

INTEGRATED MOBILITY FORUM
10:00AM TUESDAY 16 APRIL 2019

Present:

Cllr Karen Doran (Chair) (LM)

Jim Stewart (JS)

Beth Harley-Jepson (BHJ)

Bogdan Handrea (BG)

Callum Hay (CH)

Cristiana Nicoletti (CN)

Dave Dempsey (DD)

David Nicolson (DN)

Desmond Bradley (DB)

Hannah Markley (HM)

Iain Sneddon (IS)

Jeremy Tinsley (JT)

Julie Vinders (JV)

Karen Brown (KB)

Louise Simpson (LS)

Karl Vanters (KV)

Keith Stark (KS)

Laura Alexander (LA)

Lesley Deans (LD)

Mark Craske (MC)

Peter Jackson (PJ)

Rachel North (RN)

Robert Burns (RB)

Robyn McCormack (RM)

Scott Prentice (SP)

Simon Hindshaw (SH)

Vivienne Gray (VG)

City of Edinburgh Council

SEStran

SEStran

Midlothian Council

SEStran NCM

Energy Saving Trust

Fife Council

Energy Saving Trust

ScotRail

SEStran

NHS Lothian

Confederation of Passenger Transport

SEStran

NHS Lothian

Stagecoach

Midlothian Council

Enterprise Car Club

SEStran NCM

Clackmannshire Council

NHS Forth Valley

SEStran

COMOUK

First Bus

Transport Scotland

ScotRail

SEStran NCM

SEStran NCM

Apologies:

Chris Horne (CH)

Cllr Lesley Macinnes (LS)

Doreen Steele (DS)

Emma Crowther (EC)

George Lowder (GL)

Greg McDougall (GM)

Jill Mulholland (JM)

West Lothian Council

City of Edinburgh Council

SEStran NCM

University of Edinburgh

Transport for Edinburgh

City of Edinburgh Council

Transport Scotland

Ref.		Actions
1.	Welcome and Introductions	
1.1	The chair welcomed the attendees.	
2.	Apologies	
2.1	The apologies were noted as above.	
3.	Minutes of IMF October 2018	
3.1	Minutes from previous meeting were approved.	
4.	Feedback and Actions from previous meeting	
4.1	<p>JS provided a summary of feedback and actions, following the IMF on Friday 12th October 2018.</p> <p>The key points of his summary were as follows:</p> <p>a) Levenmouth Sustainable Transport Study</p> <ul style="list-style-type: none"> • Assessment process continues • Case for change completed, final report published November 2018 • Presented workshops • Assessing options will be the next step • Publication of options for April 2019 <p>b) Local Rail Development Fund Newburgh</p> <ul style="list-style-type: none"> • Report drafted, partners are looking at it 	
5.	Regional Rail Update – Group discussions	
5.1	<p>SP started the discussions by providing a service update about the following rail initiatives;</p> <p>Why poor service in the East?</p> <ul style="list-style-type: none"> • Staff training • Training nearing completion • 50/70 new electric trains delivered • Big timetable changes in December 2018, then change in May 2019 • Encourage people to claim for compensation if late/cancelled • Currently in remedial agreement with SG • Full electric service in Kirknewton • Extra trains in borders and North Berwick later in year • Happy to circulate slides 	

The key statement/questions raised during the discussion were as follows:

- KD asked why people have had to wait for North Berwick and Scottish Borders trains till end of year? SP responded by stating that there are no extra diesel trains for this route. There needs to be new electric intercity trains in place beforehand.

DB gave a presentation about the background of the Station Travel Plans (STP).

- 20 STPs so far, 4 in SESTran area
- Brought in consultants to support STP
- Overview of consultation process and stakeholder engagement
- An example of access modes working well is in Falkirk Grahamston due to having good local bus routes (good connections) and timetabling.
- An example of influencing access would be bus integration and active travel routes. Some routes with high car usage have existing good bus routes. There is an opportunity to promote these better.
- STP reports nearly complete, ScotRail hope to share these in next couple of weeks
- Addressing issues need to be a joint effort beyond station foot print
- There is a potential for station steering group
- STP delivery fund to be launched in next couple of months

These presentations were then followed by a lengthy discussion, with questions/points raised by several members. The key statement/questions raised during the discussion were as follows:

- KS mentioned he was trying to get in touch with ScotRail about Enterprise Car Club.
- DB also mentioned that the stations chosen is done by a consultation process with Regional Transport Partnerships (RTPs) to select stations – ScotRail have funding to do 20 stations
- There were discussions about car park charging, possibly offer incentives for multiple occupancy etc
- Operation is different from England because a lot of parking provisions are free and parking tariffs are also set.
- SP mentioned that ScotRail are not contractually allowed to charge, it's the Scottish Governments decision.

SP/KS

	<ul style="list-style-type: none"> • Another member of the forum brought up the issue about having no confidence in trains, often cancelled in the Fife circle. • SP stated that he is aware of these issues and are being held to account by government. There is a specific localised problem which ScotRail are working hard to address. • LD stated that bus and rail interchange is very difficult to integrate inaccessible station locations. Falkirk High for instance just needs more parking. However sometimes not always best to. • DB stated that it should be possible to get more bus usage where there are good bus connections. Increasing parking is not the plan going forward when addressing parking charges relating to bus usage. • Through workshops have identified options • IS mentioned that in Livingston, the bus integration has no information about buses and timetables at St John's, the old Real Time Passenger Information (RTPI) screens are switched off. Therefore, there is a lack of information to get around Livingston. JV agreed to follow up on this issue. • NHS Lothian is a key stakeholder and have parking problems at NHS locations. • DB mentioned he is aware of the lack of travel information. <p>JS rounded off the conversation by stating that working groups for the STP will be key in moving forward.</p>	JV
6.	Bus Issues Update – Group discussions	
	<p>JS started the discussions by providing an overview of SEStran's engagement with the following bus initiatives;</p> <p>a) Bus Stakeholders' Congress</p> <ul style="list-style-type: none"> • Where have the journeys gone? • Only bad thing is journeys are going to something less sustainable <p>b) Autumn 2018 BPS headline results</p> <ul style="list-style-type: none"> • The opening of new rail and tram lines can explain the decrease in bus use • However there has been an increase in Edinburgh <p>These presentations were then followed by a lengthy discussion, with questions/points raised by several members. The key statement/questions raised during the discussion were as follows:</p>	

	<ul style="list-style-type: none"> • LD stated the bus services are declining (service frequency and withdrawal of services) • IS also stated that Halbeath had a problem with data for the screens and was a solution discussed at bus forum. • JV answered that First + Stagecoach moved away from INEO system and now SEStran + Edinburgh are working on new CMS system. • SEStran plans to integrate in new system this year and Edinburgh Council has just gone out to tender • JS will get an update on this. • LD asked if there was discussion with Travel Line to integrate Scotland wide. • JS advised he will get an update on this. • DB questioned if value for money had fallen in the bus survey. • JS advised that the data was just a range of perspective. • JS also mentioned he is going to meet up with BPIS to look at it in more detailed information. 	<p>JV/JS</p> <p>JS</p>
7.	GO e-Bike hubs update and next steps - presentation	
	<p>PJ started the discussions by providing an overview of SEStran's Go e-Bike about the following initiatives;</p> <ul style="list-style-type: none"> • The first-year report. • Future plans • Continuing employer pool <p>The presentation was then followed by a Q&A</p> <ul style="list-style-type: none"> • LD asked how does it work in terms of payment, is each pilot different? • PJ answered each site has its unique tailored system and they can be charged at home if used for a longer period. 	
8.	Electric Vehicles – A Regional Perspective	
	<p>JV started the discussions by providing an overview of SEStran's EV strategy. The presentation was then followed by a Q&A session.</p> <ul style="list-style-type: none"> • KB asked how to create sufficient on-street charging infrastructure in the cities • JV advised the importance of diversifying from car use more generally 	
9.	Mobi-hubs – workshops and feedback session	
	<p>JV gave a presentation on the Mobi-hub project, which was then followed by workshops/feedback sessions. The four questions discussed were as follows:</p>	

	<ol style="list-style-type: none"> 1. What role might Mobi-hubs have in delivering sustainable transport solution within the SEStran area? 2. Identify factors that you consider will impact on the delivery of Mobi-hubs? Is one single factor the most important for Mobi-hubs to be effective? 3. In what ways might Mob-hubs improve connectivity between travel to work areas in and around Edinburgh? 4. Are Mobi-hubs the answer to improve sustainable transport modes in rural areas? <p>The outcomes of these discussions will be summarised and circulated to the forum members via the SEStran website.</p> <ul style="list-style-type: none"> • KB mentioned that LEZ Edinburgh Council will be working on it this year. 	JV/JS
10.	AOCB	
	KB mentioned moving forward from the rail update.	
11.	Next meeting	
	The next meeting will be held in Conference Room 1, Victoria Quay, Edinburgh at 10am on 10 October 2019.	