a genuine choice of transport which fulfils their needs and provides travel opportunities for work and leisure on a sustainable basis."

**Insert Transport Image**

### **Aims**

- Allowing all groups in society to share in the region's success through high quality access to services and opportunities including healthcare, education, public services and employment opportunities
- Reducing the number of commuter journeys by single occupancy vehicles within South East Scotland
- Maximising public transport provision and achieving public transport integration and intermodality
- Improving safety for all road and transport users
- Enhancing community life and social inclusion
- Maintaining existing infrastructure to a standard that ensures that it can be fully utilised
- Enhancing movement of freight, especially by rail and other non-road modes

### **Target**

"By 2022, to reduce the percentage of people commuting to Edinburgh by single occupant car from each local authority area in South East Scotland by 10% compared to a 2001 base. For Edinburgh residents working out with the City Council area, to reduce their reliance on the single occupant car for commuting by 10% also over the same period."

## What we do

SEStran participates in a diverse range of transport projects and events on a local, national and international scale. All our work is focused on delivering against our core strategic objective areas:

1. Economy – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner
2. Accessibility – to improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car, particularly those living in rural areas
3. Environment – to ensure that development is achieved in an environmentally sustainable manner
4. Safety and Health – to promote a healthier and more active SEStran area population
5. Corporate – to continually improve performance to achieve greater efficiency and effectiveness in SEStran service delivery.

As with previous years in the 2018/19 Annual Report we have highlighted the relationship between our work and our strategic objectives with an icon, a number in a circle relating to the above and also the key priorities represented by each of the following icons:

**Note to Designers: Where there is 'Insert Icon' can we have the number in a circle and can we develop an icon for the following – bus, train, active travel, car sharing, economy (pound sign)? This should be a list here with an explainer for each of the icons. Please discuss with Keith**

### What we do: European Projects *(new page)*

#### European Projects

SEStran is pleased to continue to be involved in working closely with European partners on innovative and progressive transport projects, contributing and sharing ideas to help benefit our own regional transport network.

#### **SHARE North: Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region (an Interreg North Sea Region project) *insert icons***

The SHARE-North project is about promoting shared mobility as a form of sustainable transport and viable alternative to the private car. In 2018/19, SEStran promoted shared mobility through Tripshare SEStran as well as GO e-Bike, the regional e-bike sharing scheme in the South East of Scotland.

In October 2018, SEStran welcomed the SHARE-North partners to Edinburgh for a partner meeting. During the meeting, the project partners submitted an extension application of the project until December 2021. This extension was approved by the EU programme secretariat in December 2018.

The partner visit to Edinburgh coincided with SEStran's second Integrated Mobility Forum. The lead partner from Bremen presented the SHARE-North project and several other partners gave presentations on the importance of promoting shared mobility. The forum was attended by 45 delegates from various organisations, including bus and rail operators, local councillors, Transport Scotland, private companies, NHS and charities.

With the project extended for 2.5 years, SEStran plans to continue to promote shared mobility, focusing in particular on bringing the European concept of 'Mobihubs' (sustainable mobility hubs) to the South East of Scotland. More information can be found on: <https://mobihubs.eu/> and <https://share-north.eu/>.



*(Insert image and Share North Brand Logo and EU Interreg Logo)*

**REGIO MOB (an Interreg Europe project)** *insert icons*

The REGIO MOB project aims to promote sustainable travel by influencing relevant policy instruments. In the case of SEStran, the REGIO MOB project will address the re-write of the Regional Transport Strategy, the process for which has now officially started.

In 2018/19, REGIO MOB entered 'phase 2' of the project which involved implementing an Action Plan which was developed in April 2018. The Action Plan focused on monitoring the impact of the GO e-Bike scheme to improve sustainable mobility which built on the REGIO MOB knowledge exchange during phase 1 of the project. SEStran commissioned the Sustrans Research and Monitoring Unit to carry out an Active Travel Survey for the region, evaluating the levels of active mobility based on the P.A.S.T.A (Physical Activity Through Sustainable Transport Approaches) as presented by the Italian Lead Partner. The methodology aims to show how promoting active mobility (walking and cycling) can result in a healthier, more physically active population. The GO e-Bike First Year Report, which came out in April 2019, indicated that 33% of users replaced a daily car journey with a GO e-Bike trip. In addition to the Sustrans Audit report, SEStran is planning to carry out a survey at St Andrews University to research the relationship between active mobility and health following the implementation of the GO e-Bike hub.

The findings from this work will be used to inform the re-write of the Regional Transport Strategy, for which a Main Issues Report will be produced in 2019/20.

*(Insert Image/Regio Mob Logo/EU Logo)*

**SURFLOGH: Sustainable Urban Logistics Hubs (an Interreg North Sea Project)** *insert icons*

SURFLOGH aims to improve the role of logistics hubs in the network of urban logistics through connecting long-distance freight transport and last mile distribution in strategically located urban freight centres.

The whole area of last mile deliveries is part of the wider concept of city logistics, which concerns the public and private planning and management of urban logistics. The City Logistics concept has emerged as a comprehensive approach aimed at attempting to mitigate the negative impacts of urban freight transportation without penalizing many economic, social, administrative, cultural, touristic, and other activities.

SEStran are leading on a work package along with Edinburgh Napier University Transport Research Institute (TRI), developing business models for urban freight hubs. These business models will focus on the scalability and applicability of models for different locations and circumstances. The first stage of this research was presented at the 2019 STAR Conference in Glasgow in May 2019.

At the regional Logistics & Freight Forum in November 2018 SEStran, Edinburgh Napier University & ZEDIFY launched an e-cargo bike pilot for Edinburgh, this will trial the impact of city logistics in the centre of Edinburgh.

Work was initiated last year by SEStran and Edinburgh Napier University to host the mid-term conference in Edinburgh in May 2019. An opportunity for project partners to promote their work and engage with delegates from Scotland, the rest of the UK and Europe.

<https://northsearegion.eu/surflogh/about/>

*(Insert Surflogh Logo/Image/Interreg Logo)*

## **BLING: Blockchain in Government**

SEStran and the Centre for Design Informatics at the University of Edinburgh are collaborating on a project exploring opportunities around Blockchain technology developing practical transport focused applications for the technology with the development of a pilot project in the South East of Scotland.

Blockchain is a key enabling technology that will underpin efforts to deliver innovative services under the Digital Agenda for Scotland and Europe. Blockchain promotes user trust by making it possible to build systems that share information and record transactions in a verifiable, secure and permanent way. Based on a 'distributed ledger', blocks of information are chained together with cryptography to produce a system that stores, manages and verifies information.

The team at Design Informatics supported by SEStran began prototyping ways to create Location Based Smart Contracts – agreements about the location and relations of smart objects in space that allow conditions such as proximity or co-location to trigger actions like financial transfers or opening physical locks. These systems are backed with blockchains, to explore new techniques for making location data secure without being invasive.

In March 2019 Design Informatics & SEStran introduced experts to smart contracts through the BLING GeoPact demonstrator. Transport and technology experts visited the University of Edinburgh for a hands-on demonstration of location-based smart contracts.

The demonstration took place at the Bayes Centre and took participants through the process of completing smart contracts for delivering goods, by visiting various specially designated locations.

*(Insert Bling Logo/Image/Interreg Logo)*

SEStran submitted two further European funded applications this year, **CONNECT** focussed on best practice and sustainability in port environments and **PriMaaS** which is focused on integrating Mobility as a Service (MaaS) solutions into policy development.

*(Insert image)*

**What we do: Changing Travel Behaviour** *(note larger headline text on each page in this section)*

**Tripshare** *insert icons*

This year, SEStran has continued to work with local authority partners and Liftshare to encourage sustainable travel through car-sharing in the SEStran region. Particularly where active travel or public transport is not viable, car-sharing offers a sustainable solution for commuters in an attempt to reduce the number of single occupancy cars on the road. During the financial year 2018/19, Tripshare SEStran gained 482 new members, bringing the total membership up to 8,675 at the end of March 2019.

Tripshare SEStran was promoted to the general public, particularly during National Liftshare week from 24<sup>th</sup> September to 14<sup>th</sup> October, during which new and existing members had a chance of winning an annual cinema pass.

The Tripshare SEStran platform was presented at the 'Carpool Addict' event in Brussels in February 2019, as part of the SHARE-North project. Tripshare SEStran is recognised in the SHARE-North project as a viable alternative to the private car and key element of shared mobility. The platform contributes to reducing the number of cars on the roads, which remains a high priority for SEStran.

*(Insert Tripshare logo and car share image)*

## **Thistle Assistance Programme** *insert icons*

In 2018/19 SEStran undertook further work with transport providers, older and disabled people and our Equalities Forum, to better understand the problems and worries faced by many when using public transport with the aim of developing and expanding the Thistle Assistance Programme.

This work was supported by the Thistle Assistance Programme being acknowledged in Transport Scotland 'Going Further: Scotland's Accessible Travel Framework'<sup>1</sup> for being at the forefront of providing 'good assistance' by recognising and supporting the needs of disabled people and ensuring transport staff understand their needs. SEStran continues working in partnership with government, transport providers, disability groups and citizens aims to encourage the roll-out of the Thistle Card throughout Scotland by increasing awareness of the programme and providing training tools for transport providers.

In March 2018 SEStran applied for funding from the Scottish Enterprise Can Do innovation fund to develop the Thistle Assistance Journey Planner – door to door journey information for people that have difficulty using public transport.

The project seeks to identify and understand in detail the barriers faced by commuters with protected characteristics when travelling and journey planning. Five developers were successful in applying for the £150,000 funding available and are working on the first stage of the project which is due to finish in October 2019.

SEStran in December 2018 was successful with a £30,000 bid to Transport Scotland's Accessible Travel Fund. SEStran will be using the funding to develop increased awareness of the Thistle Assistance programme through the development of a standalone website and promotional campaign building on the past work undertaken by SEStran.

The key objectives for the Website and Awareness Campaign are:

- to give easy access to all information about the Thistle Assistance Programme.
- promote the programme benefits
- explain who is eligible
- explain how people can request the card and download the App
- provide information on other ways to get involved in the project

We continue working with key Transport Providers (ScotRail, Lothian Buses/Trams, Stagecoach, First East Buses) Transport Scotland and other stakeholders to explore how the new Thistle Assistance approach can be integrated into their existing processes to improve awareness of the issues faced by customers, how to spot them and then how to engage and help.

*(Insert image and logo)*

## **Hate Crime Charter** *insert icons*

SEStran is involved in a working group with Disability Equality Scotland, Police Scotland and Transport Scotland to develop a Hate Crime Charter for public transport as a key outcome of Transport Scotland's Accessible Travel Framework. The Charter is for transport operators to sign up to, pledging their commitment to tackling hate crime. The aim of the working group is to trial the Charter first on a regional basis, with the aim of rolling it out nationally. Between June and December 2018, three consultation events were held in Fife, Clackmannanshire and West Lothian.

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<sup>1</sup> <https://www.transport.gov.scot/publication/going-further-scotland-s-accessible-travel-framework/>

Various representatives from equalities groups, local authorities, and transport operators attended the events. The findings from these three events were put into a draft Charter.

The next steps for the working group will be to implement the Charter in collaboration with operators and is tailored to be best fit for purpose with the ultimate aim to reduce hate crime on public transport.

*(Insert Police Scotland/Disability Equality Scotland/Transport Scotland logo)*

### **Real Time Passenger Information (RTPI) *insert icons***

SEStran is partnering with the City of Edinburgh Council (leading) on the development of a new Content Management System (CMS) for regional RTPI delivery. The procurement process started with the work out for tender with the City of Edinburgh Council managing the tender process. Depending on the award process and new contractor, it is hoped that the new CMS will be in place in 2019/20.

Using Traveline data via a website set up, SEStran has been able to improve the quality and the reliability of information delivered via the screen network outside of the Lothian Bus network with a successful test at the Galashiels Interchange. SEStran will be able to implement this solution at key sites, subject to funding availability, until the new CMS is operational.

The promotion of the digital screens displaying RTPI continued throughout the year with several new sites across the region using the screens.

*(Insert RTPI Images)*

### **GO e-Bike *insert icons***

SEStran launched GO e-Bike in April 2017 with the aim of increasing usage and awareness of power-assisted cycling across the South East of Scotland and beyond. The launch projects continue in St. Andrews, Buckhaven, West Lothian, and the 'Try a GO e-Bike Roadshow'. It was great to see people engaging with the project and at time of writing a total of just over 1000 trips have been made over the year.

GO e-Bike aims to promote a healthier more active population, reduce inequalities in our communities and improve our environment. In order to enhance this aim, SEStran successfully bid for £300,000 from the Round 2 Low Carbon Travel and Transport funding from Transport Scotland, to create active travel hubs across the region. The hubs will be set up in Granton (Edinburgh), Innerleithen (Scottish Borders), and a series of connected hubs in Dalkeith, Eskbank, and Musselburgh.

The Scottish Government is 'stepping up promotion of the use of electric bicycles, including financial support to ensure many people can benefit from active travel'. SEStran is helping to deliver on this vision as GO e-bike expands and promotes the benefits to communities throughout the region.

*(Insert GO e-Bike logo/ERDF/TS Logos)*

### **ReCYCLEd Signs**

Re-CYCLEd Signs engages with children from schools in the SEStran region to design and build imaginative, vibrant signs for existing walking and cycle routes and is designed to involve young

people, and their families, in cycling and walking as an enjoyable healthy choice, not just a fun activity, but also as a safe option for travelling to school or to clubs.

SEStran has been working with BikePunks, a community project based in the Scottish Borders which promotes the upcycling of bike parts which are donated by the local community. Through youth work, they actively encourage young people to come and learn the skills of bike maintenance, metalworking, creating artworks, and the process of design.

The project promotes awareness of the active travel routes in the SEStran region, creating even more accessible active travel opportunities for citizens and developing unique artwork which will enhance our communities.

The first four signs are located at Falkirk High, Falkirk Grahamston and Eskbank Stations and at Jarnac Court in Dalkeith highlighting the active travel links and encouraging the use of active travel as a means of inter-modal connectivity to rail.

SEStran received £5,000 grant funding from the ScotRail Cycle Fund to help with the project and in 2019/20 will be looking to place more ReCYCLEd Signs at key locations in the region.

*(Insert sign image/BikePunks/ScotRail Logos)*

## **What we do: Consultation Responses** *(note larger headline text on each page in this section)*

SEStran contributes every year to consultations at a local, regional and national level on a wide-ranging series of transport related topics.

### **Borders Transport Corridors – Pre-Appraisal Report**

In May 2018 SEStran submitted a response to a study that considered the accessibility for Scottish Borders communities and settlements whilst exploring areas where improvements could be made. The appraisal, by the nature of the STAG process, is multi-modal and considers public transport, road, rail and active travel on key transport corridors.

The specific aims of the study were to:

- ✓ Identify cross modal problems and opportunities within the transport provision between the Scottish Borders and key markets (Edinburgh, Newcastle and Carlisle);
- ✓ Highlight where the study has identified the need for further investigation;
- ✓ Recommend transport options which could be subjected to more detailed appraisal.

### **Transport (Scotland) Bill**

In September 2018 SEStran responded to the Transport (Scotland) Bill introduced by the Cabinet Secretary for Finance and Constitution, Derek Mackay MSP, in the Scottish Parliament on 8 June 2018. The Bill addresses a number of Scottish Government commitments from the 2017-18 Programme for Government. The Bill aims to empower Local Authorities and enable them to implement future commitments as set out in the Programme for Government.

### **Falkirk Local Development Plan 2**

In September 2018, SEStran received Falkirk's proposed Local Development Plan 2 (LDP2). The LDP2 sets out a broad vision and strategy for the area for the 20-year period from 2020 to 2040. The Proposed Plan provided a detailed and comprehensive overview of development planning in the Falkirk area. SEStran's comments were supportive in nature, and it is hoped that the suggestions will add to the contents of the LDP2.

### **Scottish Law Commission – Automated Vehicle Consultation**

In February 2019, SEStran contributed to the Scottish Law Commission's consultation on automated vehicles. The consultation was aimed at reviewing the UK's regulatory framework for the safe deployment of automated vehicles.

### **Proposed December 2019 TransPennine Express timetable**

In December 2018 SEStran contributed to the stakeholder consultation document to support Transport for the North and partners in Scotland in understanding the proposed timings of trains and frequency of services planned for December 2019.

### **George Street and First New Town Design Project – Consultation Response**

In January 2019 SEStran submitted a response to the designs proposed by the City of Edinburgh Council. The concept design aims to enhance the environmental and heritage quality of the streets in the First New Town.

## **Transportation Noise Action Plan (TNAP) 2019-2023**

In January 2019 SEStran responded to the above consultation supporting the overall approach to the incorporation of noise management into all transport related activities and the management of noise levels where this is necessary. However, SEStran noted that it would need to be established who is responsible for this work and what the roles are of relevant stakeholders.

## **RURAL ECONOMY AND CONNECTIVITY COMMITTEE RESTRICTED ROADS (20 MPH SPEED LIMIT) (SCOTLAND) BILL**

SEStran, in line with its objectives laid out in our Regional Transport Strategy (RTS) responded in January 2019 to the above consultation stating that the available evidence demonstrates that a change to the default speed limit to 20mph on restricted roads will improve safety for all road and transport users and as such achieve the aims of the bill.

The aims of the bill align strongly with SEStran's key objectives relating to safety and health for the South East of Scotland including:

- ✓ Improve safety
- ✓ Reduce accidents
- ✓ Increase trips by walk/cycle
- ✓ Improve air quality
- ✓ Reduce transport noise

**(Insert 20mph image)**

## What Else Have We Been Doing? *(new section with large title on each page)*

### Active Travel Projects 2018/19 *insert icons*

The Regional Cycle Network Grant Scheme continues the partnership between Sustrans Scotland and SEStran's commitment to delivering improvements to the cross-boundary utility routes. Expanding on a previous application in 2016/17, funding was granted to the Edinburgh BioQuarter partners to progress detailed design on an active travel corridor from Cameron Toll to the BioQuarter.

SEStran secured further funding for feasibility studies from Sustrans Community Links funding. Three studies investigated strategic links in the region: Winchburgh to Kirkliston, connecting West Lothian to Edinburgh Airport; Sheriffhall to the Wisp, enhancing upon work at the BioQuarter, into Midlothian; and Kirkcaldy to Buckhaven, connecting communities in Fife in areas of multiple deprivation.

In 2018 the Regional Transport Partnerships lobbied for further funding and gained the Regional Active Travel Development Fund from Transport Scotland to facilitate projects promoting sustainable cross boundary travel. SEStran proposed three projects, a feasibility study of sustainable transport prioritisation and improvements on the A701 in Midlothian; a feasibility and concept design study for a cycling route between Larbert and Stirling in partnership with Tactran; and developing detailed designs for Musselburgh, Tranent, and North Berwick using 3D video models. These projects were due for completion in summer 2019.

SEStran was successful in a bid to the Smarter Choices Smarter Places Open Fund in November 2018 and was awarded £13,650 in match funding to collect travel data in and around Edinburgh through the TravelVU app developed by Trivector Traffic AB. The aim of the project was to gather data on travel behaviours using smart phones as individuals make journeys and describe the purpose or destinations. The project began in March 2019 and will be completed in summer 2019.

*(Insert active travel image)*

### Regional Transport Strategy 2

It was agreed at the March 2019 SEStran Partnership Board that SEStran would develop a 'main issues' report to inform the development of the next Regional Transport Strategy (RTS) this work will begin from April 2019.

*(Insert Partnership working Image)*

### Electric Vehicle & Mobility Strategy

In addition to the re-write of the Regional Transport Strategy, SEStran has started working towards the development of an Electric Vehicle Strategy for the South East of Scotland. The strategy will be an integral part of the new RTS and will aim to address the barriers to EV uptake and the challenges faced by local authorities when implementing EV infrastructure.

Not only will the EV strategy focus on electric vehicles, but on electric mobility in general, covering e-bikes and e-cargo bikes as well, incorporating the learnings from SEStran's projects including GO e-Bike, REGIO MOB and SURFLOGH.

*(Insert EV Image)*



## TravelKnowHow Scotland *insert icons*

In 2018/19 SEStran continued to support TravelKnowHow Scotland. TravelKnowHow is an online resource which offers organisations across Scotland easy access to a wide variety of tools to implement workplace Travel Plans and reduce the negative impact of single occupancy car journeys. Supported by Scotland's seven Regional Transport Partnerships and funded by Transport Scotland. TravelKnowHow Scotland supports and contributes directly to the Scottish Government's Low Carbon Scotland ambition for decarbonising transport.

TravelKnowHow Usage figures in 2018/19:

- 55 new registrations during the 2018/19 period
- Total registrations 272 (as at end of March 2019)
- Of the 55 new registrations 27% were from the SEStran Region
- Of those registrations: 76.9% were from the public sector & 23.1% were from the private sector

*(Insert TravelKnowHow logo)*

## Working in Partnership with Cycling Scotland

SEStran's Regional Cycle Training and Development Officer (RCTDO) continued to support Bikeability Local Authority Co-ordinators over this year. The results from the last academic year had shown an increase in schools delivering cycle training and more pupils than ever taking part. Strong progress was seen in Clackmannanshire, where a pilot for paid professional delivery was used. They achieved delivery of Level 2 on-road cycle training in 100% of their schools.

In March 2019 a Bikeability volunteer conference was held in Edinburgh for the East of Scotland where coordinators shared best practice and participated in professional development and training to support delivery. Following on from this conference and the annual coordinators meeting held in Glasgow, a new SEStran coordinators meeting has been set-up to improve collaboration and sharing of knowledge and resources at a regional level. This meeting will be held on a quarterly basis. In addition, an online platform was set-up to support coordinators to collaborate at a national level.

A new Bikeability Scotland strategy was developed for a more flexible approach to delivery and to better support volunteers this will be further developed through 2019 and pilot projects will be implemented.

The RCTDO attended networking and conference events promoting the programmes of SEStran and Cycling Scotland.

*(Insert Cycling Scotland logo)*

## Improving Rail Infrastructure *(Section Heading)*

*Insert rail image*

### Local Rail Development Fund

As part of the programme for government Transport Scotland launched the Local Rail Development Fund (LRDF), with £2,000,000 made available to fund projects that will enhance Scotland's rail connectivity. The LRDF aligns with Scottish Government's Rail Enhancement and Capital Investment Strategy.

In June 2018 SEStran & Fife Council supported a successful bid from the Newburgh Train Station Group for the first phase of funding. £82,000 (exc. VAT) was secured to undertake a multi-model

transport appraisal in the Newburgh area with SYSTRA appointed to undertake the work in December 2018. Phase 1 – the Initial Case for Change was due to be completed in April 2019 with a report submitted to Transport Scotland (TS) for review. Further work will be undertaken in 2019 to develop a detailed case for change and outline business case.

### **Levenmouth Rail Link**

SEStran continues to support the Sustainable Transport Study work being undertaken by Transport Scotland on the re-opening of the rail link. The detailed appraisal work that has been carried out suggests that improved transport links, which give Leven a direct rail link to the capital, will lead to an enhanced local economy, bringing better access to employment and education and the potential for new investment. Parts of the Levenmouth area are currently ranked amongst the most deprived in Scotland (Scottish Index of Multiple Deprivation - SIMD 2016). Easier and more sustainable travel options will make it easier for people to reach hospitals, schools and visit other areas of the country as well as giving better access to Levenmouth.

Note: At time of publication the Sustainable Transport Study was completed by Peter Brett Associates with a report going to Scottish Government for consideration.

Following this assessment of transport links in the area, the Cabinet Secretary for Transport, Infrastructure and Connectivity announced in August 2019 that the reopening of the link to Levenmouth and the rail network is to be taken forward to the next stage of development alongside new bus and active travel provision.

<https://www.transport.gov.scot/news/levenmouth-on-track-for-rail-investment/>

**What we do events** *(new title on each page of this section)*

### **Formal Partnership Meetings** *insert icons*

The Partnership Board met quarterly over the reporting period and in addition to dealing with standard business, officers have introduced a presentation/discussion item for each meeting. Topics have included active travel, bus travel, rail updates from ScotRail and Transport Scotland and Edinburgh City Centre Transformation.

These have generated valuable discussion from a regional perspective and have gone on to provide input into our forum groups.

SEStran hosts three different forums which are all held twice a year. The aim of these forums is to provide a platform for interested parties to come together and to provide a regional voice in various transport-related matters. The forums are a mechanism for consulting with regional stakeholders in addition to those represented by members and advisors around the board table of SEStran.

The Integrated Mobility Forum seeks opportunities to improve integrated mobility across the region and provide a consultative role to Transport Scotland in the context of Integrated Mobility, Travel Planning and seeking funding to support future opportunities. The forum also aims to promote public transport and access to transport interchanges, as well as reducing single occupancy car journeys.

The Logistics and Freight Forum aims to support economic growth and resilience across the South East of Scotland by developing, promoting and implementing sustainable business and distribution solutions. This will be carried out via constructive partnership between local authorities, government agencies, business and representative groups. The forum will provide a unified, regional voice in working with organisations such as Transport Scotland, Network Rail and ports, and aims to have a balanced range of views which represents the interests of those involved.

Finally, the SEStran Equalities Forum and Access to Healthcare Forum is the primary stakeholder and officer group, chaired by the Partnership Director, to deliver our Equality Outcomes and legislative requirement to consult Health Boards and those who represent those with, or share a protected characteristic.

*(source and insert image)*

### **Tweedlove Bike Festival** *insert icons*

In June 2018, SEStran supported the 'TweedLove Bike Festival', and in particular the Family Ride, which has become a local legend in the area after yet another successful year. GO e-Bike was present in the festival village displaying e-bikes for the public to trial with activities for children and adults alike. Community partners were on hand to demonstrate and promote the benefits and accessibility that e-bikes bring to personal mobility.

### **The GO e-Bike Family Ride, Tweedlove 2018** *insert icons*

Rolling into Peebles for another year in June, the GO e-Bike Family Ride event returned. SEStran was proud to be back sponsoring Tweedlove for 2018, as inclusive events like the Family Ride make cycling accessible to people of all ages and abilities. The ride encourages families and friends to get together and cycle in a relaxed environment for a car free pedal through Peebles.

The event adopted a new format with a led ride around the town that was open for anyone to come along and have a go at their own pace, finishing at a town park for an open-air cinema showing. As well as being lots of fun, the event helps to deliver SEStran's aims to enable and support more people to travel actively in their own communities, to promote social inclusion and enhance community life.

The Tweedlove Bike Festival, based in the Scottish Borders, runs from May to September each year. For more information about the festival visit: <http://www.tweedlove.com>

*(insert Tweedlove logo and Festival pictures)*

### **Regional Rail Liaison Meeting** *insert icons*

In February 2018 SEStran along with Transport Scotland, Network Rail and ScotRail convened the first quarterly South East Scotland Regional Rail liaison meeting. The meeting had an agenda centred on the key rail issues within the SEStran region. The meeting was an opportunity to share information with key stakeholders to better understand problems, identify challenges and opportunities, and improve the delivery of rail services across the South east of Scotland.

### **East Coast Mainline Authorities (ECMA)** *insert icons*

ECMA and its secretariat are now well established. Both SEStran's Chair and Partnership director are currently representing the Regional Transport Partnerships (Tactran, Nestrans & Hitrans) with an interest in the east coast mainline as ECMA Vice Chair and Officer Group representative, respectively.

A study to illustrate the economic benefits of the line to the entire UK was carried out in 2016. A further piece of work to update that study was initiated in 2018/19. When complete, the findings will be used to inform a range of lobbying initiatives aimed at both the UK and Scottish Governments to try to ensure that the necessary investment on this essential piece of national infrastructure is made.

*(Insert ECMA logo and rail image)*

## **More Updates Other Programs and Policies** *(new section header)*

### **Equalities and Diversity**

SEStran has been preparing its Mainstreaming and Equalities Outcomes Progress Report for the period 2017-19, which is required to be published by 30 April 2019.

During the reporting period SEStran have engaged with our legal advisers to ensure full compliance with our obligations under the Public Sector Equalities Duties. Some of the actions undertaken during the reporting period are:

#### Staff Engagement

SEStran has improved how it engages and supports its employees and during 2018 reviewed and updated the annual equalities monitoring form. The form is more detailed and provides a much clearer picture, in terms of protected characteristics. The recruitment equalities monitoring form has also been updated to capture far more information.

In May 2018 staff attended Equate Scotland's Positive Language and Unconscious Bias training. Further training on the Equality Act and 2012 Regulations, specifically tailored to SEStran, setting out its responsibilities was delivered in March 2019. Staff also have access to online equalities and diversity training modules.

#### Non-Councillor Member Board Appointments

SEStran consulted with Equate Scotland, Changing the Chemistry and Stonewall to develop an all-inclusive application process to attract a wider range of applicants for the Non-Councillor Board Member vacancies. Appointments were made in June 2018 and this has resulted in a gender balance of the Non-Councillor Members.

#### Disability Confident Scheme

SEStran signed up to the Government's Disability Confident scheme in February 2017 as a commitment to pursuing our equalities outcomes. Since receiving our first "Disability Confident Committed" certificate we have now, in 2018, progressed to the level 2 status of "Disability Confident Employer" by pledging to implement the core actions and activities outlined in the scheme guidance.

#### Equate Scotland – Careerwise

SEStran worked in partnership with Equate Scotland through its Careerwise scheme, which supports women in STEM. An eight-week student placement was provided during summer 2018.

### **Cyber Security**

In order to comply with the Scottish Government's Public Sector Cyber Security Action Plan, SEStran carried out a robust review of its IT provision. Under the scheme, an independent cyber security consultant was appointed in 2018 and audited the partnership's IT environment. The outcome of this audit was SEStran being awarded Cyber Essentials Plus accreditation.

### **Regional Transport Strategy (RTS) Monitoring** *(new section header)*

SEStran's original Regional Transport Strategy (RTS) was approved in March 2007 and covered the period from 2008 until 2015. The strategy was subject to a refresh in August 2015 and now covers the period from then until 2025.

The RTS 2015 represents an update of the RTS 2008, rather than a new strategy. The vision, objectives and policy framework of the strategy remain unchanged and the various chapters have been revised only where necessary, in order to take account of the most recent data and information, as well as the more detailed strategy development that SEStran has undertaken since 2008. The substance of the strategy and suggested interventions remain unchanged.

*(Insert Kelpies Image)*

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## **Appendix: Annual Accounts and Reports**

### **Annual Accounts**

SEStran's Annual Accounts can be accessed online here:

[INSERT LINK TO ACCOUNTS]

### **Climate Change Report**

Part four of the Climate Change (Scotland) Act 2009, places duties on public bodies to act in the way best calculated to contribute to the delivery of emissions reduction targets, to help deliver any statutory climate change adaptation programme, and in a way that they consider is most sustainable. The act came into force on 1 January 2011. Following the introduction of an Order by Scottish government in 2015, all 151 public bodies that appear on the 'Major Player' list must submit an annual report to the Sustainable Scotland Network (SSN), detailing their compliance with the climate change duties.

[INSERT LINK]

### **Public Services Reform Act**

The Public Services Reform (Scotland) Act 2010 (Sections 31 and 32) imposes duties on Scottish public bodies to publish financial information as soon as is reasonably practicable after the end of each financial year. This statement is produced annually by the South East of Scotland Transport Partnership (SEStran) to ensure compliance with the requirements of the Act. It can be accessed online here:

[INSERT LINK}

### **Community Empowerment Act**

SEStran is a listed public authority under the Community Empowerment Act and one of our duties under the Act is to consider requests from the community. Participation Requests can help groups from the local community (a community-controlled body) to liaise with SEStran and other listed authorities on improving issues in an area. We welcome requests from groups that can aid SEStran in delivering its strategic functions in the South East of Scotland. To gain more information on how to place a request, please follow the link:

[sestran.gov.uk/corporate/participation-requests/](http://sestran.gov.uk/corporate/participation-requests/)

### **Public Records Act**

SEStran is required under the terms of Section 1 of the Public Records (Scotland) Act 2011 to produce a Records Management Plan, setting out proper arrangements for the management of its records and to submit this to the Keeper of the Records for approval. SEStran submitted its RMP in January 2011 and it is available here:

[sestran.gov.uk/wp-content/uploads/2017/06/SEStranRecords-Management-Planv2.0.pdf](http://sestran.gov.uk/wp-content/uploads/2017/06/SEStranRecords-Management-Planv2.0.pdf)

**Contact Information (Back page with cover graphics.)**

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