

SESTRAN PARTNERSHIP BOARD MEETING

Conference Room 1, Victoria Quay, Edinburgh, EH6 6QQ
10:00am Friday 21st June 2019

09:30	TEA/COFFEE
10:00	PARTNERSHIP BOARD
12:00	LUNCH
12:30	UNCONSCIOUS BIAS TRAINING

AGENDA

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2. APOLOGIES
3. DECLARATIONS OF INTEREST

AGENDA C – CONFIDENTIAL ITEMS

ITEMS LIKELY TO BE CONSIDERED IN PRIVATE IN TERMS OF
 PARAGRAPHS 1 AND 6 OF PART 1 OF SCHEDULE 7A TO THE
 LOCAL GOVERNMENT (SCOTLAND) ACT 1973

- C1. PARTNERSHIP MANAGEMENT (TO FOLLOW) – Report by Gavin King
- C2. NTS2 REVIEW – Report by Jim Grieve
- C3. REGIONAL JOINT WORKING – Report by Jim Grieve

PRESENTATION BY SCOTTISH YOUTH PARLIAMENT

ALL ABOARD CAMPAIGN – Presentation by Rosy Burgess

AGENDA A – POINTS FOR DECISION

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A5. DATE OF NEXT MEETING

10:00am on Friday 21st September 2018 in the Dean of Guild Room, City Chambers, Edinburgh, EH1 1YJ

AGENDA B – POINTS FOR NOTING

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14th June 2019

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Agendas and papers for all SEStran meetings can be accessed on www.sestran.gov.uk

SEStran Partnership Board Minutes

10.00am, Friday, 22 March 2019

City Chambers, Edinburgh

Present

Name

Organisation Title

Cllr Gordon Edgar (Chair)	Scottish Borders Council
Laura Alexander	Non-Councillor Member
Cllr Chas Booth	City of Edinburgh Council
Cllr Colin Davidson (Deputy Chair)	Fife Council
Cllr Dave Dempsey	Fife Council
Cllr Karen Doran	City of Edinburgh Council
Vivienne Gray	Non-Councillor Member
Simon Hindshaw	Non-Councillor Member
Richard Llewellyn	Non-Councillor Member
Cllr Laura Murtagh	Falkirk Council
Cllr Peter Smaill	Midlothian Council
Catherine Thomson	Non-Councillor Member
Barry Turner	Non-Councillor Member
Paul White	Non-Councillor Member

In Attendance

Keith Fisken	SEStran
Elizabeth Forbes	SEStran
Ken Gourlay	Fife Council
Jim Grieve	SEStran
Beth Harley-Jepson	SEStran
Lisa Howden	City of Edinburgh Council
Peter Jackson	SEStran
Graeme Johnstone	Scottish Borders Council
Stuart Johnston	City of Edinburgh Council

Karen Jones	Scott-Moncrieff
Gavin King	City of Edinburgh Council (Secretary)
Lesley Newdall	City of Edinburgh Council
Iain Shaw	City of Edinburgh Council (Treasury)
Jim Stewart	SEStran

Apologies for Absence

Cllr Donald Balsillie	Clackmannanshire Council
Angela Chambers	SEStran
Cllr Fiona Collie	Falkirk Council
Kevin Collins	Falkirk Council
Peter Forsyth	East Lothian Council
Cllr Jim Fullarton	Scottish Borders Council
Callum Hay	Non-Councillor Member
Cllr Chris Horne	West Lothian Council
Cllr Russell Imrie	Midlothian Council
Cllr David Key	City of Edinburgh Council
Cllr Lesley Macinnes	City of Edinburgh Council
Cllr Cathy Muldoon	West Lothian Council
Graeme Malcolm	West Lothian Council
Dr Doreen Steele	Non-Councillor Member

1. Minutes

Decision

- 1) To agree the minute of the previous meeting of 7 December 2018 as a correct record.
- 2) To agree the minute of the Performance and Audit Committee of 8 March 2019 as a correct record.

2. Partnership Director

Approval was sought to advertise the Partnership Director post on an internal secondment basis.

Decision

To approve the advertisement of the Partnership Director post on an internal secondment basis, for a period of up to 23 months.

3. External Audit Plan 2018/19

Karen Jones of Scott-Moncrieff provided details of the Annual Audit Plan for 2018/19. The audit concentrated on the 2018/19 annual accounts, a review of the Partnership's arrangements for governance and transparency, financial management, financial sustainability and value for money.

Decision

To note the External Audit Plan for 2018/19.

4. Internal Audit

An update on the outcomes of the 2018/19 SEStran Internal Audit was provided.

Decision

- 1) To note the outcomes of the 2018/19 Internal Audit review.
- 2) To confirm that Internal Audit assurance in 2019/20 should focus on the adequacy and effectiveness of the framework supporting development of the Regional Transport Strategy.
- 3) To approve the Internal Audit recommendation that the Committee and Board should place reliance on the collective outcomes of the annual Internal Audit review and assurance reviews completed by external assurance providers, with no requirement for an Internal Audit opinion.

5. Revenue Budget 2019/20

The revenue budget for 2019/20 was presented for approval.

Decision

- 1) To approve the core revenue and projects budget for 2019/20, as detailed in Appendices 1 and 2 of the report, based on a standstill constituent council requisition of £190,000.
- 2) To instruct the Treasurer to requisition the following amounts from constituent Councils:
 - Clackmannanshire £6,158
 - East Lothian £12,548
 - Edinburgh £61,425
 - Falkirk £19,166
 - Fife £44,453
 - Midlothian £10,783
 - Scottish Borders £13,767
 - West Lothian £21,700

Total £190,000

- 3) To note that financial planning for 2020/21 and a medium term financial plan would be developed throughout 2019 for consideration by the Partnership in autumn 2019.
- 4) To note that the proposed budget was subject to a number of risks and that all income and expenditure of the Partnership would continue to be monitored closely with updates reported to each Partnership meeting.

6. Finance Officer's Report

An update was provided on the financial performance of the core and projects budgets of the Partnership for 2018/19. Details were also included on the cash flow position of the Partnership in respect of its net lending to and borrowing from the City of Edinburgh Council.

Decision

- 1) To note that it was currently forecast that core expenditure in 2018/19 would under spend by £40,000 against the revenue budget of the Partnership.
- 2) To note that it was forecast that projects expenditure in 2018/19 would under spend by £12,000 against the revenue budget of the Partnership.
- 3) To approve, in principle, the forecast under spend on the core and projects budget be carried forward to 2019/20 to be available for allocation to Sustainable and Active Travel projects, subject to the final audited outturn.

7. Annual Treasury Strategy

Details were provided of a Treasury Strategy for 2019/20.

Decision

To approve the continuation of the current Treasury Management arrangement outlined in Appendix 1 of the report.

8. Draft Business Plan 2019/20

The SEStran Business Plan for 2019/20 was presented for approval. The Business Plan set out SEStran's strategic objectives and the various programmes SEStran would be involved in during the new financial year. In addition, the Business Plan outlined how the programmes were linked to, and worked towards, the achievement of SEStran's strategic objectives.

There was a wide-ranging discussion with comment on how the work should be progressed and a number of suggested amendments/additions put forward. The following key points emerged:

- To emphasise 'young people behavioural change' as a key focus area, in the development of the new strategy.
- To explore the possibility of including more quantifiable targets into the key performance indicators and critical success factors.

- To update the wording under ReCYCLEd Signs to reflect that it would be a facility in Dalkeith and not a station.

Decision

- 1) To authorise the Partnership Director to publish the final Business Plan for 2019/20, subject to the amendments discussed at the meeting being made.
- 2) To note that SEStran was researching an alternative corporate icon, currently used in the draft Business Plan, to be incorporated in the final Business Plan.
- 3) To request that an item be included on the agenda for the next meeting about how Board Members could engage more meaningfully on the work of SEStran and potentially put forward ideas for exploration by officers.

9. Projects Update

An update was provided on the status and progress of the various projects SEStran was involved in and covered the position on the EU exit process.

Decision

- 1) To note the report.
- 2) To note that officers would explore the format and presentation of the Projects report, including a clearer alignment to the Business Plan for future reports.

10. Equalities Progress Report

The Board considered a report which advised that SEStran fell within the public bodies covered by the Equality Act 2010 (“the 2010 Act”) and the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 (“the regulations”). An update was provided on some of the key statutory obligations and responsibilities upon SEStran and the relevant timescales.

Decision

- 1) To mandate officers to collate and publish Mainstreaming Equality 2017-2019 and Equalities Outcomes 2017-2021 Progress Report.
- 2) To agree to inform officers whether 21 June 2019 or 27 September 2019 was their preferred date for Unconscious Bias training.
- 3) To note that information on members protected characteristics would be addressed once confirmation was received from Scottish Ministers.
- 4) To note that the Succession Planning Committee would meet before the summer recess and a report would be presented to a future Board meeting.
- 5) To note that equalities training would be provided to staff before the reporting deadline.
- 6) To request that information be provided on Diversity.

11. Date of Next Meeting

Decision

To note that the next meeting would be held on Friday 21 June 2019 at 10am in Victoria Quay, Edinburgh.

12. Interim Partnership Director's Report

An update was provided on progress on the review of the National Transport Strategy and the second Strategic Transport Projects review. The report also covered the business of the most recent meeting of the Regional Transport Partnership Chairs and updated the Board on Transport Scotland's desire to establish Regional Transport Working Groups.

Decision

- 1) To note the report.
- 2) To request that a copy of the minute from the RTP Joint Chairs meeting on 6 March 2019 be circulated to the Board for information.
- 3) To note that Laura Alexander (Non-Councillor Member) was keen to be involved in the Stirling-Clackmannanshire City Region Transport Working Group and that SEStran officers would raise this at the next meeting of the Group.

13. ECMA Update

An update was provided on discussions relative to the East Coast Main Line, based on an ECMA Officers' Group meeting which took place on 5 February 2019 and on a full Consortium meeting which took place on 27 February 2019.

Decision

To note the report.

14. Cyber Essentials

Details of the Cyber Resilience project were provided.

Decision

To note the report.

15. HR Policy Review

An update was provided on the review of HR policies and procedures that commenced in November 2018. The review was carried out in conjunction with SEStran's HR Adviser and was concluded for this financial year.

Decision

To note the report.

16. Consultation Responses

Details were provided on the consultations SEStran had responded to.

Decision

To note the consultation responses on the Scottish Law Commission – Automated Vehicles; George Street and First New Town Design Project; Transportation Noise Action Plan (TNAP) 2019-2023; and Restricted Roads (20 mph Speed Limit) (Scotland) Bill.

17. Minutes

Decision

- 1) To note the minute of the Bus Stakeholders Congress of 8 February 2019.
- 2) To note the minute of the Chief Officers Liaison Group meeting of 20 February 2019.

PERFORMANCE & AUDIT COMMITTEE SPECIAL MEETING

**HELD IN MANDELA ROOM, CITY CHAMBERS, EDINBURGH, EH1 1YJ
ON FRIDAY, 3 MAY 2019
10.00 A.M.**

PRESENT:	<u>Name</u>	<u>Organisation Title</u>
	Councillor Imrie (in the Chair)	Midlothian Council
	Councillor Balsillie	Clackmannanshire Council
	Councillor Edgar (substitute)	Scottish Borders Council
	Councillor Fullarton	Scottish Borders Council
	Councillor Horne (tele conf)	West Lothian Council
	Councillor Murtagh (tele conf)	Falkirk Council
	Simon Hindshaw (tele conf)	Non-Councillor Member

IN ATTENDANCE:	<u>Name</u>	<u>Organisation Title</u>
	Angela Chambers	SEStran
	Stuart Johnston	City of Edinburgh Council
	Iain Shaw	City of Edinburgh Council

Action by

A1. ORDER OF BUSINESS

It was confirmed that there was no change to the order of business.

A2. APOLOGIES

Apologies were received from Councillor Dempsey, Callum Hay, Karen Jones, and Lesley Newdall.

A3. DECLARATION OF INTERESTS

None.

A4. APPOINTMENT OF PARTNERSHIP DIRECTOR

The Committee considered a report which outlined the recruitment process which had taken place, following the decision of the Partnership Board to advertise the post of Partnership Director on an internal secondment opportunity, and approval was sought to appoint Jim Grieve to the post.

Decision

To approve the recommendation of the Appointments Sub-Committee and appoint Jim Grieve as Partnership Director on an internal secondment basis, for a period of 23 months, and that the situation should be reviewed at that point.

A5. DATE OF NEXT MEETING

Friday 7 June 2019 at 10.00am in the Mandela Room, City Chambers, Edinburgh, EH1 1YJ

PERFORMANCE & AUDIT COMMITTEE

**HELD IN THE MANDELA ROOM, CITY CHAMBERS, EDINBURGH, EH1 1YJ
ON FRIDAY 7 JUNE 2019
10AM**

PRESENT:	<u>Name</u>	<u>Organisation Title</u>
	Councillor Imrie (Chair)	Midlothian Council
	Councillor Dempsey	Fife Council
	Councillor Fullarton	Scottish Borders Council
	Councillor Murtagh	Falkirk Council
	Callum Hay	Non-Councillor Member
	Simon Hindshaw	Non-Councillor Member
	Doreen Steele	Non-Councillor Member
	Barry Turner	Non-Councillor Member

IN ATTENDANCE:	<u>Name</u>	<u>Organisation Title</u>
	Jim Grieve	SEStran
	Angela Chambers	SEStran
	Gavin King	City of Edinburgh Council
	Lesley Birrell	City of Edinburgh Council
	Iain Shaw	City of Edinburgh Council
	Karen Jones	Scott Moncrieff

Action by

A1. ORDER OF BUSINESS

It was confirmed that there was no change to the order of business.

A2. APOLOGIES

Apologies were received from Councillor Donald Balsillie.

A3. DECLARATION OF INTERESTS

None.

A4. MINUTES

- 1) To approve the minute of the Special Meeting of the Performance and Audit Committee of 3 May 2019 as a correct record.
- 2) To approve the minute of the Performance and Audit Committee of 8 March 2019 as a correct record.

A5. UNAUDITED ANNUAL ACCOUNTS 2018/19

The Unaudited Annual Accounts for 2018/2019 were submitted in accordance with the Local Authority Accounts (Scotland) Regulations 2014.

The accounts were subject to audit and the audited Annual Accounts, incorporating the Auditor's report, would be presented to the Performance and Audit Committee and Partnership Board in due course.

The net revenue budget of the Partnership in 2018/19 was £0.972m funded by Government Grant and Council contributions. Overall the Partnership had an underspend of £40,000 which was due to a combination of core revenue budget and project budget underspends offset by additional costs incurred on the Real Time Passenger Information project.

Decision

- 1) To note the unaudited Annual Accounts for 2018/19 and refer the Unaudited Accounts to the Partnership Board for review.
- 2) To note that the audited Annual Accounts, incorporating the Auditor's report, will be presented to the Performance and Audit Committee and Partnership Board in due course.

(Reference – report by the Treasurer, submitted)

A6. ANNUAL TREASURY REPORT 2018/19

The Annual Treasury Report for 2018/19 was submitted in line with the requirements of the CIPFA Code of Practice on Treasury Management in the Public Sector.

Decision

To note the Annual Treasury Report for 2018/19 and refer it to the Partnership Board for noting.

(Reference – report by the Treasurer, submitted)

A7. RISK FRAMEWORK

The six-monthly update on the risk register was presented. Changes to the register since the last update were highlighted as set out in the appendix to the report.

The Partnership Director advised that the Strategic Development Plan for the SESplan area (SESPlan2) had recently been rejected by the Scottish Government, on the basis that the Scottish Ministers

were not satisfied that the Plan had been informed by an adequate and timely Transport Appraisal. The Scottish Ministers also stated that the plan did not take sufficient account of the relationship between land use and transport and that they do not support the use of supplementary guidance to resolve this issue. Members discussed in detail the implications of the decision and whether there would be any reputational risk to SEStran, albeit that responsibility for production of the Plan rests entirely with SESplan as the Strategic Development Planning Authority.

Decision

- 1) To note the report.
- 2) To note that a final version of the Risk Register would be presented to Partnership Board for noting.
- 3) To request the Partnership Director to prepare a briefing paper for Performance and Audit Committee members setting out the background to the development of SESPlan2 and a potential course of action for SEStran arising from the rejection of the Plan by Scottish Ministers in advance of the Partnership Board meeting on 21 June 2019.
- 4) To review the Risk Register to reflect any changes to reputational risk.

(Reference – report by the Business Manager, submitted)

A8. PROJECTS PERFORMANCE AND EU EXIT UPDATE

Information was provided on the current status and progress of the various projects SEStran was involved in including an update on the position on the EU exit process.

The Partnership Director provided further progress updates to members on those projects highlighted as “delayed” in the report.

Decision

- 1) To note the report.
- 2) To note that the Partnership Director continued to have discussions with transport providers around further development of the Thistle Assistance Card and App.
- 3) To note that officers are progressing a placement opportunity with Inclusion Scotland to assist with the further development of the App.

(Reference – report by the Partnership Director, submitted)

A9. DATE OF NEXT MEETING

Friday 6 September 2019 at 10.00am in the Mandela Room, City Chambers,
Edinburgh, EH1 1YJ

UNAUDITED ANNUAL ACCOUNTS 2018-19

1 Introduction

The purpose of this report is to present the unaudited Annual Accounts for the year ended 31st March, 2019.

2 Main Report

- 2.1 The unaudited Annual Accounts are presented to the Partnership Board in accordance with the Local Authority Accounts (Scotland) Regulations 2014, which requires that the Annual Accounts for the year 2018/19 be presented to the Board for review no later than 31st August, 2019. The unaudited Annual Accounts will be submitted to the Partnership's external auditor by the required date of 30th June, 2019.
- 2.2 The unaudited Annual Accounts for 2018/19 have been prepared in accordance with the Code of Practice on Local Authority Accounting, which is based on International Financial Reporting Standards (IFRS).
- 2.3 The Annual Accounts are subject to audit. The Board's appointed auditor, Scott Moncrieff will present the audited accounts, along with the *Report to those charged with governance on the 2018/19 audit* to the Performance and Audit Committee and Partnership Board by 30th September 2019.
- 2.4 The draft Annual Governance Statement includes details of the Governance Framework and a review of its effectiveness, including the system of internal financial control. The Treasurer's opinion on the effectiveness of the Partnership's system of internal financial control is provided within the draft Annual Governance Statement on pages 6 to 8.
- 2.5 A Management Commentary is provided on pages 2 to 4 of the Annual Accounts. This includes key aspect of financial performance during the year.

3 Recommendations

It is recommended that the Partnership Board:

- (i) notes that the audited Annual Accounts, incorporating the Auditor's report, will be presented to the Performance and Audit Committee and Partnership Board in September 2019.

Hugh Dunn
Treasurer
21st June 2019

Appendices

Unaudited Annual Accounts 2018/19

Contact/tel/e-mail

Iain Shaw: 0131 469 3117 iain.shaw@edinburgh.gov.uk

Policy Implications	n/a
Financial Implications	n/a
Equalities Implications	n/a

**The South East of Scotland
Transport Partnership
(SESTRAN)**

**Unaudited
Annual Accounts**

2018/2019

The South East of Scotland Transport Partnership (SESTRAN)

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The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary

1. Basis of Accounts

The Partnership prepares its Annual Accounts in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom. The Code of Practice is based on International Financial Reporting Standards (IFRS).

2. Statutory Background

The South East of Scotland Transport Partnership (SESTRAN) was established under the Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005. The Partnership came into force on 1st December 2005. Under Section 3 of the Transport (Scotland) Act 2005, the net expenses of SESTRAN, after allowing for government grant and any other income, are met by its constituent councils.

3. Corporate Strategy

The following is an introductory extract from the Transport (Scotland) Act 2005, which established the Partnership; one of seven Scottish Regional Transport Partnerships (RTPs):

“An Act of the Scottish Parliament to provide for the setting up and functions of the new transport bodies and to enable the Scottish Ministers to discharge certain transport functions; to provide further for the control and co-ordination of road works and for the enforcement of the duties placed on those who carry them out; to set up national concessionary fares schemes; and to make other, miscellaneous modifications of the law relating to transport.”

The Partnership aims to develop a sustainable transportation system for South East Scotland that will enable business to function effectively, and provide everyone living in the region with improved access to healthcare, education, public services and employment opportunities. These aims are embodied in the Regional Transport Strategy (RTS).

The constituent councils of the Partnership are the City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

SEStran’s Vision Statement is as follows:

“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.”

4. Risks and Uncertainties

The principal risks and uncertainties faced by the Partnership fall into two categories.

Firstly, there is the funding uncertainty faced by all local authorities and RTPs. The Partnership has a range of statutory duties to enact. While every attempt is made to do this within the budget provided, budget reductions may make this less achievable resulting in a reduction in the quality of service provided.

The second category relates to changes in legislation leading to changes in the services to be delivered. This can create pressures from both a financial and organisational perspective.

5. Results for the Year

The Partnership is required to present its financial performance as a Comprehensive Income and Expenditure Statement. This can be seen on page 12. To show the net position of the Partnership and to allow comparison with the approved revenue budget, it is necessary to adjust the expenditure shown in the Comprehensive Income and Expenditure Statement to take account of a number of items where the statutory accounting requirements differ from the management accounting practice of the Partnership. These adjustments are detailed in Note 2.

The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary (*continued*)

5. Results for the Year (*continued*)

The net revenue budget of the Partnership in 2018/19 was £0.972m, funded by Government Grant and Council Contributions. A comparison of the outturn position with the revenue budget is presented in the table below. Key aspects of financial performance in 2018/19 are:

- Overall the Partnership had an underspend of £40,000. This is shown in the table below as a reduced Constituent Council requisition. The underspend arose due to a combination of core revenue budget and project budget underspends, offset by additional costs incurred on the RTPI project.
- The Partnership incurred core service expenditure of £0.544m which was £13,000 above the revised Core Service revenue budget. This overspend mainly reflected increased expenditure on staff costs and was funded by an underspend on the Projects revenue budget.
- The Partnership incurred expenditure of £0.609m on revenue projects and received external grants and contributions of £0.306m, resulting in net expenditure of £0.303m. Net expenditure was £72,000 under budget. The main favourable variance on the Projects revenue budget arose on the Sustainable and Active Travel grants programme.
- Expenditure of £0.115m on the Real-Time Passenger Information (RTPI) project was partly funded by income of £29,000 from bus operators, resulting in net expenditure of £86,000. Net expenditure was £20,000 in excess of budget.

	Revised Budget	Outturn	Variance
	£'000	£'000	£'000
Core Service	531	544	13
Revenue Projects - Net Expenditure	375	303	(72)
RTPI Project - Net Expenditure	66	86	20
Net Interest	0	(1)	(1)
Total Expenditure 2018/19	972	932	(40)
Government Grant	(782)	(782)	0
Constituent Council Requisitions	(190)	(150)	40
Total Government Grant and Council Contributions 2018/19	(972)	(932)	40

Non Financial Results

- The Regional Cycle Network Grant Scheme (RCNGS) funded the Edinburgh BioQuarter to develop detailed designs for the active travel corridor between Cameron Toll and The BioQuarter site. Designs were prepared in order to enable engagement with the public and progress the project further.
- Further funding from Sustrans allowed feasibility studies investigating active travel options for Winchburgh to Kirkliston, The Wisp to Sheriffhall Roundabout, and Buckhaven to Kirkcaldy to be progressed.
- GO e-Bike secured further funding from the Low Carbon Travel and Transport Fund to develop six further hubs to pilots developed in 2017/18. The hubs will be delivered in East Lothian, Edinburgh, Midlothian, and Scottish Borders. A summary report of the first year of the project was produced in partnership with Combined Mobility Uk (COMOUK).

The South East of Scotland Transport Partnership (SESTRAN)

Management Commentary (*continued*)

5. Results for the Year (*continued*)

Non Financial Results (*continued*)

- The collective Regional Transport Partnerships were successful in securing further active travel funding from Transport Scotland in November 2018. Projects proposed will look at feasibility studies in Midlothian along the A701 corridor, in Falkirk along the A9 corridor in partnership with Tactran, and design visualisations in East Lothian encompassing a number of settlements. These projects will conclude in June 2019.
- The Partnership finalised its Mainstreaming Equalities and Equalities Outcomes Progress Report, which was published in April 2019 and continues to work with organisations including Equate Scotland, Inclusion Scotland and Disability Equalities Scotland.
- SHARE-North funding was used to support the implementation of Go eBike. To promote ridesharing, the Partnership commissioned regional TV station STV to air advertisements promoting TripshareSEStran.com. SHARE-North funding was also used in a grant offer to Edinburgh College to expand their electric vehicle fleet, fit data logging devices and install charging infrastructure.
- As part of REGIO-Mob, the Partnership has been working with St Andrews University to measure the health benefits of the GO e-Bike scheme, using a research methodology presented as best practice by the Italian lead partner. The findings of this research will be incorporated into an electric vehicle strategy, which will form part of the Regional Transport Strategy.
- As part of the SURFLOGH project, the Partnership funded the adaption of e-cargo bikes to develop a pilot trial with ZEDIFY logistics focussing on last mile/first mile sustainable small package deliveries in the centre of Edinburgh.
- As part of the BLING project, the Partnership worked on the development of a pilot using BLOCKCHAIN technology with the University of Edinburgh, the technology aims to develop a real world application for the movement of small goods using smart contacts and geo-location equipment.
- The Partnership continued to make provision for ongoing maintenance of the Real Time Passenger Information system.

6. Future Developments

In view of the available level of funding, the challenge to deliver the full Regional Transport Strategy (RTS) continues. It remains the Partnership's intention to carry out a full re-write of the RTS, given the pace of change in terms of legislation and ongoing development of policies at both a national and a local level. Work on this will begin during 2019/20, commencing with a review phase and procurement of consultancy services to develop a main issues report.

The Partnership is working with the local authorities to develop an Electric Vehicle Strategy (EVS) for the region, to help address the barriers to the large-scale electric vehicle uptake and challenges faced by local authorities when implementing electric vehicle charging infrastructure. The EVS will form an integral part of the new RTS.

A new Interreg Europe project, called PriMaaS, aims to promote the concept of 'Mobility as a Service' by integrating traditional collective transport modes and create equitable mobility services focused on citizens' needs. The Joint Secretariat has approved the project application subject to a few conditions. The Partnership is working with the lead partner, the University of Aveiro, to clarify these conditions. Once fully approved, PriMaaS will officially commence on 1 August 2019.

It is considered appropriate to adopt a going concern basis for the preparation of the Annual Accounts.

The South East of Scotland Transport Partnership (SESTRAN)

STATEMENT OF RESPONSIBILITIES FOR THE ANNUAL ACCOUNTS

The Partnership's Responsibilities

The Partnership is required:

- to make arrangements for the proper administration of its financial affairs and to secure that the proper officer has the responsibility for the administration of those affairs. In this Partnership, that officer is the Treasurer;
- to manage its affairs to secure economic, efficient and effective use of its resources and safeguard its assets;
- to ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulations 2014) and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003);
- to approve the Annual Accounts.

The Treasurer's Responsibilities

The Treasurer is responsible for the preparation of the Partnership's Annual Accounts in accordance with proper practices as required by legislation and as set out in the CIPFA / LASAAC Code of Practice on Local Authority Accounting in the United Kingdom ('the Code').

In preparing the Annual Accounts, the Treasurer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with legislation;
- complied with the Local Authority Accounting Code (in so far it is compatible with legislation)

The Treasurer has also:

- kept adequate accounting records which were up to date;
- taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the Annual Accounts give a true and fair view of the financial position of the Partnership at the reporting date and the transactions of the Partnership for the year ended 31st March 2019.

Treasurer: HUGH DUNN, CPFA _____ Date signed: 21st June 2019

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2018/19

1. Scope of Responsibility

The South East of Scotland Transport Partnership's aim is to develop a transportation system for South East Scotland as outlined in the Partnership's Regional Transport Strategy 2015-2025.

The Partnership is responsible for ensuring that its business is conducted in accordance with the law and appropriate standards, that public money is safeguarded and properly accounted for and used economically, efficiently, effectively and ethically. The Partnership also has a duty to make arrangements to secure continuous improvement in the way its functions are carried out.

In discharging these overall responsibilities Elected Members and Senior Officers are responsible for implementing proper arrangements for the governance of the Partnership's affairs and facilitating the effective exercise of its functions, including arrangements for the management of risk.

The Partnership has approved and adopted a Local Code of Corporate Governance which is consistent with appropriate corporate governance principles and reflects the requirements of the "Delivering Good Governance in Local Government: Framework (2016)".

This Statement explains how the Partnership delivers good governance and reviews the effectiveness of these arrangements. It also includes a statement on internal financial control in accordance with proper practice.

The Partnership's financial management arrangements conform to the governance requirements of the CIPFA Statement on the Role of the Chief Financial Officer in Local Government (2010).

2. The Partnership's Governance Framework

The governance framework comprises the systems and processes, and culture and values, by which the Partnership is directed and controlled, and its activities through which it accounts to, engages with and influences the community. It enables the Partnership to monitor the achievement of its strategic objectives and to consider whether those objectives have led to the delivery of appropriate, cost-effective services.

The framework reflects the arrangements in place to meet the six supporting principles of effective corporate governance:

- Focusing on the purpose of the Partnership and on outcomes for the community, and creating and implementing a vision for the local area;
- Members and officers working together to achieve a common purpose with clearly defined functions and roles;
- Promoting values for the Partnership and demonstrating the values of good governance through upholding high standards of conduct and behaviour;
- Taking informed and transparent decisions which are subject to effective scrutiny and managing risk;
- Developing the capacity and capability of members and officers to be effective;
- Engaging with local people and other stakeholders to ensure robust public accountability.

A significant part of the governance framework is the system of internal control which is based on an ongoing process designed to identify and manage the risks to the achievement of the Partnership's policies, aims and objectives. These are defined in the Partnership's Business Plan, which is updated annually. This enables the Partnership to manage its key risks efficiently, effectively, economically and ethically.

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2018/19 *(continued)*

2. The Partnership's Governance Framework *(continued)*

Within the overall control arrangements the system of internal financial control is intended to ensure that assets are safeguarded, transactions are authorised and properly recorded, and material errors or irregularities are either prevented or would be detected within a timely period. It is based on a framework of regular management information, financial regulations, administrative procedures and management supervision.

While the system of internal control is designed to manage risk at a reasonable level it cannot eliminate all risk of failure to achieve policies, aims and objectives and can therefore only provide reasonable, and not absolute, assurance of effectiveness.

3. Determining the Partnership's purpose, its vision for the local area and intended outcomes for the Community

The Partnership aims to develop a transportation system for South East Scotland which will enable businesses to function effectively and provide everyone living in the Region with improved access to health care, education, public services and employment opportunities. The vision for achieving this is outlined in the Regional Transport Strategy.

The Business Plan defines how to implement the aims of this strategy and the Annual Report provides a report of performance against objectives, targets and performance indicators as outlined in the Regional Transport Strategy.

4. Review of Effectiveness

The Partnership has put in place arrangements, detailed in the Local Code, for monitoring each element of the framework and providing evidence of compliance. A Principal Officer within the Partnership has been nominated to review the effectiveness of the Local Code .

The review of the effectiveness of its governance framework, including the system of internal financial control is informed by:

- the work of Internal Audit on the adequacy and effectiveness of the Partnership's control environment, governance and risk management frameworks;
- the Partnership Director's Certificate of Assurance on internal control;
- the operation and monitoring of controls by Partnership managers;
- the External Auditors in their Annual Audit Letter and other reports; and
- other inspection agencies comments and reports.

Through the year Elected Members and Officers have responsibility for the development and maintenance of the governance environment. These review mechanisms include:

- **The Partnership Board**, which provides strategic leadership, determines policy aims and objectives and takes executive decisions not delegated to officers. It provides political accountability for the Partnership's performance;
- **The Performance and Audit Committee**, which demonstrates the Partnership's commitment to the principles of good governance. It scrutinises the running of the Partnership and suggests improvements;
- **Internal Audit** provides an independent and objective assurance service to the Partnership, by completing one review in each financial year that is focused on the adequacy and effectiveness of controls established to manage a key risk of the Partnership;

The South East of Scotland Transport Partnership (SESTRAN)

ANNUAL GOVERNANCE STATEMENT 2018/19 *(continued)*

4. Review of Effectiveness *(continued)*

- **The External Auditor's Annual Audit Report** is considered by the Partnership Board and the Performance and Audit Committee, along with the output from other external audits and inspections;
- **The risk management system** requires that risks are regularly reviewed by the Performance and Audit Committee and Board. This ensures that actions are taken to effectively manage the Partnership's highest risks;
- **The Partnership Secretary** is responsible to the Partnership for ensuring that agreed procedures are followed. The Partnership has a contractual arrangement with an external Legal Services provider to ensure all applicable statutes and regulations are complied with.

5. Update on Significant Governance Issue raised in 2017/18

Following review by the Partnership's External Auditor as part of the 2017/18 Annual Audit, the Partnership amended its invoice payment authorisation process in September 2018. Reports were presented to the Partnership's Performance and Audit Committee and Board in September 2018, detailing full implementation of External Audit recommendations.

6. Internal Audit Opinion

During the year, Internal Audit completed one review that assessed the design adequacy and operating effectiveness of the key controls established to ensure ongoing compliance with GDPR, with focus on progress towards achieving the Scottish Government's Cyber Essentials Plus accreditation and existing operational technology controls. This resulted in a 'green' minor impact rated finding.

7. Certification

In compliance with accounting practice, the Treasurer has provided the Partnership Director with a statement on the adequacy and effectiveness of the Partnership's internal financial control system for the year ended 31st March 2019. It is the Treasurer's opinion that reasonable assurance can be placed upon the adequacy and effectiveness of the Partnership's internal control system.

From this year's review, there is reasonable assurance that the Local Code of Corporate Governance is operating adequately, with overall compliance by the Partnership with its corporate governance arrangements.

The South East of Scotland Transport Partnership (SESTRAN)

REMUNERATION REPORT

1. Remuneration Policy for Senior Employees

The Partnership Board determines remuneration for senior employees with reference to the level of responsibility of the post. The Partnership does not operate a Remuneration Committee. Annual inflationary increases are based on those agreed by the Scottish Joint Negotiating Committee (SJNC) for Local Authority services.

2. Remuneration for Senior Councillors

The Partnership does not provide any remuneration to senior councillors. Expenses paid to Board members are detailed in note 19 to the annual accounts.

3. Management of Remuneration Arrangements

The remuneration of the Partnership's employees is administered by the City of Edinburgh Council, as part of a service level agreement with the Partnership.

4. Officers Remuneration

The numbers of employees whose remuneration during the year exceeded £50,000 were as follows:

Remuneration Bands	2018/19	2017/18
£55,000 - £59,999	0	1
£70,000 - £74,999	1	0
£75,000 - £79,999	0	1
£95,000 - £99,999	1	0

5. Senior Employees Remuneration

The remuneration paid to the Partnership's senior employees is as follows:

Name and Post Title	Salary, Fees and Allowances £	Compensation £	Total Remuneration 2018/19 £	Total Remuneration 2017/18 £
George Eckton - Partnership Director to 29/11/18 *	77,794	22,102	99,896	75,904
Jim Grieve - Partnership Director duties **	74,975	0	74,975	22,873
	152,769	22,102	174,871	98,777

* full time equivalent 2018/19 salary - George Eckton (£79,661)

** full time equivalent 2017/18 salary - Jim Grieve (£72,440)

The senior employees detailed above have responsibility for management of the Partnership to the extent that they have power to direct or control the major activities of the Partnership (including activities involving the expenditure of money), during the year to which the Remuneration Report relates, whether solely or collectively with other persons.

The appointed Partnership Director was absent from service from 8th December 2017. During this time, the duties of the Director's post were undertaken by the Head of Programmes. The Partnership Director subsequently resigned on 29th November 2018. The Partnership's Head of Programmes continued to undertake the duties of the Director's post until his appointment as Partnership Director on 3rd May 2019.

6. Senior Employees Pension Entitlement

The pension entitlement of the Partnership's senior employee(s) is as follows:

Name and Post Title	In-year pension contributions			Accrued pension benefits	
	2018/19 £	2017/18 £		As at 31 March 2019 £'000	Difference from 31 March 2018 £'000
George Eckton - Partnership Director (to 29/11/18)	11,885	17,567	Pension	18	1
			Lump Sum	16	0
	11,885	17,567			

The senior employee shown in the table above is a member of the Local Government Pension Scheme (LGPS).

The Partnership makes no pension contributions for Jim Grieve, nor is he in receipt of pension entitlement.

The South East of Scotland Transport Partnership (SESTRAN)

REMUNERATION REPORT *(continued)*

7. Pension Entitlement

Pension benefits for the Partnership's employees are provided through the Local Government Pension Scheme (LGPS).

For the Partnership's employees, the Local Government Pension Scheme (LGPS) became a career average pay scheme on 1 April 2015. Benefits built up to 31 March 2015 are protected and based on final salary. Accrued benefits from 1 April 2015 will be based on career average salary.

The scheme's normal retirement age for employees is linked to the state pension age (but with a minimum of age 65).

From 1 April 2009 a five tier contribution system was introduced with contributions from scheme members being based on how much pay falls into each tier. This is designed to give more equality between the cost and benefits of scheme membership. Prior to 2009 contributions rates were set at 6% for all non-manual employees.

The tiers and members contributions rates for 2018-19 were as follows:

Whole Time Pay	Contribution rate
On earnings up to and including £21,300 (2017/2018 £20,700)	5.50%
On earnings above £21,300 and up to £26,100 (2017/2018 £20,700 to £25,300)	7.25%
On earnings above £26,100 and up to £35,700 (2017/2018 £25,300 to £34,700)	8.50%
On earnings above £35,700 and up to £47,600 (2017/2018 £34,700 to £46,300)	9.50%
On earnings above £47,600 (2017/2018 £46,300)	12.00%

From April 2015, when allocating contribution rates to members, pensionable pay means the actual pensionable pay, regardless of hours worked.

There is no automatic entitlement to a lump sum for members who joined the scheme post April 2009. Members may opt to give up (commute) pension for lump sum or bigger lump sum up to the limit set by the Finance Act 2004.

The value of the accrued benefits has been calculated on the basis of the age at which the person will first become entitled to receive a pension on retirement without reduction on account of its payment at that age; without exercising any option to commute pension entitlement into a lump sum; and without any adjustment for the effects of future inflation - assuming that the person left the related employment or service as at 31st March in the year to which the value relates.

8. Exit Packages

Exit packages include compulsory and voluntary redundancy costs, pension contributions in respect of added years, ex-gratia payments and other departure costs.

Exit Package Cost Band	Number of Compulsory Redundancies		Number of Other Agreed Departures		Total Number of Exit Packages by Cost Band		Total Cost of Exit Packages in Each Band	
							£'000	£'000
£20,001 - £40,000	0	0	1	0	1	0	22	0
	0	0	1	0	1	0	22	0

All information disclosed in the tables at paragraphs 4, 5, 6 and 8 in this Remuneration Report will be audited. The other sections of the Remuneration Report will be reviewed by the appointed auditor to ensure that they are consistent with the annual accounts.

The South East of Scotland Transport Partnership (SESTRAN)

MOVEMENT IN RESERVES STATEMENT

This statement shows the movement in the year on different reserves held by the Partnership, analysed into "Usable Reserves" (that is, those that can be applied to fund expenditure) and "Unusable Reserves". The Surplus or (Deficit) on the Provision of Services line shows the true economic cost of providing the Partnership's services, more details of which are shown in the Comprehensive Income and Expenditure Statement. These are different from the statutory amounts required to be charged to the General Fund Balance before any discretionary transfers to or from earmarked reserves undertaken by the Partnership.

2017/18 - Previous Year Year Comparative

	Usable Reserves		Unusable Reserves	Total Partnership Reserves
	General Fund Balance	Total Usable Reserves		
	£'000	£'000	£'000	£'000
Opening Balances at 1 April 2017	0	0	38	38
Total Comprehensive Expenditure and Income	39	39	(324)	(285)
Adjustments between accounting basis & funding basis under regulations (Note 7)	(39)	(39)	39	0
Increase/Decrease in 2017/18	0	0	(285)	(285)
Balance at 31 March 2018 carried forward	0	0	(247)	(247)

2018/19 - Current Financial Year

	Usable Reserves		Unusable Reserves	Total Partnership Reserves
	General Fund Balance	Total Usable Reserves		
	£'000	£'000	£'000	£'000
Opening Balances at 1 April 2018	0	0	(247)	(247)
Total Comprehensive Expenditure and Income	(117)	(117)	(127)	(244)
Adjustments between accounting basis & funding basis under regulations (Note 7)	117	117	(117)	0
Increase/Decrease in 2018/19	0	0	(244)	(244)
Balance at 31 March 2019 carried forward	0	0	(491)	(491)

The South East of Scotland Transport Partnership (SESTRAN)

COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT 2018/19

This statement shows the accounting cost in the year of providing services in accordance with generally accepted accounting practices, rather than the amount to be funded by government grant, council requisitions and other income.

2017/18				2018/19		
Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Services	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000
573	0	573	Core	689	(1)	688
977	(641)	336	Projects	678	(335)	343
1,550	(641)	909	Cost Of Services	1,367	(336)	1,031
58	(50)	8	Financing & Investment Income (Note 9)	73	(55)	18
0	(956)	(956)	Taxation and Non-Specific Grant Income (Note 10)	0	(932)	(932)
1,608	(1,647)	(39)	(Surplus) or Deficit on Provision of Services	1,440	(1,323)	117
			Other Comprehensive Income and Expenditure			
0	(12)	(12)	Change in Demographic Assumptions	0	0	0
0	(113)	(113)	Change in Financial Assumptions	264	0	264
499	0	499	Other Experience	0	0	0
0	(50)	(50)	Return on Assets excluding amounts included in net interest	0	(137)	(137)
499	(175)	324	Total Other Comprehensive Income and Expenditure	264	(137)	127
2,107	(1,822)	285	Total Comprehensive Income and Expenditure	1,704	(1,460)	244

The South East of Scotland Transport Partnership (SESTRAN)

BALANCE SHEET

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Partnership. The net assets of the Partnership (assets less liabilities) are matched by the reserves held by the Partnership. Reserves are reported in two categories. The first category of reserves are usable reserves, that is, those reserves that the Partnership may use to provide services, subject to the need to maintain a prudent level of reserves and any statutory limitations on their use. The Partnership does not have powers to maintain a usable reserve. The second category of reserves are those that the Partnership is not able to use to provide services. This category of reserves include reserves that hold unrealised gains and losses (for example, the Capital Adjustment Account Reserve), where amounts would only become available to provide services if the assets are sold; and reserves that hold timing differences shown in the Movement in Reserves Statement line "Adjustments between accounting basis and funding basis under regulations".

31 March 2018 £'000		Notes	31 March 2019 £'000
422	Property, plant and equipment	11	352
422	Long term assets		352
464	Short-term debtors	13	514
0	Provision for Bad Debts	14	0
700	Cash and cash equivalents	15	279
1,164	Current assets		793
(27)	Contributions and Grants Received in Advance		(190)
(1,144)	Short-term creditors	16	(609)
(1,171)	Current liabilities		(799)
(662)	Other long-term liabilities (Pensions)	24	(837)
(662)	Long-term liabilities		(837)
(247)	Net assets/ (liabilities)		(491)
	Financed by:		
0	Usable reserves	17	0
(247)	Unusable reserves	18	(491)
(247)	Total reserves		(491)

The unaudited Annual Accounts were issued on the 21st June 2019.

The South East of Scotland Transport Partnership (SESTRAN)

CASH FLOW STATEMENT

The Cash Flow Statement shows the changes in cash and cash equivalents of the Partnership during the reporting period. The statement shows how the Partnership generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities. The amount of net cash flow arising from operating activities is a key indicator of the extent to which the operations of the Partnership are funded by way of government grant income, council requisitions and recipients of services provided by the Partnership. Investing activities represent the extent to which cash outflows have been made for resources which are intended to contribute to the Partnership's future service delivery. Cash flows arising from financing activities are useful in predicting claims on future cash flows by providers of capital (that is, borrowing) to the Partnership.

31 March 2018 £'000	31 March 2018 £'000		31 March 2019 £'000	31 March 2019 £'000
		OPERATING ACTIVITIES		
(782)		Government Grants	(782)	
(190)		Constituent Council Requisitions	(190)	
0		Interest paid/ (received)	(1)	
(354)		Other receipts from operating activities	(396)	
	(1,326)	Cash inflows generated from operating activities		(1,369)
310		Cash paid to and on behalf of employees	481	
215		Cash paid to suppliers of goods and services	1,309	
	525	Cash outflows generated from operating activities		1,790
	(801)	Net cash flows from operating activities		421
		INVESTING ACTIVITIES		
177		Purchase of property, plant and equipment	0	
	177	Net cash flows from investing activities		0
		FINANCING ACTIVITIES		
0		Other receipts from financing activities	0	
	0	Net cash flows from financing activities		0
	(624)	Net(increase)/ decrease in cash and cash equivalents		421
	76	Cash and cash equivalents at the beginning of the reporting period		700
	700	Cash and cash equivalents at the end of the reporting period (Note 15)		279

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES

1.1 Accounting Policies

The Annual Accounts have been prepared in accordance with the International Financial Reporting Standards (IFRS) based Code of Practice in the United Kingdom (the Code). This is to ensure that the Annual Accounts "present a true and fair view" of the financial position and transactions of the Partnership.

The Annual Accounts have been prepared on an historic cost basis, modified by the valuation of pension assets and liabilities and property, plant and equipment, where appropriate.

1.2 Revenue Expenditure

Revenue expenditure is that which does not yield benefit beyond the year of account. In broad terms the revenue expenditure of the Partnership can be divided into two categories:

- employees;
- day-to-day operating expenses, includes costs incurred in respect of office accommodation transport, ICT, and project expenditure.

1.3 Revenue Income

Revenue income is that which does not yield benefit beyond the year of account. In broad terms the revenue income of the Partnership can be divided into the following categories:

- Council requisitions, which fund day to day expenditure;
- European Union and other grant income awarded to fund specific projects;
- other income recoveries to fund specific projects.

1.4 Accruals of Expenditure and Income

The revenue account has been prepared on an accruals basis in accordance with the Code of Practice. Amounts estimated to be due to or from the Partnership, which are still outstanding at the year end, are included in the accounts. Government Grants have been accounted for on an accruals basis.

1.5 Operating Leases

a) *Leased-in assets*

Rental payments under operating leases are charged to the Comprehensive Income and Expenditure Statement on a straight line basis over the life of the lease.

b) *Leased-out assets*

The Partnership has not identified any leased-out assets that fall under the definition of operating leases.

1.6 Overheads

The cost of service in the Comprehensive Income and Expenditure Statement includes the Partnership's overheads.

1.7 Charges to the Comprehensive Income and Expenditure Statement for use of non-current assets

Charges are made to the Comprehensive Income and Expenditure Statement for the use of non-current assets, through depreciation charges. The aggregate charge to individual services is determined on the basis of the assets used in each service.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES *(continued)*

1.8 Employee Benefits

Pensions

The Partnership is an admitted body to the Local Government Pension Scheme (LGPS) which is administered by the Lothian Pension Fund. The LGPS is a defined benefit statutory scheme, administered in accordance with the Local Government Pension Scheme (Scotland) Regulations 1998, as amended.

The Annual Accounts have been prepared including pension costs, as determined under International Accounting Standard 19 – Employee Benefits (IAS 19). The cost of service in the Comprehensive Income and Expenditure Statement includes expenditure equivalent to the amount of retirement benefits the Partnership has committed to during the year. Pensions interest cost and the expected return on pension assets have been included in the “Surplus or Deficit on the Provision of Services” within the Comprehensive Income and Expenditure Statement.

The pension costs charged to the Comprehensive Income and Expenditure Statement in respect of employees are not equal to contributions paid to the funded scheme for employees. The amount by which pension costs under IAS19 are different from the contributions due under the pension scheme regulations are disclosed in the Movement in Reserves Statement for the General Fund.

Pension assets have been valued at bid value (purchase price), as required under IAS19.

Under pension regulations, contribution rates are set to meet 100% of the overall liabilities of the Fund.

Accruals of Holiday Leave

Cost of service includes a charge for annual leave to which employees are entitled, but have not taken as at the Balance Sheet date. The Partnership is not required to raise requisitions on constituent councils to cover the cost of accrued annual leave. These costs are therefore replaced by revenue provision in the Movement in Reserves Statement for the General Fund balance by way of an adjusting transaction with the Accumulated Absence Account.

1.9 Non Current Assets

Property, Plant and Equipment

Property, Plant and Equipment is categorised into the following classes:

- Vehicles, plant and equipment;
- Assets under construction;

Recognition:

- Expenditure on the acquisition, creation or enhancement of Property, Plant and Equipment has been capitalised on an accruals basis;

Depreciation:

- Depreciation is provided on all Property, Plant and Equipment;
- The Partnership provides depreciation on its Property, Plant and Equipment from the month when it comes into use. Thereafter depreciation is provided on a straight line basis over the expected life of the asset. No depreciation is provided on Assets Under Construction.

Measurement:

Property, Plant and Equipment are included in the Balance Sheet at the lower of net current replacement cost or net realisable value in existing use, net of depreciation.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES (*continued*)

1.10 Government Grants and Other Contributions

● Revenue

Revenue grants and other contributions have been included in the financial statements on an accruals basis. Where such funds remain unapplied at the Balance Sheet date, but approval has been given to carry these funds forward to the next financial year, the funds have been accrued.

● Capital

Capital grants and contributions are recognised in the Comprehensive Income and Expenditure Statement, except to the extent there are conditions attached to them that have not been met.

Where there are no conditions attached to capital grants and contributions, these funds are a reconciling item in the Movement in Reserves Statement by way of an adjusting transaction with the capital adjustment account where expenditure has been incurred and the unapplied capital grants account, where expenditure has not been incurred.

Where there are outstanding conditions attached to capital grants and contributions that have not been met by the Balance Sheet date, the grant or the contribution will be recognised as part of capital grants in advance. Once the condition has been met, the grant or contribution will be transferred from capital grants received in advance and recognised as income in the Comprehensive Income and Expenditure Statement.

1.11 Provisions

Provisions are made for liabilities of uncertain timing or amount that have been incurred.

The value of provisions is based upon the Partnership's obligations arising from past events, the probability that a transfer of economic benefit will take place, and a reasonable estimate of the obligation.

1.12 Reserves

Reserves held on the Balance Sheet are classified as either usable or unusable. Unusable reserves cannot be applied to fund expenditure. Under the Transport (Scotland) Act 2005, the Partnership does not have the power to operate a General Fund reserve.

The Partnership operates the following unusable reserves:

a) *Pension Reserve*

The Partnership operates a Pensions Reserve Fund under the terms of the Local Government Pension Reserve Fund (Scotland) Regulations 2003. The Pension Reserve represents the net monies which the Partnership requires to meet its net pension liability as calculated under IAS 19, Employee Benefits;

b) *Capital Adjustment Account*

The Capital Adjustment Account represents movement in the funding of assets arising either from capital resources such as capital receipts, or capital funded directly from revenue contributions;

c) *Accumulated Absences Account*

This represents the net monies which the Partnership requires to meet its short-term compensated absences for employees under IAS19.

1.13 Financial Instruments

Financial Assets

Loans and receivables are initially measured at fair value and carried at their amortised cost. Annual credits to the Comprehensive Income and Expenditure Statement for interest receivable are based on the carrying amount of the asset multiplied by the effective rate of interest for the instrument.

Surplus funds held on behalf of the Partnership are managed by the City of Edinburgh Council under a formal management agreement in a pooled investment arrangement.

The South East of Scotland Transport Partnership (SESTRAN)

1. STATEMENT OF ACCOUNTING POLICIES *(continued)*

1.14 Cash and Cash Equivalents

Cash and cash equivalents include:

- Credit and debit funds held in banks

1.15 Contingent Liabilities

A contingent liability arises where an event has taken place that gives the Partnership a possible obligation whose existence will only be confirmed by the occurrence or otherwise of uncertain future events not wholly within the control of the Partnership.

Contingent liabilities are not recognised in the Balance Sheet but disclosed in a note to the accounts.

1.16 Value Added Tax

VAT payable is included as an expense only to the extent that it is not recoverable from Her Majesty's Revenue and Customs.

1.17 Events After the Reporting Period

Events after the reporting period are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the Annual Accounts are authorised for issue.

Two types of events can be identified:

- i) those that provide evidence of conditions that existed at the end of the reporting period - the Annual Accounts are adjusted to reflect such events;
- ii) those that are indicative of conditions that arose after the reporting period - the Annual Accounts are not adjusted to reflect such events, but where a category of events would have a material effect, disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Annual Accounts.

1.18 Short Term Debtors and Short Term Creditors

The revenue transactions of the Partnership are recorded on an accruals basis which means that amounts due to or from the Partnership, but still outstanding at the year end, are included in the accounts. Where there was insufficient information available to provide actual figures, estimates have been included.

1.19 Changes in Accounting Policies and Estimates and Errors

Changes in accounting policies are only made when required by proper accounting practices or the change provides more reliable or relevant information about the effect of transactions, other events and conditions on the Partnership's financial position or performance.

Changes in accounting estimates are accounted for prospectively; i.e. in the current and future years affected by the change.

Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

1.20 Going Concern

It is considered appropriate to adopt a going concern basis for the preparation of the Annual Accounts, given ongoing Regional Transport Partnership grant funding provided by Scottish Ministers under Section 70 of the Transport (Scotland) Act 2001 and constituent councils obligation to meet the net expenses of the Partnership under Section 3 of the Transport (Scotland) Act 2005.

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS

The Expenditure and Funding Analysis shows how annual expenditure is used and funded from resources by the Partnership in comparison with those resources consumed or earned by the Partnership in accordance with general accounting practice. It also shows how this expenditure is allocated for decision making purposes between service areas. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement (CIES) (see page 12).

Expenditure and Funding Analysis

	Net Expenditure Chargeable to the General Fund £'000	Adjustments £'000	Net Expenditure in the CIES £'000
2018/19			
Core	544	144	688
Projects	389	(46)	343
Net Cost of Services	933	98	1,031
Other Income and Expenditure			
Government grant	(782)	0	(782)
Constituent council requisitions	(150)	0	(150)
Interest Received	(1)	0	(1)
Net pension interest cost	0	19	19
(Surplus) or deficit on the provision of services	0	117	117
	Net Expenditure Chargeable to the General Fund £'000	Adjustments £'000	Net Expenditure in the CIES £'000
2017/18			
Core	443	130	573
Projects	513	(177)	336
Net Cost of Services	956	(47)	909
Other Income and Expenditure			
Government grant	(782)	0	(782)
Constituent council requisitions	(174)	0	(174)
Net pension interest cost	0	8	8
(Surplus) or deficit on the provision of services	0	(39)	(39)

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS *(continued)*

Expenditure and Funding Analysis *(continued)*

2.1 Adjustments from the General Fund to arrive at the Comprehensive Income and Expenditure Statement amounts:

	Adjusts. For Capital Purposes £'000	Net Change for Pensions Adjusts. £'000	Other Differences £'000	Total Statutory Adjusts. £'000
2018/19				
Core	116	29	(1)	144
Projects	(46)	0	0	(46)
Net Cost of Services	70	29	(1)	98
Other Income and Expenditure				
Net pension interest cost	0	19	0	19
(Surplus) or deficit on the provision of services	70	48	(1)	117
	Adjusts. For Capital Purposes £'000	Net Change for Pensions Adjusts. £'000	Other Differences £'000	Total Statutory Adjusts. £'000
2017/18				
Core	106	23	1	130
Projects	(177)	0	0	(177)
Net Cost of Services	(71)	23	1	(47)
Other Income and Expenditure				
Net pension interest cost	0	8	0	8
(Surplus) or deficit on the provision of services	(71)	31	1	(39)

- Adjustments for capital purposes include the removal of depreciation and impairment costs, and the inclusion of capital funded from current revenue.
- Net changes for pensions adjustment relates to the adjustment made for the removal of IAS19 Employee Benefits pension related expenditure and income with the pension contributions.
- Other differences relate to the reversal of the value of entitlement to accrued leave.

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS *(continued)*

2.2 Segmental Analysis of Income included in Expenditure and Funding Analysis

2018/19	Core £'000	Projects £'000	Total £'000
Expenditure			
Employee expenses	345	0	345
Other service expenses	200	724	924
Total Expenditure	545	724	1,269
Income			
Government grants and other contribs.	(1)	(335)	(336)
Total Income	(1)	(335)	(336)
Net Cost of Services	544	389	933
2017/18			
	Core £'000	Projects £'000	Total £'000
Expenditure			
Employee expenses	248	4	252
Other service expenses	195	1,150	1,345
Total Expenditure	443	1,154	1,597
Income			
Government grants and other contribs.	0	(641)	(641)
Total Income	0	(641)	(641)
Net Cost of Services	443	513	956

The South East of Scotland Transport Partnership (SESTRAN)

2. EXPENDITURE AND FUNDING ANALYSIS *(continued)*

2.3 Expenditure and Income Analysed by Nature

The Partnership's expenditure and income, as set out within the Comprehensive Income and Expenditure Statement is analysed as follows:

	31st March 2019 £'000	31st March 2018 £'000
Expenditure		
Employee expenses	373	277
Other service expenses	875	1,168
Depreciation, amortisation and impairment	119	105
Interest payments	73	58
Total Expenditure	1,440	1,608
Income		
Fees, charges and other service income	0	0
Interest and investment income	(55)	(50)
Income from constituent councils	(150)	(174)
Government grants and other contributions	(1,118)	(1,423)
Total Income	(1,323)	(1,647)
(Surplus) or Deficit on the Provision of Services	117	(39)

3. ACCOUNTING STANDARDS THAT HAVE BEEN ISSUED BUT NOT YET ADOPTED

The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted. This applies to the adoption of the following new or amended standards within the 2019/20 Code. For 2018/19 the following accounting policy changes that need to be reported relate to:

- Amendments to IAS 40 Investment Property: Transfers of Investment Property;
- Annual Improvements to IFRS Standards 2014-2016 Cycle;
- IFRIC 22 Foreign Currency Transactions and Advance Consideration;
- IFRIC 23 Uncertainty over Income Tax Treatments, and
- Amendments to IFRS 9 Financial Instruments: Prepayment Features with Negative Compensation.

The Code does not anticipate that the above amendments will have a material impact on the information provided in the Partnership's Annual Accounts.

4. CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

In applying the accounting policies set out in Note 1, the Partnership has had to make certain judgements about complex transactions or those involving uncertainty about future events.

The critical judgements made in the Annual Accounts are:

- There is high degree of uncertainty about future levels of funding for local government.
The Partnership has determined that this uncertainty is not yet sufficient to provide an indication that the assets of the Partnership might be impaired as a result of a need to reduce levels of service provision.

The South East of Scotland Transport Partnership (SESTRAN)

5. ASSUMPTIONS MADE ABOUT THE FUTURE AND OTHER MAJOR SOURCES OF ESTIMATION UNCERTAINTY

The Annual Accounts contains estimated figures that are based on assumptions made by the Partnership about the future or events that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

The items in the Partnership's Balance Sheet at 31 March 2019 for which there is a significant risk of material adjustment in the forthcoming financial year are:

5.1 Pension Liabilities

Uncertainties

Estimation of the net liability to pay pensions depends on a number of complex judgements relating to the discount rate used, the rate at which salaries are projected to increase, changes in retirement ages, mortality rates and expected returns on pension fund assets. A firm of consulting actuaries is engaged to provide the Partnership with expert advice about the assumptions to be applied.

Effect if Actual Result Differs from Assumptions

Formal actuarial valuations are carried out every three years. Each employer's assets and liabilities are calculated on a detailed basis, using individual member data, for cash contribution setting purposes. The formal valuations for Scottish Local Government Pension Scheme funds were concluded by 31 March 2018 and the figures included in the 2018/19 Annual Accounts reflect the roll-forward position to 31st March 2019. The roll-forward allows for changes in financial assumptions, additional benefit accrual and estimated cash flows over the period. The balance sheet position has deteriorated during 2018/19. Corporate bond yields are lower at 31 March 2019 than 31 March 2018, which serves to increase the value placed on the obligations. The effect of this will have been partially offset by investment returns being greater than the 31 March 2018 discount rate.

Under accounting guidance, employers are expected to disclose the sensitivity of the valuation to key assumptions. The following table shows the sensitivity of the results to the changes in the assumptions used to measure the scheme liabilities. Approximate percentage changes and monetary values are shown:

	Approximate % increase to Defined Benefit Obligation %	Approximate monetary amount £000
0.5% decrease in Real Discount Rate	12%	375
0.5% increase in the Salary Increase Rate	3%	106
0.5% increase in the Pension Increase Rate	8%	259

6. EVENTS AFTER THE BALANCE SHEET DATE

The Unaudited Annual Accounts were authorised for issue on 31st May 2019. Events taking place after this date are not reflected in the financial statements or notes. Where events taking place before this date provided information about conditions existing at 31 March 2019, the figures in the financial statements and notes have been adjusted in all material respects to reflect the impact of this information.

The financial statements and notes have not been adjusted for the following event, which took place after 31 March 2019, as the event provides information that is relevant to an understanding of the Partnerships's financial position, but does not relate to conditions at that date:

- The Partnership appointed Mr Jim Grieve to the Partnership Director post on 3rd May 2019 on an internal secondment basis.

The South East of Scotland Transport Partnership (SESTRAN)

7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

This note details the adjustments that are made to the total Comprehensive Income and Expenditure Statement recognised by the Partnership in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Partnership to meet future capital and revenue expenditure.

2018/19	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
Adjustments primarily involving the Capital Adjustment Account					
Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Charges for depreciation and revaluation of non-current assets	119	(119)			(119)
Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Contributions credited to the CIES that have been applied to capital financing	(49)	49			49
Adjustments primarily involving the Pensions Reserve					
Reversal of items relating to retirement benefits debited or credited to the CIES	104			(104)	(104)
Employer's pension contributions and direct payments to pensioners payable in the year	(56)			56	56
Adjustments primarily involving the Accumulated Absence Account					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(1)		1		1
Total Adjustments	117	(70)	1	(48)	(117)

The South East of Scotland Transport Partnership (SESTRAN)

7. ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

(continued)

This note details the adjustments that are made to the total Comprehensive Income and Expenditure Statement recognised by the Partnership in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Partnership to meet future capital and revenue expenditure.

2017/18	Usable Reserves	Unusable Reserves			
	General Fund Balance	Capital Adjustment Account	Accumulated Absence Account	Pension Reserve	Movement in Unusable Reserve
	£'000	£'000	£'000	£'000	£'000
Adjustments primarily involving the Capital Adjustment Account					
Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Charges for depreciation and impairment of non-current assets	106	(106)			(106)
Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement (CIES)					
Contributions credited to the CIES that have been applied to capital financing	(177)	177			177
Adjustments primarily involving the Pensions Reserve					
Reversal of items relating to retirement benefits debited or credited to the CIES	84			(84)	(84)
Employer's pension contributions and direct payments to pensioners payable in the year	(53)			53	53
Adjustments primarily involving the Accumulated Absence Account					
Amount by which officer remuneration charged to the CIES on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	1		(1)		(1)
Total Adjustments	(39)	71	(1)	(31)	39

The South East of Scotland Transport Partnership (SESTRAN)

8. TRANSFERS TO/FROM EARMARKED RESERVES

The Partnership does not have powers for an earmarked reserve to be set aside from the General Fund to provide financing for future expenditure plans.

9. FINANCING AND INVESTMENT INCOME

	2018/19 £'000	2017/18 £'000
Interest income on plan assets	(54)	(50)
Interest Received	(1)	0
Pensions interest cost	73	58
	<hr/> 18	<hr/> 8

10. TAXATION AND NON SPECIFIC GRANT INCOME

	2018/19 £'000	2017/18 £'000
Government Grant	(782)	(782)
Constituent Council Requisitions	(150)	(174)
	<hr/> (932)	<hr/> (956)

The South East of Scotland Transport Partnership (SESTRAN)

11. PROPERTY, PLANT AND EQUIPMENT

11.1 Movements on balances:

Movements in 2018/19

Cost or Valuation	Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Total Property Plant and Equipment £'000
At 1st April 2018	778	0	778
Additions	49	0	49
At 31st March 2019	<u>827</u>	<u>0</u>	<u>827</u>
Accumulated Depreciation			
At 1st April 2018	(356)	0	(356)
Depreciation charge	(119)	0	(119)
At 31st March 2019	<u>(475)</u>	<u>0</u>	<u>(475)</u>
Net Book Value			
At 31st March 2019	<u><u>352</u></u>	<u><u>0</u></u>	<u><u>352</u></u>

The South East of Scotland Transport Partnership (SESTRAN)

11. PROPERTY, PLANT AND EQUIPMENT *(continued)*

11.2 Movements on balances:

Comparative Movements in 2017/18

Cost or Valuation	Vehicles Plant and Equipment £'000	Assets Under Construction £'000	Total Property Plant and Equipment £'000
At 1st April 2017	534	79	613
Additions	177	0	177
Transfers	67	(67)	
Revaluation increases/(decreases) recognised in the Surplus/Deficit on the Provision of Services	0	(12)	(12)
At 31st March 2018	<u>778</u>	<u>0</u>	<u>778</u>
Accumulated Depreciation			
At 1st April 2017	(262)	0	(262)
Depreciation charge	(94)	0	(94)
Depreciation written out to the Surplus/Deficit on the Provision of Services	0	0	0
At 31st March 2018	<u>(356)</u>	<u>0</u>	<u>(356)</u>
Net Book Value			
At 31st March 2018	<u><u>422</u></u>	<u><u>0</u></u>	<u><u>422</u></u>

11.3 Depreciation

The following useful lives have been used in the calculation of depreciation:

- Vehicles, plant and equipment: 4 - 5 years

The Partnership provides depreciation on its Property, Plant and Equipment from the month when it comes into use.

11.4 Capital Commitments

Through the Sustainable Travel programme, the Partnership anticipates providing a sum of £100,000 to support a Scottish Government grant of £200,000 to provide more electric bike hubs throughout the SEStran Region in 2019/20.

The South East of Scotland Transport Partnership (SESTRAN)

12. FINANCIAL INSTRUMENTS

12.1 Financial Instruments - Classifications

A financial instrument is a contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity. Non-exchange transactions, such as those relating to government grants, do not give rise to financial instruments.

Financial Liabilities

A financial liability is an obligation to transfer economic benefits controlled by the Partnership and can be represented by a contractual obligation to deliver cash or financial assets or an obligation to exchange financial assets and liabilities with another entity that is potentially unfavourable to the Partnership.

The Partnership's financial liabilities held during the year comprised:

- Trade payables for goods and services received.

Financial Assets

A financial asset is a right to future economic benefits controlled by the Partnership that is represented by cash, equity instruments or a contractual right to receive cash or other financial assets or a right to exchange financial assets and liabilities with another entity that is potentially favourable to the Partnership.

The Partnership's financial assets held during the year comprised:

- Cash in hand,
- Cash and cash equivalents (Loans and receivables). The Partnership maintains its funds as part of the City of Edinburgh Council's group of bank accounts. Any cash balance is effectively lent to the Council, but is offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Partnership. Interest is given on month end net indebtedness balances between the Council.
- Trade receivables for goods and services provided.

12.2 Financial Instruments - Balances

The financial liabilities disclosed in the Balance Sheet are analysed across the following categories

	Current	
	31st March 2019 £'000	31st March 2018 £'000
Trade creditors	557	976

The financial assets disclosed in the Balance Sheet are analysed across the following categories:

	Current	
	31st March 2019 £'000	31st March 2018 £'000
Loans and receivables	462	890
Trade debtors	156	8
	618	898

The South East of Scotland Transport Partnership (SESTRAN)

12. FINANCIAL INSTRUMENTS *(continued)*

12.3 Financial Instruments - Fair Values

The financial assets represented by loans and receivables are carried in the Balance Sheet at amortised cost. Since all of the Partnership's loans and receivables mature within the next 12 months, the carrying amount has been assumed to approximate to fair value. The fair value of trade and other receivables is taken to be the invoiced or billed amount.

The fair values calculated are as follows:

Financial Liabilities	31 March 2019		31 March 2018	
	Carrying Amount £'000	Fair Value £'000	Carrying Amount £'000	Fair Value £'000
Trade creditors	557	557	976	976

Financial Assets	31 March 2019		31 March 2018	
	Carrying Amount £'000	Fair Value £'000	Carrying Amount £'000	Fair Value £'000
Loans and receivables	462	462	890	890
Trade debtors	156	156	8	8
	618	618	898	898

12.4 Income, Expenses, Gains and Losses

The gains and losses recognised in the Comprehensive Income and Expenditure Statement in relation to financial instruments are made up as follows:

	31st March 2019 £'000	31st March 2018 £'000
Total expense and income in Surplus or Deficit on the Provision of Services:		
Interest Income	1	1
	1	1

13. DEBTORS

	31st March 2019 £'000	31st March 2018 £'000
Debtors:		
Central government bodies	27	1
Other local authorities	4	11
HM Customs and Excise - VAT	24	49
Other entities and individuals	459	403
	514	464

The South East of Scotland Transport Partnership (SESTRAN)

14. PROVISION FOR BAD DEBTS

	31st March 2019 £'000	31st March 2018 £'000
Cost or Valuation		
Opening Balance	0	(12)
Provision made during year	0	0
Unused amounts reversed during the year	0	12
Closing Balance	<u>0</u>	<u>0</u>

15. CASH AND CASH EQUIVALENTS

The balance of cash and cash equivalents is made up of the following elements:

	31st March 2019 £'000	31st March 2018 £'000
Bank account	279	700
	<u>279</u>	<u>700</u>

16. CREDITORS

	31st March 2019 £'000	31st March 2018 £'000
Central government bodies	0	(4)
Other local authorities	(5)	(134)
Other entities and individuals	(543)	(998)
Employee costs	(61)	(8)
	<u>(609)</u>	<u>(1,144)</u>

17. USABLE RESERVES

The Partnership does not have statutory powers to operate a usable reserve.

The South East of Scotland Transport Partnership (SESTRAN)

18. UNUSABLE RESERVES

	31st March 2019 £'000	31st March 2018 £'000
18.1 Capital Adjustment Account	352	422
18.2 Pension Reserve	(837)	(662)
18.3 Accumulated Absence Account	(6)	(7)
	(491)	(247)

18.1 Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation, impairment losses and amortisations are charged to the Comprehensive Income and Expenditure Statement (with reconciling postings from the Revaluation Reserve to convert fair value figures to a historical cost basis). The Account is credited with the amounts set aside by the Partnership as finance for the costs of acquisition, construction and enhancement.

	2018/19 £'000	2017/18 £'000
Balance at 1st April	422	351
Reversal of items related to capital expenditure debited or credited to the Comprehensive Income and Expenditure Statement:		
• Charges for depreciation and impairment of non-current assets	(119)	(94)
• Charges for revaluation of non-current assets	0	(12)
Net written out amount of the cost of non-current assets consumed in year	303	245
Capital financing applied in the year:		
• Contributions credited to the Comprehensive Income and Expenditure Statement that have been applied to capital financing	49	177
Balance at 31st March	352	422

18.2 Pension Reserve

The Pension Reserve absorbs the timing differences arising from the different arrangements for accounting for post employment benefits and for funding benefits in accordance with statutory provisions. The Partnership accounts for post employment benefits in the Comprehensive Income and Expenditure Statement as the benefits are earned by employees accruing years of service, updating the liabilities recognised to reflect inflation, changing assumptions and investment returns on any resources set aside to meet the costs. However, statutory arrangements require benefits earned to be financed as the Partnership makes employer's contributions to pension funds or eventually pays any pensions for which it is directly responsible. The debit balance on the Pensions Reserve therefore shows a shortfall in the benefits earned by past and current employees and the resources the Partnership has set aside to meet them. The statutory arrangements will ensure that funding will have been set aside by the time the benefits come to be paid.

The South East of Scotland Transport Partnership (SESTRAN)

18. UNUSABLE RESERVES (continued)

18.2 Pension Reserve (continued)

	2018/19 £'000	2017/18 £'000
Balance at 1st April	(662)	(307)
Remeasurements of the net defined benefit liability	(127)	(324)
Reversals of items relating to retirement benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement.	(104)	(84)
Employer's pension contributions and direct payments to pensioners payable in the year.	56	53
Balance at 31st March	<u>(837)</u>	<u>(662)</u>

18.3 Accumulated Absence Account

The Accumulated Absence Account absorbs the differences that would otherwise arise on the General Fund Balance from accruing for compensated absences earned but not taken in the year, for example, annual leave entitlement carried forward at 31st March. Statutory arrangements require that the impact on the General Fund balance is neutralised by transfers to or from the Account.

	2018/19 £'000	2017/18 £'000
Balance at 1st April	(7)	(6)
Settlement or cancellation of accrual made at the end of the preceding year	7	6
Amounts accrued at the end of the current year	(6)	(7)
Balance at 31st March	<u>(6)</u>	<u>(7)</u>

19. MEMBERS EXPENSES

The Partnership paid the following amounts to members during the year:

	2018/19 £'000	2017/18 £'000
Expenses	<u>1</u>	<u>1</u>
	<u>1</u>	<u>1</u>

The South East of Scotland Transport Partnership (SESTRAN)

20. EXTERNAL AUDIT COSTS

The Partnership has incurred the following costs in relation to the audit of the Annual Accounts, certification of grant claims, statutory inspections and to non-audit services provided by the Partnership's external auditors:

	2018/19 £'000	2017/18 £'000
Fees payable in respect of:		
<ul style="list-style-type: none"> external audit services carried out by the appointed auditor for the year 	10	11
	10	11

21. GRANT INCOME

The Partnership credited the following grants, contributions and donations to the Comprehensive Income and Expenditure Statement in 2018/19:

	2018/19 £'000	2017/18 £'000
Credited to Taxation and Non Specific Grant Income		
Scottish Government - Revenue Grant	(782)	(782)
Constituent Council Requisitions (Note 22.3)	(150)	(174)
	(932)	(956)
Credited to Services		
EU Grant - Social Car	(5)	(58)
EU Grant - Regio Mob	(24)	(81)
EU Grant - Sharenorth	(27)	(53)
EU Grant - RTPi	0	(82)
EU Grant - Surflogh	(29)	(6)
EU Grant - e-Bikes	(24)	0
EU Grant - Bling	(2)	0
Contribution - Transport Scotland	(46)	0
Contribution - City of Edinburgh Council	(2)	0
Contribution - East Lothian Council	(2)	(2)
Contribution - Fife Council	(2)	0
Contribution - Scottish Borders Council	(1)	(3)
Contribution - West Lothian Council	0	(1)
Contribution - HITRANS	(2)	(3)
Contribution - NESTRANS	(3)	(1)
Contribution - SUSTRANS	(110)	(118)
Contribution - SWESTRANS	0	(1)
Contribution - TACTRAN	(4)	(3)
Contribution - ZETRANS	0	(1)
	(283)	(413)

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES

The Partnership is required to disclose material transactions with related parties - bodies or individuals that have the potential to control or influence the Partnership or to be controlled or influenced by the Partnership. Disclosure of these transactions allows readers to assess the extent to which the Partnership might have been constrained in its ability to operate independently or might have secured the ability to limit another party's ability to bargain freely with the Partnership.

22.1 Scottish Government

The Partnership receives grant-in-aid revenue funding through the Scottish Government. Grants received from the Scottish Government are set out in the subjective analysis in Note 21.

22.2 Members

Members of the Partnership have direct control over the Partnership's financial and operating policies. The total of members' expenses paid by the Partnership in 2018-19 is shown in Note 19.

22.3 Other Parties

During the year, the Partnership entered into the following transactions with related parties:

	2018/19 £'000	2017/18 £'000
• Revenue Expenditure - Support Services		
City of Edinburgh Council - Financial & Legal Services/ Clerking	42	33
Falkirk Council - HR Services	2	2
Fife Council - Clerking/ Legal Services	0	11
	<hr/> 44	<hr/> 46
• Revenue Expenditure - Other		
City of Edinburgh Council	1	0
City of York Council		12
East Lothian Council		60
Edinburgh and Lothians Greenspace Trust		59
Falkirk Council		17
Midlothian Council		25
Newcastle City Council	13	0
NHS Lothian	46	0
Scottish Government	17	17
	<hr/> 77	<hr/> 190

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES *(continued)*

22.3 Other Parties *(continued)*

	2018/19 £'000	2017/18 £'000
• Revenue Income - Requisitions		
Clackmannanshire Council	(5)	(6)
East Lothian Council	(10)	(11)
City of Edinburgh Council	(48)	(56)
Falkirk Council	(15)	(18)
Fife Council	(35)	(41)
Midlothian Council	(9)	(10)
Scottish Borders Council	(11)	(12)
West Lothian Council	(17)	(20)
	<hr/>	<hr/>
	(150)	(174)
	<hr/>	<hr/>
• Revenue Income - Interest on Revenue Balances		
City of Edinburgh Council	(1)	(1)
	<hr/>	<hr/>
	(1)	(1)
	<hr/>	<hr/>
• Revenue Income - Other		
Constituent Councils	(16)	(49)
City of Edinburgh Council	(2)	0
East Lothian Council	(2)	(2)
Fife Council	(2)	0
Network Rail		(3)
NHS Fife		(1)
Scottish Borders Council	(1)	(3)
Scottish Government		(1)
Transport Scotland	(46)	0
West Lothian Council		(1)
	<hr/>	<hr/>
	(69)	(60)
	<hr/>	<hr/>

The South East of Scotland Transport Partnership (SESTRAN)

22. RELATED PARTIES *(continued)*

22.3 Other Parties *(continued)*

The following represents amounts due to/(from) the Partnership at 31 March 2019, with its related parties.

CREDITORS	2018/19 £'000	2017/18 £'000
• Creditors - Related Parties (Revenue Grants)		
East Lothian Council	0	(60)
Falkirk Council	0	(17)
Midlothian Council	0	(25)
NHS Lothian	(46)	0
Scottish Enterprise	(150)	0
	<u>(196)</u>	<u>(102)</u>
• Creditors - Related Parties (Other)		
City of Edinburgh Council	(5)	(30)
Edinburgh and Lothians Greenspace Trust	0	(40)
Falkirk Council	(2)	(2)
Constituent Councils	(32)	(18)
Scottish Government	0	(4)
	<u>(39)</u>	<u>(94)</u>
• Creditors - Other Parties	<u>(564)</u>	<u>(975)</u>
Total Creditors	<u>(799)</u>	<u>(1,171)</u>
DEBTORS		
• Debtors - Related Parties (Revenue Grants/ Other)		
Fife Council	0	7
Network Rail	4	3
NHS Fife	0	1
Scottish Borders Council	0	2
Scottish Enterprise	150	0
Scottish Government	0	1
Stirling Council	4	0
Strathclyde Partnership for Transport	0	1
Transport Scotland	26	0
	<u>184</u>	<u>15</u>
• Debtors - Other Parties	<u>330</u>	<u>449</u>
Total Debtors	<u>514</u>	<u>464</u>

The South East of Scotland Transport Partnership (SESTRAN)

23. LEASES

Operating Leases

From 8th February 2016 the Partnership took occupancy of Area 3D (Bridge) in Victoria Quay, Edinburgh under the terms of a Memorandum of Terms of Occupation (MOTO) with the Scottish Government, which forms part of the Civil Estates Occupancy Agreement (CEOA).

The Partnership signed a new MOTO and is permitted to occupy the space from 8th February 2019 to 7th February 2022 (the Prescribed Term) and so on until ended by either party giving notice under the terms of the CEOA. Both parties will, upon provision of not less than 1 year's prior written notice, have the ability to break this agreement.

The Partnership's contract with MOBIUS Networks for the leasing of SIM cards for the RTPI project, which enable buses to be tracked live on the system, continued into 2019/20. Due to a bus operator's (First Scotland Ltd) decision to move to new ticket machines and its own RTPI system, effective from June 2018, the number of leased SIM cards reduced to ten, being those required for fixed signs in Fife. This led to a reduced cost. The Partnership has the option to terminate the lease under no penalty if at least six months notice is given.

The Partnership's expenditure on lease payments during 2018/19 was £27,000 (2017/18 £67,000)

The minimum lease payments due under non-cancellable leases in future years are:

	2018/19 £'000	2017/18 £'000
• Not later than 1 year	18	22
	<hr/>	<hr/>
	18	22
	<hr/>	<hr/>

The Partnership has no other material operational leases.

24. DEFINED BENEFIT PENSION SCHEMES

24.1 Participation in Pension Schemes

As part of the terms and conditions of employment of its staff, the Partnership makes contributions towards the cost of post employment benefits. Although these benefits will not actually be payable until the employees retire, the Partnership has a commitment to make the payments that needs to be disclosed at the time that employees earn their future entitlement. As explained in Accounting Policy 1.8, the Partnership is an admitted body to the Local Government Pension Scheme (LGPS) which is administered by the Lothian Pension Fund.

The Partnership participates in:

- A funded defined benefit final salary scheme. This means that the Partnership and employees pay contributions into a fund, calculated at a level intended to balance the pensions liabilities with investment assets.
- An arrangement for the award of discretionary post retirement benefits upon early retirement - this is an unfunded defined benefit arrangement, under which liabilities are recognised when awards are made. However, there are no investment assets built up to meet these pension liabilities, and cash has to be generated to meet actual pensions payments as they eventually fall due.

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

24.2 Transactions Relating to Post-employment Benefits

The Partnership recognises the cost of retirement benefits in the reported cost of services when they are earned by employees, rather than when the benefits are eventually paid as pensions. However, the charge that is required to be made is based on the cash payable in the year, so the real cost of post employment/retirement benefits is reversed out of the General Fund via the Movement in Reserves Statement. The following transactions have been made in the Comprehensive Income and Expenditure Statement and the General Fund Balance via the Movement in Reserves Statement during the year:

Comprehensive Income and Expenditure Statement	2018/19 £000	2018/19 £000	2017/18 £000	2017/18 £000
<i>Cost of services:</i>				
Service cost, comprising:				
Current service costs	85		76	
Past service costs	<u>0</u>		<u>0</u>	
		85		76
<i>Financing and investment income:</i>				
Net interest expense		<u>19</u>		<u>8</u>
Total post employee benefit charged to the surplus on the provision of services		104		84
<i>Other post-employment benefits charges to the Comprehensive Income / Expenditure Statement</i>				
Remeasurement of the net defined liability, comprising:				
Return on plan assets, excluding the amount included in the net interest expense above	(137)		(50)	
Actuarial gains and (losses) arising on changes in financial assumptions	264		(113)	
Actuarial gains and (losses) arising on changes in demographic assumptions	0		(12)	
Other experience	<u>0</u>		<u>499</u>	
		<u>127</u>		<u>324</u>
Total post-employment benefits charged to the Comprehensive Income / Expenditure Statement		<u>231</u>		<u>408</u>
Movement in Reserves Statement				
Reversal of net charges made to the surplus on the provision of services for post-employment benefits in accordance with the Code.		<u>48</u>		<u>31</u>
Actual amount charged against the General Fund Balance for pensions in the year:				
Employer's contributions payable to the scheme		<u>56</u>		<u>53</u>
		<u>56</u>		<u>53</u>

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

24.3 Pension Assets and Liabilities Recognised in the Balance Sheet

The amount included in the Balance Sheet arising from the Council's obligations in respect of its defined benefit plan is as follows:

	2018/19 £'000	2017/18 £'000
Fair value of employer assets	2,212	2,016
Present value of funded liabilities	(3,049)	(2,678)
Present value of unfunded liabilities	0	0
	<hr/>	<hr/>
Net liability arising from defined benefit obligation	(837)	(662)
	<hr/>	<hr/>

24.4 Reconciliation of the Movements in the Fair Value of Scheme Assets

	2018/19 £'000	2017/18 £'000
Opening fair value of scheme assets	2,016	1,913
Interest income	54	50
Remeasurement gain / (loss):		
Return on plan assets, excluding the amount included in the net interest expense	137	50
Contributions from employer	56	53
Contributions from employees into the scheme	17	17
Benefits paid	(68)	(67)
Unfunded benefits paid	0	0
	<hr/>	<hr/>
Closing fair value of scheme assets	2,212	2,016
	<hr/>	<hr/>

Reconciliation of Present Value of the Scheme Liabilities

	2018/19 £'000	2017/18 £'000
Present value of funded liabilities	(2,678)	(2,220)
Present value of unfunded liabilities	0	0
	<hr/>	<hr/>
Opening balance at 1st April	(2,678)	(2,220)
Current service cost	(85)	(76)
Interest cost	(73)	(58)
Contributions from employees into the scheme	(17)	(17)
Remeasurement gain / (loss):		
Change in demographic assumptions	0	12
Change in financial assumptions	(264)	113
Other experience	0	(499)
Past service cost	0	0
Benefits paid	68	67
Unfunded benefits paid	0	0
	<hr/>	<hr/>
Closing balance at 31st March	(3,049)	(2,678)
	<hr/>	<hr/>

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

24.5 Fair Value of Employer Assets

The following asset values are at bid value as required under IAS19.

	2018/19		2017/18	
	£'000	%	£'000	%
Equity Securities:				
Consumer *	235	11	276	14
Manufacturing *	272	12	300	15
Energy and Utilities *	167	8	126	6
Financial Institutions *	186	9	179	9
Health and Care *	120	5	99	5
Information technology *	72	3	123	6
Other	216	10	127	6
Sub-total Equity Securities	1,268		1,230	
Debt Securities:				
Corporate Bonds (non-investment grade)	0	0	39	2
UK Government *	225	10	195	10
Sub-total Debt Securities	225		235	
Private Equity:				
All *	0		6	
All	30		30	
Sub-total Private Equity	30	1	37	2
Real Estate:				
UK Property	150	7	130	6
Overseas Property	0	0	2	0
Sub-total Real Estate	150		132	
Investment Funds and Unit Trusts:				
Equities *	22	1	19	1
Bonds	56	3	0	0
Infrastructure	275	12	239	12
Other	0	0	5	0
Sub-total Investment Funds and Unit Trusts	353		263	
Derivatives:				
Foreign Exchange *	1	0	1	0
Sub-total Derivatives	1		1	
Cash and Cash Equivalents				
All *	186	8	119	6
Sub-total Cash and Cash Equivalents	186		119	
Total Fair Value of Employer Assets	2,212		2,016	

Scheme assets marked with an asterisk () have quoted prices in active markets.*

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

24.6 Basis for Estimating Assets and Liabilities

Hymans Robertson, the independent actuaries to Lothian Pension Fund, have advised that the financial assumptions used to calculate the components of the pension expense for the year ended 31 March 2018 were those from the beginning of the year (i.e. 31 March 2017) and have not been changed during the year.

The principal assumptions used by the actuary in the calculations are:

Investment returns

- Total returns for the period from 1 April 2018 to 31 March 2019 9.8%

	2018/19	2017/18
Mortality assumptions - longevity at 65 for current pensioners:		
• Males	21.7 years	21.7 years
• Females	24.3 years	24.3 years
Mortality assumptions - longevity at 65 for future pensioners:		
• Males	24.7 years	24.7 years
• Females	27.5 years	27.5 years
Pension increase rate	2.5%	2.4%
Salary increase rate (see below)	4.2%	4.1%
Discount rate	2.4%	2.7%

Estimation of defined benefit obligations is sensitive to the actuarial assumptions set out above. In order to quantify the impact of a change in the financial assumptions used, the Actuary has calculated and compared the value of the scheme liabilities as at 31 March 2019 on varying bases. The approach taken by the Actuary is consistent with that adopted to derive the IAS19 figures.

The principal demographic assumption is the longevity assumption (i.e. member life expectancy). For sensitivity purposes, the Fund's Actuary has estimated that a one year increase in life expectancy would approximately increase the Employer's Defined Benefit Obligation by around 3-5%. In practice the actual cost of a one year increase in life expectancy will depend on the structure of the revised assumption (i.e. if improvements to survival rates predominantly apply at younger or older ages)

The South East of Scotland Transport Partnership (SESTRAN)

24. DEFINED BENEFIT PENSION SCHEMES *(continued)*

24.7 Analysis of projected amount to be charged to profit or loss for the period to 31 March 2020

	Assets £000	Obligations £000	Net (liability) / asset £000	% of pay
Projected current service cost	0	(102)	(102)	(42.7%)
Past service cost including curtailments	0	0	0	0.0%
Effect of settlements	0	0	0	0.0%
Total Service Cost	<u>0</u>	<u>(102)</u>	<u>(102)</u>	<u>(42.7%)</u>
Interest income on plan assets	53	0	53	22.2%
Interest cost on defined benefit obligation	0	(74)	(74)	(31.0%)
Total Net Interest Cost	<u>53</u>	<u>(74)</u>	<u>(21)</u>	<u>(8.8%)</u>
Total included in Profit or Loss	<u><u>53</u></u>	<u><u>(176)</u></u>	<u><u>(123)</u></u>	<u><u>(51.5%)</u></u>

SESTRAN's estimated contribution to Lothian Pension Fund for 2019/20 is £57,000.

25. NATURE AND EXTENT OF RISKS ARISING FROM FINANCIAL INSTRUMENTS

The Partnership's activities expose it to a variety of financial risks:

- Credit risk - the possibility that other parties might fail to pay amounts due to the Partnership;
- Liquidity risk - the possibility that the Partnership might not have funds available to meet its commitments to make payments;
- Re-financing risk - the possibility that the Partnership might be requiring to renew a financial instrument on maturity at disadvantageous interest rates or terms;
- Market risk - the possibility that financial loss might arise for the Partnership as a result of changes in such measures as interest rate movements;
- Price risk - the possibility that fluctuations in equity prices has a significant impact on the value of financial instruments held by the Partnership;
- Foreign exchange risk - the possibility that fluctuations in exchange rates could result in loss to the Partnership.

Treasury Management is carried out on the Partnership's behalf by the City of Edinburgh Council. The Council's overall risk management procedures focus on the unpredictability of financial markets and implementing restrictions to minimise these risks. The Council complies with the CIPFA Prudential Code and has adopted the CIPFA Treasury Management in the Public Services Code of Practice.

Credit risk

Credit risk arises from deposits with banks and financial institutions, as well as credit exposures to the Partnership's customers.

The Partnership's surplus funds not immediately required to meet expenditure commitments are held with the City of Edinburgh Council, and the Partnership receives interest on revenue balances on these monies. As the Partnership's surplus funds are held with the City of Edinburgh Council, the counterparty default exposure is effectively nil.

All Partnership invoices become due for payment on issue, and all trade debtors are overdue less than a month.

Collateral - During the reporting period the Partnership held no collateral as security.

The South East of Scotland Transport Partnership (SESTRAN)

25. NATURE AND EXTENT OF RISKS ARISING FROM FINANCIAL INSTRUMENTS *(continued)*

Liquidity risk

The Partnership is required by statute to provide a balanced budget, which ensures sufficient monies are raised to cover annual expenditure. There is therefore no significant risk that it will be unable to raise finance to meet its commitments under financial instruments. The arrangement with the City of Edinburgh Council ensures sufficient liquidity is available for the Partnership's day to day cash flow needs.

The Council manages the Partnership's liquidity position through the risk management procedures above as well as through cash flow management procedures required by the Code of Practice.

Refinancing risk

The Partnership has only a small level of surplus funds and no long term debt. The refinancing risk to the Partnership relates to managing the exposure to replacing financial instruments as they mature.

As such, the Partnership has no refinancing risk on its liabilities.

The Partnership has no investments with a maturity greater than one year.

Market risk

Interest rate risk

The Partnership is exposed to interest rate movements on its investments. Movements in interest rates have a complex impact on an organisation, depending on how variable and fixed interest rates move across differing financial instrument periods.

For instance, a rise in variable and fixed interest rates would have the following effects:

- borrowings at variable rates - the interest expense charged to the Surplus or Deficit on the Provision of Services will rise;
- borrowings at fixed rates - the fair value of the liabilities borrowings will fall;
- investments at variable rates - the interest income credited to the Surplus or Deficit on the Provision of Services will rise; and
- investments at fixed rates - the fair value of the assets will fall.

The Partnership currently has no borrowings. Changes in interest receivable on variable rate investments will be posted to the Surplus or Deficit on the Provision of Services and affect the General Fund Balance.

However, all investments currently have a maturity of less than one year and the fair value has therefore been approximated by the outstanding principal.

The Partnership's surplus funds are held with the City of Edinburgh Council.

The Council's Treasury Management Team continue to monitor market and forecast interest rates during the year and adjust investment policies accordingly.

Price risk

The Partnership does not invest in equity shares.

Foreign Exchange risk

As at 31 March 2019, the Partnership had financial assets of £132,000 subject to foreign exchange risk.

The foreign exchange loss or gain on these financial assets cannot be determined until 2019/20, when the Partnership is in receipt of the related grant income from the European Regional Development Fund.

The Partnership has no financial liabilities denominated in foreign currencies.

NEW REGIONAL TRANSPORT STRATEGY

1. INTRODUCTION

1.1. The requirement to prepare and publish a Regional Transport Strategy (RTS) for the South East of Scotland is contained within the Transport (Scotland) Act 2005. The RTS was first published in 2008 and was refreshed in 2015.

1.2. Given the pace of change in terms of legislation and ongoing development of policies at both a national and a local level it is considered appropriate that a full review of the RTS should be undertaken.

2. Regional Transport Strategy 2015-2025 Refresh

2.1. The Regional Transport Strategy 2015-2025 refresh was approved by Scottish Government in July 2015. At the time of its preparation it was considered that a refresh of the original 2008 RTS was appropriate and therefore the work undertaken was an update of the original RTS.

2.2. The current RTS considers objectives, policies and targets under three specific headings:

- Region-Wide Measures – those interventions affecting the whole of the SEStran area;
- Initiatives for Specific Areas and Groups – mainly aimed at providing improved accessibility for various population groups in various location; and
- Network-Based Measures – promoting comprehensive projects and initiatives to improve travel and reduce modal reliance on the car, along strategic travel corridors.

2.3. Added to a rapidly rising regional economy, there are several significant areas of policy, strategy and initiatives which have been or are currently under review which are driving the need for of a complete rewrite of the RTS.

- National Transport Strategy
- STPR 2
- Planning Bill
- Transport Bill
- Climate Change (Emissions Reduction Targets) (Scotland) Bill
- Air quality, low emission zones and ULEVs Climate Change and electric vehicles

3. Policy and Legislative Developments

3.1. National Transport Strategy

3.2. The NTS was first published in 2006 and although it was reviewed and refreshed in 2016 Scottish Government considered that a fuller, collaborative review of the NTS was required. This fuller review is underway with a call for evidence and an Early Engagement Consultation Survey undertaken in April 2017. The findings of this survey supported the development of a stakeholder engagement programme for the review which included public meetings, workshops and social media campaigns.

3.3. The workshops, public meetings and campaigns have taken place, and Transport Scotland are finalising the draft NTS before initiating a formal public consultation on the draft successor National Transport Strategy (NTS2) later in the year. Following this consultation, it is anticipated that the finalised NTS2 will be adopted before the end of 2019.

3.4. Planning Bill

3.5. The Planning Bill was introduced in December 2017 and has now reached Stage 3 of its progress through the parliament. Amendments for consideration at Stage 3 of the Bill are being lodged and one key amendment would be the removal of the need for the preparation of a Strategic Development Plan. A proposed amendment to the Bill would be the introduction of Regional Spatial Strategies to be developed by either one planning authority, or two or more such authorities acting jointly.

3.6. It is the RTP's view that this linking of planning and transportation is fundamental to the delivery of integrated transport solutions for ongoing development and there is a key link between the RTS and any proposed Regional Spatial Strategies should they be included in the Planning Bill.

3.7. Transport Bill

3.8. The Transport Bill was introduced in June 2018 and has now reached Stage 2 of its progress through the parliament. Amendments for consideration at Stage 2 of the Bill are being lodged.

3.9. There are three parts of the Bill that will be highlighted here since they will be especially relevant to the development of the RTS. Part 1 – Low emission zones: makes provision in relation to the creation and enforcement of low emission zones in Scotland. Part 2 – Bus services: ensures that local transport authorities have viable and flexible options to improve bus services in their areas. Part 3 – Ticketing arrangements and schemes (“smart ticketing”): makes provision enabling the Scottish Ministers to specify a national technological standard for the implementation and operation of smart ticketing arrangements and providing local transport authorities with additional powers to develop and deliver effective smart ticketing arrangements and schemes.

3.10. Strategic Transport Projects Review 2

3.11. A contract to support the second Strategic Transport Projects Review (STPR2) has been awarded to a combined consultancy team of Jacobs and Aecom. Engagement is already underway through Regional Transport Working Groups (RTWG) being identified based on the existing and emerging Regional Economic Partnerships (REPs) which are taking shape largely around City and Regional Growth Deals.

3.12. The main SEStran RTWG is associated with the Edinburgh City Region deal. This RTWG is based around the City Region Transport Appraisal Board involving those partners leading on the development of the Regional Economic Partnership and implementation of the city region deal. Further specific stakeholder engagement will also take place and is due to take place in June 2019.

4. New Regional Transport Strategy – Key Stages

4.1. There are a number of stages to be followed to deliver an RTS and these are listed below. The expected steps for the creation of a regional transport strategy are listed below.

Stage 1

- Scoping – challenges and opportunities,
- Agreeing the vision;
- Setting the objectives; and
- Equalities Impact Assessment (EQIA), Strategic Environmental Assessment (SEA).

Stage 2

- Generating the options and initial appraisal/sifting

Stage 3

- Appraising the options
- Decision on options and prioritisation
- Produce Draft Strategy

Stage 4

- Consultation
- Final RTP sign-off and submission to Ministers for approval
- Publication

4.2. The consideration of EQIA and SEA is an ongoing requirement throughout the processes as the emerging strategy responds to and takes account of the views of the stakeholders during the consultation and the option appraisal.

5. Governance and Partnership Working

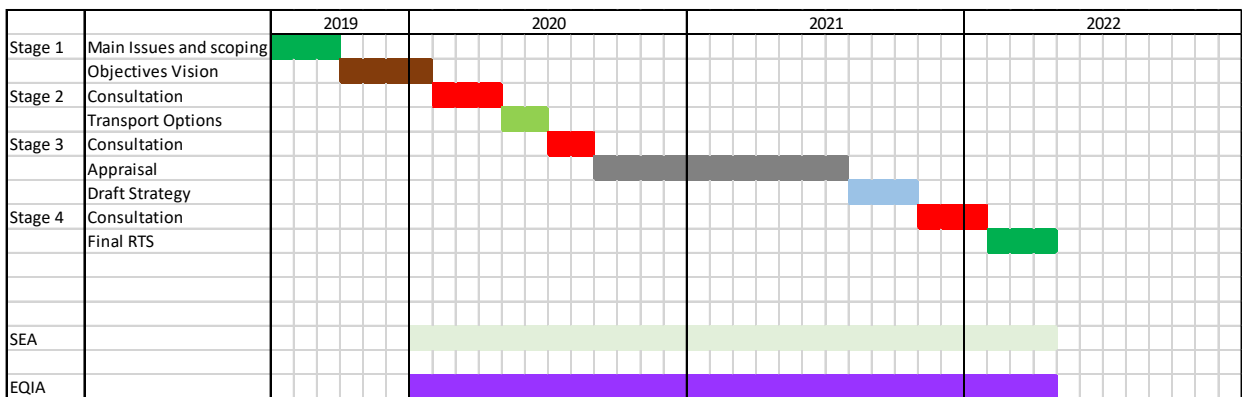
5.1. Appendix one to this report shows a suggested structure to manage project delivery and ensure that the appropriate consultation, consideration and scrutiny of the strategy takes place during its development.

5.2. This approach is consistent with approaches undertaken by other Regional Transport Partnerships who are currently undertaking similar RTS rewrite exercise.

6. Timeline

6.1. Part of Stage 1 of the rewrite of the RTS is the requirement to develop a comprehensive and robust evidence base of the transport problems, issues, constraints and opportunities for the SEStran area and key cross-boundary links, including both real and perceived problems. This work will involve the procurement of consultancy services to support this first stage of the process.

6.2. The drafting of the brief and consultancy services required is underway and an anticipated timeline for RTS delivery is shown below.



7. RECOMMENDATION

7.1. It is recommended that the Board discusses and notes the content of this report; and

7.2. agrees the process and establishment of the Steering Group, identified in Appendix 1, and appoints members of the group.

Jim Stewart
Strategy and Projects Officer
 21 June 2019

Appendix 1: Delivery Group Structure.

Policy Implications	A new RTS will impact on future strategy development.
Financial Implications	Funding is identified within the 2019/2020 budget to resource external consultancy work to develop a main issues report.
Equalities Implications	The new RTS will be subject to an Equalities Impact Assessment (EQIA).
Climate Change Implications	The new RTS will be subject to a Strategic Environmental Assessment (SEA).



South East of Scotland Transport Partnership

Delivery of a new Regional Transport Strategy

Proposed Structure of Working Groups

Background

The requirement to prepare and publish a Regional Transport Strategy (RTS) for the South East of Scotland is contained within the Transport (Scotland) Act 2005. The RTS was first published in 2008 and was refreshed in 2015.

Given the pace of change in terms of legislation and ongoing development of policies at both a national and a local level it is considered appropriate that a full review of the RTS should be undertaken.

Delivery of a New Regional Transport Strategy

The development of a new RTS is a significant undertaking which includes a number of statutory stages and requirements to be fulfilled prior to the final publication of the RTS. The final approval of the RTS rests with Scottish Ministers and to ensure that a robust process is in place to deliver the RTS it is proposed to have several working groups to inform and contribute to the development of the RTS.

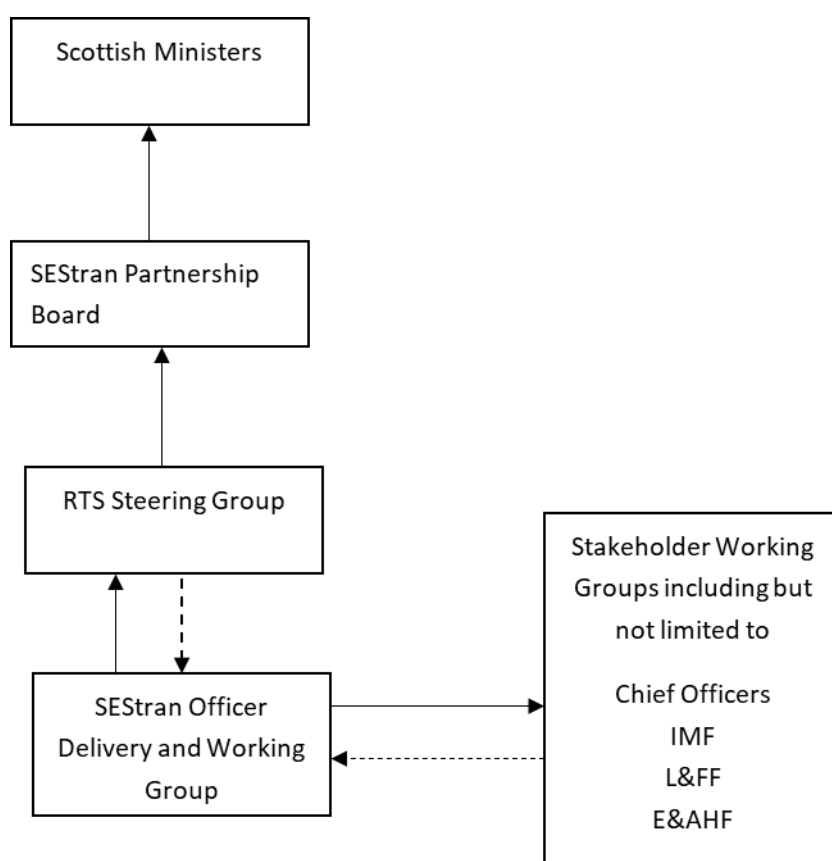


Figure 1.1 Proposed Projects Groups

Figure 1.1 shows the relationship between different groups in the delivery of the RTS and their specific roles will be discussed in the next section.

Roles and Responsibilities of Project Groups

SEStran Partnership Board

- Suggested membership – Partnership Director, Strategy and Projects Officer and 3 Board members.
- Democratic oversight of the Strategy;
- Guides and challenges key recommendations;
- Approves content of draft strategy prior to statutory consultation: and
- Approves final strategy prior to submission to Scottish Ministers.

RTS Steering Group

- Provide an oversight and support the development of a strategy that will have a strong evidence base, vision, strong objectives and clear priorities;
- Will make decisions on the content of the draft Strategy based on the evidence supplied through supporting appraisal work; and
- Approval of final strategy and delivery plan prior to submission to the partnership board for approval.
- Suggested membership – Partnership Director, Strategy Officer, plus three Board members.

SEStran Officer Delivery and Working Group

- Delivery of all tasks associated with the project;
- Management of contracts and consultants;
- Signing off key deliverables;
- Update Partnership Director on all contract, budget and risks associated with the project; and
- Provide communications for all working groups.

Roles and Responsibilities of Project Groups

The SEStran Officer Delivery and Working Group will be the responsibility of the Strategy and Projects Officer who will be supported by other members of the SEStran team. The lead officer will be supported by external consultants following the completion of a competitive tendering procedure for the services required to deliver the project.

The RTS Steering Group will be managed by the Partnership Director supported by the Strategy and Projects Officer. This group would have an approved number of members from the main partnership board.

The role and composition of the Partnership Board is already defined.

Stakeholder Working Groups

Engagement with Stakeholder working groups is a key area in developing the objectives and vision of the RTS. The existing groups below can be utilised for this purpose.

- Chief Officers
- IMF
- L&FF
- E&AHF

However, specific workshops could be developed to engage with other groups.

ESESCR Deal Transport Appraisal Board

Neighbouring RTPs

Transport Scotland

SESPlan

A brief summary of key tasks is contained in the table below.

KEY WORK AREAS

STAGE	STAGE	Key Actions
1	Review Stage Main Issues Transport Planning Objectives	<p>Review the following existing RTS areas:</p> <ul style="list-style-type: none"> • Objectives • Policies • Monitoring • Delivery • Current Strategy objectives • Vision <p>Engage and discuss with local authority chief officers/transport officers.</p> <p>Analysis of multiple datasets.</p> <p>Develop Transport Planning Objectives.</p> <p>Summarise findings and develop report for consultation stage.</p>
2	Consultation Transport Options	<p>Consultation on findings of the main issues report.</p> <p>Detailed development of transport options, following a sifting and preliminary assessment based on the evidence gathered and reviewed as part of Stage 1 review and consultations.</p>
3	Consultation Appraisal Draft Strategy	<p>Stakeholder consultation on transport options report.</p> <p>Detailed appraisal of options and development of transport options and policies.</p> <p>Development of implementation, monitoring and evaluation plan.</p> <p>Prepare and write draft strategy seek board approval for formal final consultation</p>
4	Consultation Final RTS	<p>Analysis of consultation feedback and responses, prior to final strategy approval and then publication.</p> <p>Completion of EQIA and SEA work.</p>

Projects Report & EU Exit Update

1. INTRODUCTION

- 1.1 The report provides the Members of the Board with an update on the current status and progress of the various projects SEStran is involved in and covers the position on the EU exit process.

2. Projects performance

- 2.1 Following discussion at a recent P&A Committee meeting, SEStran has developed a new layout for the projects update, using RAG status (red-amber-green) to highlight the current state of progress for each active project. The projects update is included as Appendix 1 to this report.
- 2.2 The table below explains the meaning of the different colours used throughout the report to highlight how a project is progressing.

Status	Meaning:
Complete	Complete
Progressing according to plan	Progressing according to plan
Some issues encountered	Some issues encountered
Severe issues or delayed	Severe issues or delayed

3. EU Exit Update

- 3.1 The EU Exit Process has been postponed with a new deadline of 31 October 2019.

4. RECOMMENDATIONS

- 4.1 It is recommended that the Members of the Board take note of the contents of the report.

Julie Vinders
Project Officer
12 June 2019

Appendix 1: Projects update

Policy Implications	None
Financial Implications	Project expenditure and progress is continually being monitored and appropriate action is taken as required to ensure compliance with budget and programme.
Equalities Implications	None
Climate Change Implications	None

1. Active Travel Projects

1.1 GO e-Bike



In April 2018, SEStran successfully launched GO e-Bike, a regional bike-sharing scheme funded by SEStran, with a contribution from the SHARE-North project. The first four GO e-Bike hubs were launched in St Andrews, Buckhaven, West Lothian and Falkirk and SEStran has secured funding from the Low Carbon Travel and Transport (LCTT) Fund to expand the GO e-Bike scheme through 6 further hubs.

Latest developments:

- First 4 hubs in St Andrews, Buckhaven, West Lothian Bike Library and Falkirk**
Complete

All hubs are operating according to plan. In collaboration with CoMoUK, SEStran has produced a First Year Report, presenting the successes and lessons learnt during the first year of the project.
- GO e-Bike expansion with LCTT funding**
In progress
 - 2 hubs are now complete at SocialBite Village in Edinburgh and Tweeddale Youth Action in Innerleithen.
 - A tender has now been awarded to Bewegen to implement a public bike share scheme in East Lothian and Midlothian.
 - SEStran is working on a GO e-Bike website, which is expected to go live by the end of May.

1.2 Regional Cycle Network Grant Scheme



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.

Latest developments:

- 3 Community Links Feasibility Studies**
Complete
 - SEStran commissioned AECOM to carry out three feasibility studies following a successful bid to the Community Links funding.
 - The three routes are Winchburgh to Edinburgh Airport, Buckhaven to Kirkcaldy, and The Wisp to Sheriffhall Roundabout.
 - AECOM have now completed the final reports and SEStran will liaise with local authorities to progress further work.
- Edinburgh BioQuarter**
Delayed
 - During 2018/19 work progressed on detailed design but has been delayed due to some reviews and resource requirements.
 - Design work will continue in 2019/20 with public consultation and a proposed final design.

1.3 Regional Active Travel Development Fund – Transport Scotland



SEStran received £200,200 in funding for cross-boundary active travel routes in the SEStran region. SEStran is using the funding for three feasibility and design studies in Falkirk, Midlothian and East Lothian.

Latest developments:

- **Project 1: Larbert to Stirling** In progress
 - SEStran is working in partnership with Tactran to carry out a feasibility and design study on the A9 route from Larbert to Plean (and through to Stirling).
 - Consultants 2020 have made an initial options assessment and are working to complete feasibility in May. Public consultation will be concluding in early June.
- **Project 2: A701 corridor** In progress
 - SEStran has awarded Arup a contract worth £34,467.50 to carry out a feasibility study of the A701 for improvements to public transport, walking and cycling provisions. In April Arup presented the options appraisal to Midlothian to confirm agreement for the proposals.
 - The finalised study report is due for completion at the end of May.
- **Project 3: East Lothian LiDar** In progress
 - East Lothian have appointed Peter Brett Associates, AECOM Ltd, and IKM to develop 3D visualisations. The concept design work is ongoing. The visualisations are expected to be complete by mid-June. The total contract award is £120,458.91.

1.4 Cycle Training & Development – Cycling Scotland



As part of the trialling of a new model for the delivery of Bikeability Scotland in schools, a number of pilots are being developed within the SEStran region. In addition, cycle training will be offered as part of the development of the GO e-Bike hubs.

Latest developments:

- **Bikeability Pilots** Delayed
 - Funding has been approved for Edinburgh pilot and delivery is underway.
 - Delivery timescale too tight for Scottish Borders, looking at potential pilots for delivery after the summer.
- **Go e-Bike cycle training** In progress
 - Training is being offered to all hubs as they are completed and as part of ongoing development plans.
 - The Cycling Scotland ‘Essential Cycling Skills’ programme and guided rides are being offered to all employers taking part in the employer roadshow.

2. Public Transport Projects

2.1 Real Time Passenger Information (RTPI)



SEStran's RTPI system began in 2010 with the aim to tackle a declining bus patronage and make bus travel more predictable and reliable. SEStran is working with the City of Edinburgh Council to move towards a new Content Management System that will improve the public facing regional screen network.

Latest developments:

- **Development of new Content Management System** Delayed
 - The new Content Management System is 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 by the end of the calendar year.
 - Using Traveline data via a website set up, we have 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 (as there is a cost) until the new CMS is operational.
- **Installing RTPI digital screens at key locations** In progress
 - SEStran continues to install some RTPI digital screens at key locations and employers in Edinburgh where the current RTPI system is still operational.

2.2 Hate Crime Charter



SEStran is involved in a working group, together with Transport Scotland, Police Scotland and Disability Equality Scotland, to develop a regional Hate Crime Charter for public transport. Hate Crime is a key work package which came out of the Accessible Travel Framework developed by Transport Scotland. SEStran is developing the charter on a regional scale for all protected characteristics under the current hate crime legislation.

Latest developments:

- **Development of Hate Crime Charter** In progress
 - Public transport operators and different equalities groups have been involved through consultation events and surveys. The group is now finalising the draft Hate Crime Charter and will trial the charter with operators in Fife, Clackmannanshire and West Lothian. Based on the learnings from this trial, the group hopes to roll out the Charter nationally.

2.3 Thistle Assistance Programme



SEStran has been working to develop an intermodal journey planner and Thistle Card App, which will make it easier for people to use the Card when using public transport. The aim is to develop a platform showing relevant route information in a clear way, providing information about which travel option to use, where to get on and when and where to get off, etc

Latest developments:

- **Phase One Proof of concept development** In progress
 - Five developers have been successful and have signed contracts, they are: Thereby Box, Sentireal, Damibu, Living Map & Passio.
 - In April 2019, SEStran ran 2 workshops to explore the issues that people have when using public transport. This work will inform the development of the journey planner.
 - The developers will be presenting mid-project concepts in August 2019 at a project review workshop.
- **Development of Thistle Assistance Website** In progress
 - SEStran was successful in an application to the Transport Scotland Accessible Transport fund in December 2018, part of the funding is being used to develop a stand-alone website for Thistle Assistance.
 - A procurement competition was run, and Hillside Agency was awarded the contract. Work on the new site is underway and completion is expected in July 2019.

3. European-funded Projects

3.1 SHARE-North



SHARE-North focuses on shared mobility modes and their potential to address sustainable transport challenges in the North Sea region. This includes developing, implementing, promoting and assessing car sharing, bike sharing, ride sharing and other forms of shared mobility in urban and rural areas and employment clusters. The project has been extended for another three years during which SEStran plans to promote shared-mobility through Tripshare SEStran and the introduction of 'mobi-hubs' (mobility hubs) in the SEStran region.

Latest developments:

- **Project outcomes** In progress
 - Following the extension approval of the SHARE-North project, SEStran attended a partner meeting in Bremen, where the focus of the activities for the next three years was discussed.
 - SEStran is currently looking at bringing mobi-hubs to the SEStran area taking learnings from the various European partners.
 - SEStran is looking for partners from the Local Authorities to work jointly to deliver a mobi-hub in the SEStran region.
 - In addition, SEStran will start reviewing current TripshareSEStran arrangements to continue to promote ride-sharing in our region.

3.2 REGIO-Mob



REGIO-Mob aims to promote “learning, sharing of knowledge and transferring best practices between the participating regional and local authorities to design and implement regional mobility plans (or Regional Transport Strategies) bearing in mind the stakeholders with regional relevance and contributing to the sustainable growth of Europe”.

Latest developments:

- **Implementation of REGIO-Mob Action Plan** In progress
 - As part of the REGIO-Mob Action Plan, SEStran planned to implement GO e-Bike and measure the effects on the scheme on people’s health and levels of physical activity using a research methodology presented as best practice by the Italian lead partners.
 - SEStran has now developed the GO e-Bike health survey and will be using it at the St Andrews hub and Employer Roadshow to measure the impact GO e-Bike has had on people’s levels of physical activity and perceptions of well-being.
- **Monitoring of policy instrument development** In progress
 - As part of the REGIO-Mob project, SEStran is monitoring the impact the project has had on the development of SEStran’s Electric Vehicle Strategy and re-write of the Regional Transport Strategy. The findings from the GO e-Bike survey will inform these instruments by recognising that electric bicycles can be an enabling technology to promote a healthier and more active population.

3.3 SURFLOGH



SURFLOGH aims to improve the role of logistics hubs in the network of urban logistics in the North Sea Region. By introducing city labs, a transnational platform is created to promote innovation in city logistics. These platforms will bring together different actors to exchange knowledge, work on innovative pilot projects and implement results within policy strategies and the urban logistics system.

Latest developments:

- **Mid-term Conference Edinburgh** In progress
 - SEStran & Edinburgh Napier University hosted the Surflogh Mid-term Conference on the 29th May 2019. The theme was: *Sustainable City Logistics in Action*
 - As the Surflogh project approaches midterm, it was time to bring each other up to speed. The project partners want to share and exchange progress and ideas on smart, sustainable solutions for last mile delivery with our stakeholders from the transport and retail sectors, urban developers, universities and government authorities.
 - 80 Delegates from Europe and all over the UK attended a successful event.
 - For more info please visit www.surfloghedinburgh.co.uk
- **Development of business case with Edinburgh Napier University** In progress
 - SEStran is leading on a work package along with Edinburgh Napier University Transport Research Institute (TRI), developing business models for urban freight hubs. Our business

models will focus on the scalability and applicability of models for different locations and circumstances. Practical lessons and insights from our work package will be published via case studies.

- The first stage of the research was presented at the STAR Conference on 22 May 2019.
- **Edinburgh Pilot – ZEDIFY** In progress
 - The pilot is up and running and currently delivering up to one pallet worth of small packets in central Edinburgh from a site west of Haymarket station.

3.4 BLING



Blockchain is a key enabling technology that will underpin efforts to deliver innovative services under the Digital Agenda for Europe. The BLockchain IN Government (BLING) project focuses on providing one of the first dedicated platforms to bring these tools and approaches into local and regional services. SEStran will be working with thirteen project partners to deliver the project. SEStran will be developing a pilot with the University of Edinburgh, which will showcase innovative use of the technology in a transport environment.

Latest developments:

- **Development of Edinburgh Pilot** In progress
 - The Design Informatics team at the University of Edinburgh team supported by SEStran is 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 make location data secure without being invasive.
 - The technology was successfully demonstrated at a number of events and the next stage of the pilot will involve developing a ‘real world’ test case.

3.5 PriMaaS



Mobility-as-a-Service (MaaS) is a recent concept whose main objective is to change the way people travel and pay for mobility services. The main vision of PriMaaS is to promote the integration of traditional collective transport modes with personal and innovative ones by creating equitable mobility services truly focused on citizens’ needs.

Latest developments:

- **Finalising project application and budget** In progress
 - The European Joint Secretariat approved the project on a conditional basis, and SEStran has been working with the lead partner to clarify some elements in the project application and budget. It is expected that the project will be approved on an unconditional basis by the end of the month.

- Once fully approved, the project will officially commence on 1 August 2019. SEStran will attend the kick-off meeting where the partners will meet and discuss the priorities and identify best practices for the upcoming 4 years.

4. Strategy Developments

4.1 TravelVU: Getting a VU on Edinburgh



SEStran was successful in a bid to 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.

Latest developments:

- **Data collection through TravelVU App**

In progress

- The data collection period ran from 4th March to the end of May 2019.
- A lower than expected participation has produced a range of journeys, which are being analysed by Trivector to establish what GIS mapping can be created to aggregate data and anonymise journeys made. Trivector are establishing the limits of sharing this data with regards to identifying individual journeys.
- The final report to the Open Fund will be completed and ready for presentation in July.

4.2 Electric Vehicle Strategy



SEStran is working with the Local Authorities to develop an Electric Vehicle (EV) Strategy for the region which aims at addressing the barriers to the EV uptake and the challenges faced by local authorities when implementing EV infrastructure. This will form an integral part of the new Regional Transport Strategy.

Latest developments:

- **Development of draft EV Strategy**

In progress

SEStran held an initial meeting with officers from the Local Authorities to identify the challenges to implement and maintain EV infrastructure. The City of Edinburgh Council briefed the group on their Electric Vehicle Action Plan and On-Street Business Case for Charging, which sets out different growth scenarios for 2020 and 2023. With the knowledge obtained from this meeting, SEStran will work towards a draft EV strategy and determine what the strategy is going to deliver. Since the first meeting, SEStran has been working on the draft outline for the strategy and has been implementing the comments from officers.

4.3 Regional Transport Strategy



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 covers the period until 2025.

Latest developments:

- **Main Issues Report**

In progress

- SEStran will now begin the process of preparing a "Main Issues" report, as a prelude to a complete review of the RTS. SEStran will employ external experts to prepare the Main Issues Report.
- A scoping exercise is underway to identify the extent of work needed to deliver the new RTS.
- A paper will be presented to the SEStran Partnership Board in June outlining the proposed project delivery and governance structure and proposing a timeline for the initial phases of the project.

5. SEStran forums & upcoming events

5.1 SEStran Forum Meetings



SEStran hosts three different forum groups 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.

Upcoming meetings:

- **Logistics and Freight Forum**

The latest forum meeting was held at the Radisson Blu in Edinburgh on 31 May 2019 and was linked to a SURFLOGH partner meeting. The next meeting will be held on 13 November 2019.

- **Equalities and Access to Healthcare Forum**

The next meeting will be held at Victoria Quay on 2 October 2019.

- **Integrated Mobility Forum**

The next meeting will be held at Victoria Quay on 10 October 2019.

ANNUAL TREASURY REPORT 2018-19

1 Purpose of report

The purpose of this report is to provide an Annual Treasury Report for the financial year 2018/19.

2 Summary

The Partnership has adopted the CIPFA Code of Practice on Treasury Management in the Public Sector, and under the code, an Annual Report on Treasury Management must be submitted to the Partnership after the end of each financial year.

3 Investment Out-turn 2018/19

3.1 The Partnership's Investment Strategy has been to maintain its bank account as part of the City of Edinburgh Council's group of bank accounts. Any cash balance is effectively lent to the Council, but is offset by expenditure undertaken by the City of Edinburgh Council on behalf of the Partnership. Interest is given on month end net indebtedness balances between the Council and the Partnership and for financial year 2018/19 is calculated in accordance with the withdrawn Local Authority (Scotland) Accounts Advisory Committee's (LASAAC) Guidance Note 2 on Interest on Revenue Balances (IoRB). In line with recent short term interest rates, the investment return continues to be small, but the Partnership gains security from its counterparty exposure being to the City of Edinburgh Council. Net end of month balances for the financial year were:

	£
Opening Balance	-60,916.43
30 April 2018	-35,410.42
31 May 2018	-46,362.76
30 June 2018	100,647.04
31 July 2018	182,922.84
31 August 2018	189,314.73
30 September 2018	250,794.84
31 October 2018	203,937.63
30 November 2018	228,940.93
31 December 2018	16,262.75
31 January 2019	217,727.50
28 February 2019	218,284.68
31 March 2019	-76,919.16

3.2 Interest is calculated on the average monthly balance. The interest rate applied was 0.504%, giving an interest amount of £628.13 payable to the Partnership.

4 Recommendations

- 4.1 It is recommended that the Partnership Board notes the Annual Treasury Report for 2018/19.

HUGH DUNN
Treasurer

Appendix None

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PARTNERSHIP DIRECTOR'S REPORT

1. Introduction

- 1.1** This report informs the Board of progress on the review of the National Transport Strategy and the second Strategic Transport Projects Review. It also covers the business of the most recent meeting of the Regional Transport Partnership Chairs, appraises the Board on a proposal to add a Work Place Parking Levy option to the Transport Bill and provides an update on High Speed rail.

2. National Transport Strategy Review (2)

- 2.1** Recent advice from Transport Scotland has confirmed that consultation on the NTS 2 proposals will begin in the summer, with the intention of publishing the document by the end of the calendar year. A Strategic Environmental Analysis (SEA) will also be undertaken within the above timescale.
- 2.2** With regard to options for future regional governance, included within the review, recommendations from the "Roles & Responsibilities Working Group" are currently being considered by government and it is anticipated that conclusions and recommendations emanating from this element of the process will accord with the timescale of the wider review.

3. Strategic Transport Projects Review (STPR 2)

- 3.1** Regional Transport Working groups, established to assist Transport Scotland and their consultants in carrying out the review, are now up and running. SEStran is actively participating in groups associated with the Edinburgh city region, which is based on the city deal geography and the Stirling, Clackmannanshire deal configuration supplemented by Falkirk.
- 3.2** Discussions so far have recognised the importance of the Regional Transport Strategies (RTSs) in these endeavours.
- 3.3** The consultants are preparing to embark on a stakeholder consultation process and it has been agreed that the same events can also be used for SEStran to begin their consultation on the main issues for the re-write of the RTS

4. RTP Chairs Forum

- 4.1** The RTP Joint Chairs are due to meet on 5 June, in Perth and the following items are on the agenda:

- National Transport Strategy & Strategic Transport Projects Review
- Transport Bill
- Planning Bill
- Hitrans Provocation Piece
- Presentation & Discussion on STPR2 + update on the NTS by Transport Scotland
- Consultation Responses
- Infrastructure Commission
- Williams Rail Review
- RTP Chairs Work Programme
- Future invitees to Chairs meetings
- East Coast Mainline Authorities
- West Coast Rail
- Low Emissions Zones
- Scottish Islands Passport Update
- Holyrood Magazine Article
- Communication with Partners & Stakeholders
- Place Principle Conference

5. The Transport Bill –Workplace Parking Levy

- 5.1** John Finnie MSP has lodged amendments to the Transport (Scotland) Bill in respect of adding the option of a Workplace Parking Levy to be available to Local Authorities.
- 5.2** These provisions are being proposed to the Rural Economy & Connectivity Committee (RE&CC) for consideration at Stage 2 of the Bill.
- 5.3** Within the policy context of the amendments it is stated that, “such measures have the potential to encourage modal shift towards public and sustainable transport and to enhance transport infrastructure and services in local areas, to the benefit of those who do not primarily travel by car.” It is also stated that, “The WPL is a levy on premises, not individuals or specific professions.”
- 5.4** SEStran’s Partnership Director was invited to give evidence to the RE&CC, on behalf of both SEStran and SCOTS, on 22 My 2019 and he took the opportunity to emphasise that such an option should be regarded as another “tool in the box” for authorities to promote in appropriate circumstances and recommended that any authority taking such a proposal forward should be compelled to consider it in the context of the prevailing Regional Transport Strategy, to ensure that constituents in neighbouring councils are not unfairly impacted. The point was made that if not considered in this way there is a risk that the largest financial impact will fall on the lowest paid car commuter, probably travelling from a rural area with few public transport options and gaining no benefit from the funds generated by the promoting council.

6. High Speed Rail

- 6.1** Following the publication of the High Speed Rail Scotland Summary Report in March 2016 - <https://www.transport.gov.scot/publication/high-speed-scotlandsummary-report/> - there was joint commitment from the UK and Scottish Governments to take forward further feasibility work: “..in this control period [CP5–2014 -2019] the Department for Transport and Transport Scotland will take forward work with Network Rail to identify any and all options with strong business cases, for consideration for implementation in Control Periods 6 and 7 [2019 –2029], that can improve journey times, capacity, resilience and reliability on routes between England and Scotland. This will include consideration of how these improvements can be future-proofed to allow further progress towards 3 hour journeys.”
- 6.2** Subsequently, Transport Scotland commissioned consultants Arup to undertake an Engineering Study Report and on 24 January a stakeholder group was invited to hear the conclusions of that report and next steps. The outcome of the study is that there are two potentially preferred routes on the West Coast and one preferred route on the East Coast to link up with HS2 and bring the benefits of High Speed Rail to Scotland.
- 6.3** The view of Transport Scotland is that High-Speed Rail is beneficial, economically and politically. It allows Scotland to keep pace with England. Scotland will reap the benefits in terms of access to larger markets, decreased journey times and investment in jobs.
- 6.4** It is vitally important that partners in Scotland get this right due to the nature and large scale of the project. Transport Scotland was looking to prepare a draft business case by August 2019 but resources have been diverted to Brexit related tasks, in the recent past and it is expected that the draft business case will be delayed until later in the year. The partner Local Authorities and RTPs have been asked to support Transport Scotland in developing the business case.

6. Recommendations

- 6.1** The Board notes the contents of the report.

Jim Grieve
Partnership Director
28 May 2019

Policy Implications	There may be policy implications for the longer term but and it is anticipated that they will start to emerge later this year
Financial Implications	Depending, particularly, on decisions being taken on the output of the Roles & Responsibilities Working Group referred to in 2.2 there may be financial implications for future years.
Equalities Implications	None
Climate Change Implications	None

Equalities Mainstreaming and Equalities Outcomes Progress Report 2017-19

1. INTRODUCTION

1.1 The purpose of this report is to provide the Board with an update on the Equalities Mainstreaming and Equalities Outcomes Progress Report 2017-19.

2. BACKGROUND

2.1 At its meeting on 22nd March, the Board agreed to provide a mandate to officers to collate and publish the reports, which are required under the public sector equalities duty, at intervals of two years.

2.2 The report was finalised in conjunction with SEStran legal advisers and Appendix 1 is the published document, which was circulated to Members and key stakeholders May 2019.

3. RECOMMENDATIONS

3.1 The Board are asked to note that the Equalities Mainstreaming and Equalities Outcomes Progress Report 2017-19 was published 30 April 2019.

Angela Chambers
Business Manager
June 2019

Appendix 1:
Equalities Mainstreaming and Equalities Outcomes Progress Report 2017-19

Policy Implications	None
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None

2017 - 2019



SEStran Mainstreaming and Equalities Outcomes Progress Report

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About SEStran – Role & Function

SEStran is one of seven Regional Transport Partnerships (RTP's) in Scotland. The partnership area covers 8 local authorities, including City of Edinburgh, East Lothian, Midlothian, West Lothian, Fife, Falkirk, Clackmannanshire and Scottish Borders. This covers an area of 3180sq miles and is home to 28% of Scotland's population. SEStran aims to develop a sustainable transportation system for the South East of Scotland that will enable business to function effectively and provide everyone living in the region with improved access to healthcare, education, public services and employment opportunities. SEStran is a Model 1 RTP, as defined under the Transport (Scotland) Act 2005, with a main function to deliver a Regional Transport Strategy (RTS) for the area. SEStran's RTS is the cornerstone of its work, it lays out the vision for the strategic development of transport in South East Scotland up to 2028 and includes a focus on links to and from Edinburgh, as the economic hub of the region. SEStran is currently a small organisation with a total of nine staff.

Legal Context

The Equality Act 2010 (“the 2010 Act”)

Part 3 of Schedule 19 to the 2010 Act sets out that a Regional Transport Partnership established by Section 1(1) of the Transport (Scotland) Act 2005 (“the 2005 Act”) falls within the definition of a public authority for the purposes of the 2010 Act.

The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 (“the 2012 Regulations”)

Para. 1 of Schedule 1 to the 2012 Regulations sets out that a Regional Transport Partnership established by Section 1(1) of the 2005 Act falls within the definition of a public authority for the purposes of the 2012 Regulations.

The Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005, which was made under Section 1(1) of the 2005 Act, established SEStran, meaning SEStran is covered by both the 2010 Act and the 2012 Regulations.

This means SEStran is covered by the public sector equality duty (PSED), as set out in the 2010 Act. The PSED requires that SEStran must, when exercising its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the 2010 Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The 2010 Act explains that having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The protected characteristics under the 2010 Act are:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation.

About this report

This report sets out how SEStran is addressing its responsibilities under the 2010 Act. It summarises the progress made in mainstreaming equality and our progress in achieving the Equalities Outcome we identified in 2017 and demonstrates progress and continued commitment to developing and embedding equality, diversity and inclusion in culture and behaviours and as a fundamental part of our day to day business and decision making.

Section 1: Mainstreaming Equality

Mainstreaming is a specific requirement for public bodies in relation to implementing the Equality Duty. It means integrating equality into the day to day working of the organisation.

Over the period 2017 – 2019, SEStran has sought to mainstream Equality into our core functions as outlined below.

1. How SEStran Assess Impact on Equality

SEStran seeks to involve and inform equality groups right from the start of discussions on any new proposals, policies or projects, progressing on to a more structured assessment in any subsequent stages.

SEStran is very clear on the need to ensure that the requirements of people with protected characteristics are taken in to account during the development and implementation of a new policy or service, or when a change is made to a current policy or service. Whilst there isn't one standard template Equality Impact Assessment (EQIA), SEStran seeks to develop and inform projects in a spirit of co-design and will develop a protocol to this effect. Alongside this, SEStran is keen to ensure that staff have comprehensive knowledge of obligations under the equalities legislation and has provided a variety of staff training courses and workshops to support and enhance this knowledge and awareness.

2. Procurement

Equality is considered throughout the procurement and tender procedures and use is made of Public Contracts Scotland, frameworks and Scotland Excel, which is the Centre of Procurement Expertise for the local government sector in Scotland.

SEStran's Corporate Procurement Policy [[p73 Governance Scheme](#)] takes account of the Scottish Government's Public Services Reform Agenda and the subsequent Procurement Reform (Scotland) Act 2014 and the associated Public Contracts (Scotland) Regulations 2015.

There are several principles relevant to equalities that form part of this policy, including: "Consider how procurement can improve the economic, social and environmental wellbeing of the SEStran area with particular reference to reducing inequality in the SEStran area, facilitate the involvement of small and medium enterprises, third sector bodies and supported business, and promote innovation" And "Demonstrate through the procurement process that SEStran has given due regard to whether the award criteria and conditions relating to the performance of a relevant contract should include consideration to enable it to better perform its equality duty."

3. HR Policies

Equality and diversity are fundamental principles in all HR policies and procedures and are actively promoted in SEStran. All policies are regularly reviewed and updated to reflect changes in legislation and best practice. This is done in consultation with HR advisers, stakeholders and staff, before finally being presented to the Performance and Audit Committee for further scrutiny and feedback.

SEStran will continue to review all policies and procedures to ensure they reflect SEStran's commitment to ensuring that it promotes an equitable and inclusive workplace.

4. Corporate Planning and Reporting

To demonstrate commitment to embedding equality into the corporate planning process, SEStran has introduced a new format for the Business Plan to easily identify where equalities feature in objectives. The new format was positively received and will be used in future reporting publications.

5. Equate Scotland Placement

SEStran helped address the gender imbalance currently in STEM subjects in Scotland by working with Equate Scotland to take positive action by employing a female student for a summer placement. Two appointments were made over the reporting period, one in 2017 and another in 2018, with successful outcomes for both the student and the organisation.

6. Equalities & Access to Healthcare Forum

SEStran continues to hold an Equalities and Access to Healthcare Forum which meets twice a year, involving local equalities groups and healthcare representatives, to discuss the work that SEStran is doing, how it operates and to get feedback and suggestions on how to improve on equalities and accessibility issues. This Forum is an important way for SEStran to co-design on projects and policies and gain input from individuals with protected characteristics or from groups representing the interests of those with protected characteristics. In this way SEStran mainstreams equalities in to the work of the Partnership. Efforts are continuing to look to reinvigorate the membership of the Forum to engage with as wide a range of people and groups as possible and as part of that commitment SEStran held workshops at the most recent Forum "Exploring Disability and Public Transport" which were well attended. The evidence gathered at the workshops will be used in the development of a journey planner app for those with a disability.

7. Disability Confident Scheme

In 2017 SEStran became a Disability Committed Employer, which was progressed to the higher-level Disability Confident Employer in 2018. The Disability Confident Employment Scheme is a government scheme designed to encourage employers to recruit and retain disabled people and those with health conditions. SEStran employs the Disability Confident logo to demonstrate that applicants with disabilities are encouraged and welcome.

8. Inclusion Scotland Internship

Under Inclusion Scotland's National Disability Internship Programme, SEStran is in the process of offering a placement during summer/autumn 2019. The focus of the placement will be on the development of the journey planner app.

9. Living Wage Employer

In 2017 Living Wage accreditation was achieved. The living wage is currently £9.00ph and is based on cost of living. Research has shown that paying the living wage helps organisations recruit, retain better staff, reduce absenteeism and encourage higher productivity.

10. Job Evaluation

Job evaluation is a systematic and transparent mechanism of determining an equitable and fair value of a job in relation to other jobs within the same or similar organisations. It tries to undertake an equitable and impartial approach to establishing an evidence and competency-based pay structure. A job evaluation exercise was undertaken in early 2017 and a new pay and grading structure was implemented in October 2017.

11. Board Diversity

SEStran is committed to making progress on improving the diversity of its Board to encourage new and innovative thinking and maximise use of talent, leading to better decision making and governance.

To help achieve this aim, the SEStran Chair wrote to the constituent local authorities ahead of the May 2017 Local Government elections and asked them to assist SEStran in achieving its objectives of improving diversity by considering the gender balance of the representatives appointed to the Partnership Board.

Our Board membership information is available here:

<https://www.sestran.gov.uk/board-members/>

Whilst the majority of the SEStran Partnership Board is made up of elected members, we sought to influence the gender balance of our non-elected members through

signing the voluntary One Scotland 50/50 pledge, as endorsed by the Equalities Forum and the Partnership Board. We undertook an inclusive application process for the new Non-Councillor Members who were appointed in 2018. A Board Diversity Succession Plan sets out the process to help deliver a more diverse Board.

The 2012 Regulations set out that Scottish Ministers are required from time to time, to gather information about members' protected characteristics and that the Ministers will forward those to the public bodies covered by the duties. At the time of reporting, we are awaiting this information from Ministers. However, our commitment to improving the diversity of our board can be demonstrated as above and through board succession planning activities.

12. Chartered Institute of Highways & Transportation (CIHT) Charter

SEStran demonstrated a commitment to the diversity and inclusion agenda by signing the Chartered Institute of Highways & Transportation (CIHT) Diversity and Inclusion Charter in September 2016 and we continue to adhere to this Charter.

Recruitment and Employee Data

SEStran collects information at recruitment stage and from current employees but, is not required to publish information about the workforce for data protection reasons owing to the small number of staff employed. SEStran will use the data it collects in order to better perform the equality duty, and to better understand the recruitment and workforce profile, enabling it to identify areas of improvement and eliminate any adverse impact on equality.

This will allow the targeting of support for areas of under-representation within the workforce, enable us to take positive action and produce a dataset to inform long-term workforce planning and assess current policies and procedures. To be effective in assessing equality data, data from staff is relied upon to provide the widest possible analysis and efforts will be made to increase response rates over the period of 2019-2021, although it is recognised that this is a voluntary process at recruitment stage and for staff. SEStran is committed to undertaking effective monitoring of equality data relative to the workforce, as a clear sign to all that it is committed to equality and supporting a diverse workforce.

Equal Pay & Gender Pay Gap

SEStran is not covered by legal obligations in respect of publishing a Statement on Equal Pay or Gender Pay Gap information.

SEStran is committed to providing a flexible working culture and there are a range of policies which enable staff to work flexibly. Our commitment to mainstreaming equality throughout our functions is demonstrated through this report.

Providing Information in Various Formats

Information is provided in a variety of formats, including: reports provided in PDF and RTF format but can also be provided in alternative formats and/or languages such as large print or Braille.

Section 2: Equality Outcomes 2017-2021

SEStran's Equality Outcomes for 2017-2021 are set out over pages 8-12 of our 2017 Equalities Outcomes Report:

www.sestran.gov.uk/wp-content/uploads/2017/04/2017_04_27_Equality_Outcomes.pdf

Progress on Equality Outcome 1: An Equitable, Diverse and Representative Organisation

Over the course of the reporting period 2017-2019, SEStran has made the following progress towards achieving Equality Outcome 1:

- **Staff Engagement**

SEStran is investigating ways to improve how it engages and supports employees and during 2019 has reviewed, updated and enhanced the annual equalities monitoring form for current staff to make it more detailed and to afford us a clearer picture. The new form was promoted with a view to increasing the participation rate and the response rate for 2019 was 100%.

Staff also have the opportunity to engage with their manager through annual development review meetings, 6-month review and regular 1:1 meetings.

- **Policy and Procedure Reviews**

SEStran introduced policy review sessions as part of weekly staff team meetings, where policies are reviewed on rotation to provide staff with the opportunity to refresh their knowledge, understanding and ask questions.

SEStran has undertaken a review of our Equal Opportunities Monitoring form which is used at recruitment stage and updated the categories of data that are collected, again, to afford us a clearer picture.

- **Training**

During May 2018 staff attended training provided by Equate Scotland on Positive Language and Unconscious Bias. The Unconscious Bias training will also be provided to the Board in June 2019.

Training was provided to staff in March 2019 by our legal advisers Anderson Strathern LLP on the 2010 Act and the 2012 Regulations, specifically tailored to SEStran and setting out its obligations.

Furthermore, as of March 2019, staff now have access to Equalities and Diversity Training Modules via Falkirk Council's e-learning portal. This training aims to raise awareness and covers the legislation and is designed so that staff are encouraged to think about, reflect and challenge their perceptions. It includes examples, quizzes and a test at the end of the training which aims to help staff understand equality and diversity issues.

- **Non-Councillor Board Appointments 2018**

In consultation with Equate Scotland, Changing the Chemistry and Stonewall, we used an inclusive application process to attract a wider range of applicants for the Non-Councillor Board appointments which were made in June 2018. The result of this exercise has produced a gender balanced Board, in relation to the Non-Councillor Members.

- **Succession Planning Committee**

New appointments were made to the Succession Planning Committee in August 2017, when the new Board for the 2017-2022 term was established. The role of the SEStran Succession Planning Committee is to: lead on meeting the Board's responsibilities in relation to planning for succession through appointments and Board member development; offer advice to the Board on future appointments and reappointments; review and evaluate the skills, knowledge, expertise, diversity (including protected characteristics) of current Board members, and requirements of future members, on an annual basis; and monitor the development and continuous improvement of a succession plan that can be presented to the Board.

Due to availability of senior personnel during 2018, the Succession Planning Committee did not meet, however, plans are in place for the Committee to meet during summer 2019 and a report will be provided to the Partnership Board thereafter.

Progress on Equality Outcome 2: A Safe, Accessible and Equitable Regional Transport Network

Over the course of the reporting period 2017-2019, we have made the following progress towards achieving Equality Outcome 2:

- **Thistle Assistance Program**

SEStran has operated the Thistle Assistance Card since 2011. This has been an extremely successful scheme that aims to give disabled and elderly transport users more confidence in using public transport. Since its launch SEStran has distributed around 45,000 cards and we will seek to continue to promote the card. SEStran also made the decision to make the Thistle Card design freely available, in order that it could be easily used in other areas of Scotland. Other RTP's have launched the Card in their regions, allowing more people to utilise the Card and increasing accessibility to public transport across Scotland.

In 2016, SEStran developed the Thistle Card app, which replicates the original card. The app is not a replacement for the Card but seeks to increase use and awareness of the Thistle Card scheme. The app is free to download and SEStran are in discussions with developers to further the potential of this technology. By promoting the use of the Thistle Card & app, SEStran looks to reduce barriers to accessing public transport for all and promote social inclusion for those who have no other means of transport. In 2015, SEStran's work with the Thistle Card was recognised by the Scottish Accessible Transport Alliance (SATA) with an achievement award in recognition of outstanding achievement in facilitating transport services for disabled people. More recently the SEStran Thistle Card has been nominated for the Scottish Transport Awards Accessibility Project of the Year and the CIHT Inclusive Transportation Award.

In 2019 SEStran will be developing a new Thistle Assistance dedicated website and promotional campaign to engage with the public and generate more awareness of the benefits of the program.

- **Journey Assistance Planner App**

Travel planning websites, satellite navigation and Apps (Google Maps & Traveline) are now common place. People use them every day to make their commute, shopping trip or recreational journey planning easier. However, for those in the community with disabilities (seen and unseen), learning difficulties or degenerative conditions, they can be difficult to use or understand.

SEStran, through the development and implementation of two key projects bustrackerSEStran and the Thistle Assistance Card has identified a need to address this lack of usability first hand – combining journey planning and disability awareness into one easy to use and versatile platform.

In 2018 SEStran was successful in an application to the Scottish Enterprise/Innovate UK, Can Do fund for a project that will develop a journey planning and wayfinding application for Thistle Assistance.

The aim is to develop a platform showing relevant route information in a clear way, proving information about which travel option to use, where to get on and where and when to get off, providing information about what to do if lost, and enabling a carer to monitor where the person is and communicate with them.

SEStran will be working with five software developers in 2019 to develop a phase one proof of concept for the Thistle Assistance Journey planner.

- **RTPI**

Building on a substantial investment over the past 9 years by SEStran, the major bus operators have now modernised their ticketing and RTPI technology and are now providing their own RTPI to Traveline and, directly, to the travelling public. Also, to keep pace with rapidly developing new technology and to able to continue to provide RTPI through their digital display screens, SEStran is investing in a new Content Management System being introduced by City of Edinburgh Council, later this year. This will also allow a number of other bus operators in the region to provide RTPI for their services. RTPI gives bus users confidence in arrival times and can minimise time spent at bus stops.

- **Hate Crime Charter**

SEStran is involved in a working group, along with Transport Scotland, Police Scotland and Disability Equality Scotland, to develop a regional Hate Crime Charter for public transport. Hate Crime is a key work package which came out of the Accessible Travel Framework developed by Transport Scotland.¹ Building on the Edinburgh Hate Crime

¹ Transport Scotland (2016) 'Going Further: Scotland's Accessible Travel Framework' available at: <http://accessibletravel.scot/wp-content/uploads/2016/11/Going-Further-Scotlands-Accessible-Travel-Framework-Full-Report.pdf>.

Charter for Public Transport², SEStran is developing a similar charter on a regional scale in partnership with Transport Scotland, Police Scotland and Disability Equality Scotland for all protected characteristics considered under the current hate crime legislation. Public transport operators and different equalities groups have been involved through consultation events and surveys and the outcomes have been incorporated into the drafting of the Charter. Once the draft version is finalised, SEStran will trial the Charter in Fife, Clackmannanshire and West Lothian. Based on the learnings from this trial, SEStran hopes to roll out the Charter nationally.

- **Regional Transport Strategy**

SEStran are commencing a review and rewrite of the Regional Transport Strategy (RTS). This is likely to be an ongoing process during the next two-year period for reporting on the Equality Duty. A key component of the development of the RTS is engagement and consultancy work. Work has just commenced on the development of a brief to secure consultancy support for the issues and objectives stage of the review, which most importantly, will include a requirement to scope the EQIA, identifying an engagement and consultancy strategy with all relevant stakeholders. This stage of the review will identify how equality is to be embedded within the development of the strategy, including integration with the other workstreams/tasks.

- **GO e-Bike Hubs**

SEStran launched GO e-Bike in 2018 with the aim of increasing usage and awareness of power-assisted cycling across the South East of Scotland and beyond. GO e-Bikes launched with 5 different projects in St. Andrew's, Buckhaven, West Lothian, Falkirk, and also encouraging employers to get involved with a 'Try a GO e-Bike Roadshow'. GO e-Bike aims to promote a healthier more active population, reduce inequalities in our communities and improve our environment. The hubs were selected on a criterion of fulfilling a social or community benefit from their implementation.

Future hubs are being developed across the South East of Scotland awarded funding as part of the Low Carbon Travel and Transport Challenge Fund established by Transport Scotland from funds awarded under European Regional Development Fund 2014- 2020 programme and Transport Scotland funding, where relevant, to enable everyday functional journeys to be taken by walking, cycling and public transport and to support an increased proportion on ultra-low emission vehicles on Scotland's roads.

- **CLEAR Buckhaven**

The community organisation CLEAR (Community-Led Environmental Action for Regeneration) sits in the heart of a rural isolated community with no rail links. Currently the organisation is limited to a van with issues of a lack of licenses and insurance, this is taking up valuable senior staff time. 6 e-bikes are being offered on

² http://www.edinburgh.gov.uk/news/article/2318/the_capital_drives_out_hate_crime_on_public_transport.

short & medium-term loans to the community centre staff of 30 volunteers. An electric cargo bike will be shared by staff to move tools and produce between expanding fruit growing orchard sites comprising over 10,000 trees. The e-cargo bike will free up staff resources and provide a low carbon alternative to transport tools and various produce from the orchards.

- **West Lothian Bike Library**

West Lothian Bike Library is a social enterprise based in Livingston. The Bike Library is working in partnership with West Lothian Council to help people to get active and connected through cycling, improving health and increasing independence, confidence, employability and skills. The catchment area is all of West Lothian which includes several areas of high deprivation according to Scottish Index of Multiple Deprivation.

9 standard e-bikes are offered on short hire periods with a try before you buy offer. 1 e-trike opens up the social inclusion to a wider all-ability audience and is available on longer term loan. The e-trike has proved to be a great asset for challenging social isolation with trained pilots regularly taking users out who live alone.

- **Grace's Sign**

Grace, a schoolgirl, who has Crohn's disease, headed up a campaign to make people more aware of "invisible" disabilities after she experienced negative attitudes when she used disabled toilets. Grace designed a new sign for public loos that draws attention to the fact that people might not have a visible disability but may still need to use an accessible toilet. Her sign has been championed by many organisations, including SEStran and is now used at a growing number of sites, including SEStran offices, Scottish Government buildings, the Scottish Parliament, sports centres, Edinburgh airport and Hibs' Easter Road ground. We featured Grace's sign in our [Winter 2017 Newsletter](#)

Performance Reporting

SEStran will publish a Mainstreaming Report and new set of Equalities Outcomes before the end of the next period, i.e. 30 April 2021.

The Partnership will also continue to monitor all Partnership Board reports for any implications arising from them that may affect any equalities issues.

NEWBURGH TRANSPORT APPRAISAL STUDY

1. Introduction

1.1. A successful application was made in 2018 to the Local Rail Development Fund (managed by Transport Scotland) by the Newburgh Train Station Group supported by SEStran & Fife Council to conduct a transport appraisal in the Newburgh area.

1.2. In December 2018 SYSTRA was appointed to undertake the work. This paper outlines to the Partnership Board the work to date, and the timelines for future work.

2. Pre-Appraisal Case for Change

2.1. The first stage of the work was completed in April 2019 providing the evidence behind the shape and direction of the study, in setting the scene in terms of the evidence base, collation of the problems and opportunities and setting the transport planning objectives.

2.2. The attached report (appendix 1) was submitted to Transport Scotland for review in April 2019.

3. Future work

3.1. The next stage of the study, if successful, is to assess which of the identified options best meet the STAG criteria and the agreed Transport Planning Objectives

- TPO1: Increase the attractiveness of public transport travel to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
- TPO2: Reduce the proportion of private vehicle driver trips made by Newburgh residents and those in the surrounding area.
- TPO3: Enhance the sustainability of Newburgh's economy for the long-term.

3.2. If approved by Transport Scotland SYSTRA will undertake the Detailed Case for Change beginning July 2019.

4. Recommendation

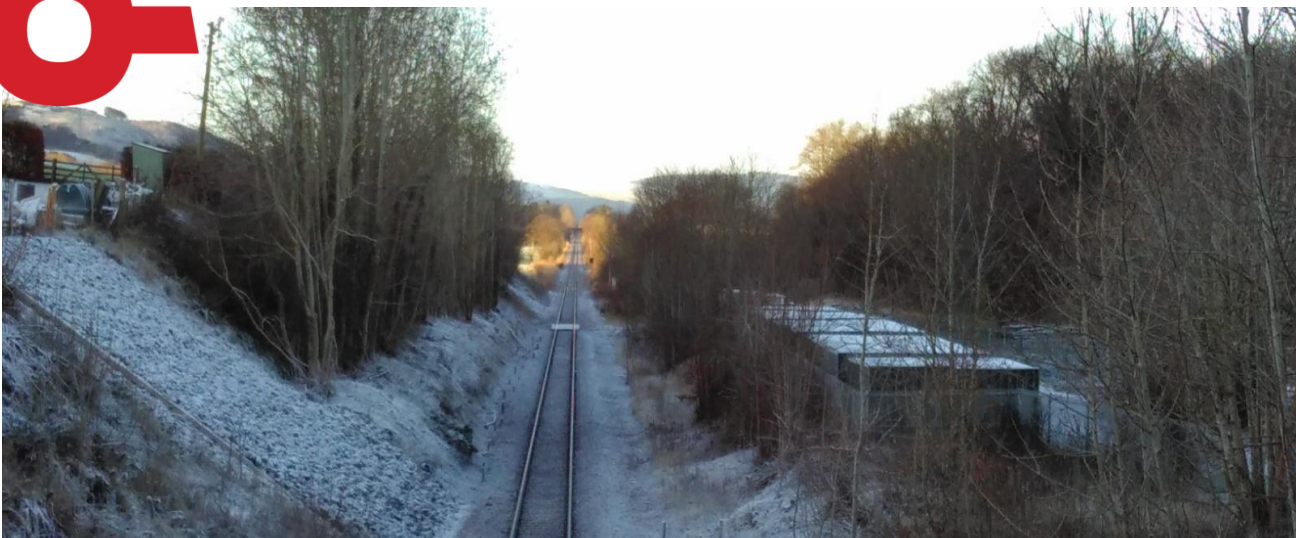
4.1. It is recommended that the Board notes the content of this report.

Keith Fiskien
Programmes Manager
14 June 2019

Appendix 1: NEWBURGH TRANSPORT APPRAISAL PRE-APPRAISAL: CASE FOR CHANGE

Policy Implications	None
Financial Implications	£82,000 funding secured via LRDF. Dependent on completion of each stage post Transport Scotland review. Stage 1 costs £9,000 to be claimed against fund budget.
Equalities Implications	None
Climate Change Implications	None

NEWBURGH TRANSPORT APPRAISAL PRE-APPRAISAL: CASE FOR CHANGE



NEWBURGH TRANSPORT APPRAISAL

PRE-APPRAISAL: CASE FOR CHANGE

IDENTIFICATION TABLE

Client/Project owner	Newburgh Train Station Group & SEStran
Project	Newburgh Transport Appraisal
Study	Pre-Appraisal: Case for Change
Type of document	Draft Report
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APPROVAL

Version	Name	Position	Date	Modifications	
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1. INTRODUCTION

1.1 Overview

1.1.1 In January 2018, SYSTRA Limited (SYSTRA) was commissioned to undertake a transport appraisal of Newburgh with a particular focus on movements to Perth, Edinburgh and Fife by sustainable modes.

1.1.2 Sustainable transport in Newburgh has been the focus for a number of recent studies and this transport appraisal seeks to collate, review and progress this option. Specifically, the study builds on the comprehensive pre-appraisal carried out by the Newburgh Train Station Group.

1.1.3 Funding for the study has been awarded through Transport Scotland's Local Rail Development Fund (LRDF). The fund is a £2 million Scottish Government initiative to provide funding to develop community led options to improve local rail connections. The Newburgh study area has been awarded a proportion of this fund.

1.1.4 This Pre-Appraisal: Case for Change Report provides the evidence behind the shape and direction of the study, in setting the scene in terms of the evidence base, collating of the problems and opportunities and setting the transport planning objectives.

1.1.5 The wider scope of this new Transport Appraisal for Newburgh allows for the investigation of strategic sustainable trips, and provides the opportunity to truly look at multi-modal solutions.

1.2 Scottish Transport Appraisal Guidance (STAG)

1.2.1 As required by the LRDF the study is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG) which provides a framework to assess the performance of different transport options to address identified problems and present the results in a consistent manner to inform decision makers. The STAG process comprises four stages as outlined below:

- **Pre-Appraisal (Initial Appraisal: Case for Change):** where the problems, opportunities, issues and constraints are identified and scoped. Study-specific Transport Planning Objectives (TPOs) are then identified and an 'optioneering' and sifting process undertaken to provide a list of possible options to address the problems;
- **Initial Appraisal (Preliminary Options Appraisal):** potential options are appraised against the TPOs, five STAG criteria and factors concerning deliverability, to ensure that they are likely to fulfil the study's requirements;
- **Detailed Appraisal (Detailed Options Appraisal):** involving more detailed consideration of potential options taken forward following the Initial Appraisal, and presenting the outcomes to inform investment decision makers. The Detailed Options Appraisal also includes proposals for monitoring and evaluation; and
- **Post-Appraisal:** key elements of this stage involve the application of the monitoring and evaluation proposals developed as part of the appraisal.

1.3 Project Steering Group

1.3.1 The scope of the study was shaped by input from members of the Project Steering Group:

- Newburgh Train Station Group;
- SEStran; and
- Fife Council.

1.4 Other Concurrent Studies

1.4.1 It should be acknowledged that at the time of writing (April 2019), a similar study is being conducted by the Tayside regional transport authority Tactran. The study is looking at the feasibility and deliverability of a range of potential transport interventions at Bridge of Earn, south of Perth, one outcome from which might include the provision of a new rail halt at the proposed new settlement at Oudenarde.

1.4.2 It should be acknowledged that as both studies progress to more detailed assessments, each study may have to take cognisance of the outcomes from the other, although one study should not inhibit or delay the other.

2. CONSULTATION & COLLATION OF BASELINE EVIDENCE

2.1.1 There have been two rounds of consultation carried out in the Newburgh area; the first by the Newburgh Train Station Group (NTSG) as part of its pre-appraisal work, and a subsequent follow up session as part of the initial stage of this study.

2.2 Newburgh Train Station Group

2.2.1 The Newburgh Train Station Campaign is a community led campaign to reintroduce stopping train services at a re-opened station on the Ladybank to Perth line. The group has been very active in driving forward proposals and raising awareness of the need for a station at Newburgh.

2.2.2 Part of the initial work to inform a pre-appraisal of options was a comprehensive consultation exercise carried out in 2017-18, and involved:

- Meetings with Transport Scotland, Network Rail, Newburgh Community Council, Newburgh Community Trust, Fife Council and SEStran (who also liaised with Tactran);
- Email correspondence with Stagecoach (East Scotland), Sustrans, ScotRail, and the Lindores Abbey Distillery;
- A telephone call with Moffat and Williamson;
- A meeting with A&J Stephen Ltd, a building developer, followed by further email correspondence;
- Consultations with ward councillors;
- Open local consultation events; and
- An online survey aimed at residents.

2.2.3 In addition, a paper-based household survey was carried out in 2012-2014, with returns from 919 households out of a total of approximately 1,000 in the Newburgh area. The full details of the consultation are described in the NTSG Pre-Appraisal document, so only a summary is presented here.

2.2.4 The NTSG consultation followed the STAG guidance, and as such used local knowledge to broaden the depth of knowledge about the problems and opportunities in the area, and also to generate ideas for a list of potential transport interventions that could be taken forward to a subsequent appraisal. In addition, the online survey resulted in returns from around 20% of the population.

2.2.5 The consultation added layers to the issues highlighted by the available data, and identified lengthy and limited public transport access to Perth, Cupar and a number of other destinations further afield. For local people, travel was seen not just as a necessity for work, but with the nearest secondary school and job centre being in Cupar and health facilities scattered around Fife, Dundee, and Perth and Kinross then travel to these places was also essential for other reasons, in addition to shopping, leisure and cultural activities. The low level of public transport provision was seen as particularly problematic for those who either cannot drive (e.g. older/disabled people) or do not have the means to own a car. Car sharing dependence amongst friends and relatives was reported as being quite common.

2.2.6 The lack of evening buses to and from Perth, lengthy journey times to and from Cupar, both important local destinations, were seen to be deeply problematic and indicative of the need for high car use in Newburgh and its associated costs. There was widespread dissatisfaction with rail connectivity, and a frustration that as a result of poor public transport provision, access and opportunities in employment and education were being limited. Accessing hospital health care facilities and a range of other activities were all difficult unless done by car, representing additional pressures on family time. Better bus provision and a reopened railway station were deeply and widely felt to offer the means to improving public transport provision.

2.2.7 Some of the most notable findings from the consultation organisations were:

- Stagecoach do not have any plans to run an evening service to Perth, as it is seen as being commercially unviable, and have already extended the Perth bus service to hourly intervals during the day;
- Sustrans has no independent plans for any dedicated cycle routes around the Newburgh/Abernethy/Bridge of Earn area, however would be willing to consider funding for links to a new railway station (for example from Abernethy to Newburgh), were it implemented;
- Lindores Abbey Distillery mentioned that better public transport links to the area would benefit both their employees and inward tourism to the site;
- A&J Stephen believe that improved connectivity, coupled with the new developments they are building as part of the Fife LDP, would assist in the regeneration of the local economy;
- Network Rail and Scotrail both agree that further work would need to be done to determine the feasibility of any rail option, but did not exclude it completely as a potential option.

2.3 Stakeholder Consultation

2.3.1 As part of this study, a further round of consultation was arranged to bring together key stakeholders to help shape the scope and focus of the study. A stakeholder workshop was arranged by Fife Council in Newburgh on 8th March 2019, with the following representatives:

- NTSG: Nigel Mullan, Donald Gunn
- Newburgh Community Trust/NTSG: Andrew Arbuckle
- Newburgh Community Council: John Ferrans
- SEStran: Keith Fiskin
- Fife Council: Jane Findlay
- SYSTRA: Ingrid Petrie, Iain Clement, Andrew Warrington, Neill Birch
- Tactran: Niall Moran
- Stagecoach: Steven Sinclair
- Network Rail: Carol Barclay
- Sustrans: Ross Miller
- Transport Scotland: David Torrance
- MSPs: Willie Rennie, Mark Ruskell
- Councillors: Donald Lothian, David MacDiarmid, Karen Marjoram

2.3.2 Others who were invited but gave apologies were:

- ScotRail
- Moffat and Williamson
- The following departments from Fife Council:
 - Development Plan Team
 - Economy, Tourism and Town Centres
- Councillors: Andy Heer, Altany Craik

2.3.3 A summary of the baseline data was presented, and the following topics discussed:

- Problems, Issues, Opportunities and Constraints
- Transport Planning Objectives
- Transport Options

2.3.4 The following points were raised.

Comments on the Baseline Data

- On the census data: a significant number of people get in a builder's van at 07.30 in the morning, which is why they have no fixed place of work. Additionally, 80% of people might say they have access to a car, but whether they have access to that car when they need it is questionable.
- There has been a drop in full-time employment in Newburgh, although an increase in part-time employment.
- Could the evidence be interrogated to point to why people have so many cars? This point was regarding members of the household working in different places/different times/different directions.
- Newburgh residents tend to use Ladybank for going to Edinburgh, and Perth for going to Glasgow.
- Are there any Newburgh residents captured in the Perth rail survey data?
- Bus journey times do not compare favourably with car travel; but the study should also look at cost of travel and not just journey times.
- Newburgh feels economically cut off from other areas.
- For hospital trips: Kirkcaldy is an important destination and also Ninewells Hospital in Dundee.
- There is quite a high level of social housing in Newburgh.
- The plan to build additional houses in Newburgh was highlighted, which included two developments of 240 and 40 properties, plus private plots. A percentage of these properties would be social housing.

Problems, Issues, Opportunities and Constraints

- Newburgh lies on the National Cycle Network (NCN) already, but a lot of the routes are along roads where the speed limit is 60mph. Having a reliable rail service would be an opportunity to market/develop a Tay circular cycle route.
- Newburgh lies on the railway line already and not taking advantage of that is a missed opportunity.
- Bus journey times tend to be quite long given some of the circuitous routes. Existing local bus services are subsidised (Service 94 fully, and Service 36 partly); if additional funding was available (from the Council or Community), the frequencies and/or extent of the timetables could be improved.

- The poor standard of local roads was noted, and this could be an issue if car traffic increased.
- The introduction of a rail station at Newburgh would probably result in a quite a wide catchment area; this could be an opportunity (e.g. increased traffic through the town being good for local businesses, and people being able to use it as a Park & Ride location for Perth), but also could cause some issues (e.g. larger amounts of pollution in the town and issues with parking).
- Newburgh has quite a high level of social housing¹; and of the new houses planned for Newburgh, 25% will be social housing (roughly 100 units).
- The development at Oudenarde has been on the table for a long time, and there has been no information available about when (or if) it will be completed. Any development at Oudenarde would dilute opportunities for Newburgh.
- The issue remains of how to choose between Newburgh and Bridge of Earn; if such a choice is necessary. There are open and transparent processes for both, during which synergies and benefits may be identified.
- There was a query about whether people already on the train would actually mind having a slightly longer journey time so the train could stop at Newburgh; and whether any survey work had been undertaken of current users of the Perth - Fife - Edinburgh rail line to assess the impact of an additional stop at Newburgh, including the associated extensions in journey time. It was noted that there was no survey work but wider 'evidence' would suggest there would be an impact.
- New housing could be perceived as both an issue and as an opportunity. There is a potential opportunity to put a levy on the developer to subsidise services.
- If children attending Bell Baxter High School could take the train, they wouldn't need to be taken there by school bus.
- Bus services are not stable and can be impacted by funding decisions; and the connections to other modes are poor.
- Economic decline should be specifically articulated among the problems.
- Lindores Abbey Distillery will have a positive tourism impact.

Transport Planning Objectives

- There was some discussion about the objectives and some points were clarified in the meeting.
- There was a mention of the fact that we should be encouraging people from the new developments not to take their cars. It was pointed out that this was reflected in the objective reducing the "proportion" of car driver journeys.
- Something could be done to include improved ambience for walking and cycling; there is the risk that if we have more cars then both air and noise pollution could increase.
- There was a general feeling in the room that some kind of economic objective would be a good idea, and this could be linked into the current economic challenges that people in the area face.
- Transport Scotland representatives commented on the generic nature of the study objectives, suggesting they could be tailored to give specific focus to Newburgh.

¹ This was a direct comment from one of the attendees; however NRS records show that the percentage of social rented tenure in Newburgh is lower than the average in Fife and Scotland, and has fallen between 2001 and 2011 (see the NTSG Pre-Appraisal Report, p.17).

This reflects previous steer from Transport Scotland during the work carried out by NTSG.

- Regarding Objective 1 (on journey times), it needs to be expanded to consider links with neighbouring communities:
 - A key consideration is Newburgh being economically viable in the longer term
 - Increase the number of public transport services in Newburgh
 - Create a virtuous circle
- Regarding Objective 2 (on proportion of driver trips):
 - Relate to access to more varied and frequent public transport services
 - After-school activities for secondary pupils and access to the hospital in Kirkcaldy
- Objective 3 could also be expanded.

Transport Options

- Any new station would need to be supported by other additional (especially cycle) infrastructure that would encourage integrated journeys.
- Service 36 is currently subsidised but that may change. New bus options could be similarly subsidised and would not necessarily have to be wholly commercial operations. It was suggested that if buses were to link into rail services at Ladybank the frequency would need to be every 20 minutes.
- The option for better bus links to connect into a P&R site at Oudenarde or a rail station at Bridge of Earn should be added to the list.
- Is express coach provision a consideration? The Stagecoach 'X' stopping express network serves much of Fife and has expanded, with Bridge of Earn also directly served in peak hours.
- There was a comment that the Hill Road site is not really feasible as a location. The is an option for a station behind the primary school.
- There have been some rumours that Clatchard Quarry will close in 2022. Discussions appear to be ongoing. This could be checked with the Fife Planning Department.²
- The option of a train station at Abernethy should also be taken into consideration.
- Options being taken forward should be coordinated with the other STAG study being carried out at Bridge of Earn.
- The option of a new station at Abernethy was noted.

2.3.5 Some people made a request for the community to be kept informed with regular updates.

Summary

2.3.6 From the consultation sessions, the residents of Newburgh face challenges in accessing key destinations by public transport. There is a sense in the community that they are

² It was confirmed after the meeting by NTSG that the current licence runs out in 2022 but may be renewed; however this would not stop a station being located on the site.

being left behind economically, while larger economic centres in the region which do have good access to public transport are seeing more inward investment.

2.3.7 The tourism potential generated by Lindores Abbey and the Fife Coastal Path was also acknowledged as something that could be increased by improved public transport services, particularly a new rail station in Newburgh.

2.3.8 The comments from the stakeholder sessions have been carried forward to inform the Transport Planning Objectives.

2.4 Collation of Baseline Evidence

2.4.1 The initial stage of the STAG process is establishing the current situation within the study area. This includes developing an understanding of the policy background, socio-economic context, transport network and the implications of any planned development within the area.

2.4.2 The analysis in the following chapters has been informed by the work already carried out by NTSG. Where appropriate, data has been updated and all data has been reviewed and interpreted in the context of the Fife Local Transport Strategy and any planning and policy changes.

2.4.3 Additional sources for this study include:

- Census 2011;
- Scottish Household Surveys;
- Transport Scotland data including transport forecasts; and
- Rail User Surveys (2017).

3. POLICY

3.1 Overview

3.1.1 There are a number of wider transport, planning, and economic policies and plans as well as existing studies that will inform the development of the transport appraisal. These documents include:

National Policies and Plans:

- National Planning Framework 3, 2014
- Scottish Planning Policy, 2014
- Transport Scotland National Transport Strategy, 2016
- Infrastructure Investment Plan, 2015
- Scottish Government Economic Strategy, 2015
- Strategic Transport Projects Review, 2008
- Scotland Route Study, Network Rail, 2016

Regional Policies and Plans:

- TAYPlan Strategic Development Plan
- SEStran Regional Transport Strategy 2008 – 2023
- Tay Cities Deal

Local Policies and Plans:

- Shaping Perth's Transport Future
- Perth West Masterplan, 2015
- Fife Local Development Plan, 2017
- Local Transport Strategy for Fife, 2006-2026

3.2 National Policies and Plans

National Planning Framework 3, 2014

3.2.1 Scotland's *National Planning Framework 3* (NPF3) was laid in the Scottish Parliament on 23 June 2014 and spatially sets out the Scottish Government's Economic Strategy. It focuses on four outcomes:

- Creating a successful, sustainable place that supports sustainable economic growth and regeneration including the creation of well-designed places;
- Making Scotland a low carbon place, reducing carbon emissions and adapting to climate change;
- Ensuring that Scotland is a natural and resilient place, helping to protect and enhance its natural and cultural assets, facilitating sustainable use; and
- Making Scotland a connected place, supporting better transport and digital connectivity.

3.2.2 The *NTS* sets a framework for the Scottish transport up to 2026, around the following vision:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

3.2.3 The *NTS* also set out three strategic outcomes which are intended to provide the focus for delivering the high-level objectives. The strategic outcomes are to:

- **Improve journey times and connections:** to tackle congestion and the lack of integration and connections in transport which impact on our high-level objectives for economic growth, social inclusion, integration and safety;
- **Reduce emissions:** to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health; and
- **Improve quality, accessibility and affordability:** to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

3.2.4 In terms of this study, NPF3 refers to the north of Fife as a focus for new housing and business development. This is largely because of the near proximity to Perth, which is considered to be a strategically important gateway to the north and north east of the country due to its central location within Scotland’s road and rail network.

Scottish Planning Policy, 2014

3.2.5 Scottish Planning Policy (SPP) was published on 23 June 2014 and sets out national planning policies which reflect Scottish Ministers’ priorities for the operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland while allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- The preparation of development plans;
- The design of developments, from initial concept through to delivery;
- The determination of planning applications and appeals.

3.2.6 SPP identifies a need to shift to more sustainable modes of transport to help meet the Scottish Government’s greenhouse gas emission targets. Tackling congestion will also help support sustainable economic growth. The Policy requires that planning authorities should support development that reduces the need to travel and facilitates travel by walking, cycling and public transport and freight movement by rail and water.³

³ Perth and Kinross LDP, page 33

Transport Scotland National Transport Strategy, 2016

3.2.7 Scotland's National Transport Strategy was originally published in December 2006 to act as an enabler of economic growth.

3.2.8 A refresh to the Strategy was prepared in January 2016. Its aim is to support businesses in achieving their local, national and international objectives and to improve the lives of individuals and communities by providing connections to future economic development. NTS sets a framework for the Scottish transport up to 2026, around the following vision:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

3.2.9 For achieving this vision five high level objectives are outlined:

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

3.2.10 The main strategic outcomes expected are based around the following key priorities:

- Improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
- Reduced emissions, to tackle climate change, air quality, health improvement; and
- Improved quality, accessibility and affordability, to give a choice of public transport, better quality services and value for money, or an alternative to car.

Infrastructure Investment Plan, 2015

- 3.2.11 The Scottish Government's Infrastructure Plan was published in 2015 and sets out the priorities for investment in public infrastructure in Scotland.
- 3.2.12 In terms of this study, it details the commitment to complete the dualling of the A9 between Perth and Inverness by 2025 and notes that investment in the rail infrastructure between Aberdeen and the central belt will support improved connectivity and journey times for passenger services and an improved capability for rail freight. It further states that improved station environments will also be delivered at Perth and the Highland main railway line between Perth and Inverness will be upgraded by adding passing loops and increasing line speeds.

Scottish Government Economic Strategy, 2015

- 3.2.13 Scotland's Economic Strategy focuses on *"the two mutually supportive goals of increasing competitiveness and tackling inequality"*. The Strategy outlines the following four priorities to support sustainable growth across the country:
- Investing in our people and our infrastructure in a sustainable way;
 - Fostering a culture of innovation and research and development;
 - Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion; and
 - Promoting Scotland on the international stage to boost our trade and investment, influence and networks.

Strategic Transport Projects Review, 2008

- 3.2.14 The Strategic Transport Projects Review (STPR), published in December 2008, sets out the Scottish Government's 29 transport investment priorities over the period to 2032.
- 3.2.15 The STPR identifies those recommendations that most effectively contribute towards the Government's Purpose of increasing sustainable economic growth. The outcomes of the STPR are structured on a tiered approach to investment, based around the priorities of:
- Maintaining and safely operating existing assets
 - Promoting a range of measures, including innovative solutions, that make better use of existing capacity; and
 - Promoting targeted infrastructure improvements where these are necessary, affordable and practicable.
- 3.2.16 Through Transport Scotland, the Scottish Government are currently taking forward the next review of projects (STPR 2) and reporting from this is expected to be complete in 2020.

Scotland Route Study, Network Rail, 2016

- 3.2.17 The Scotland Route Study presents a vision of the railway in 2043, and sets out a strategy “for realising this vision in ways that are deliverable and likely to provide value-for-money for passengers and funders”.
- 3.2.18 The strategic objectives set in the study aim to enable economic growth by:
- Improving connectivity:
 - To/from the retail, leisure and tourism sectors of the economy
 - Business to business connectivity
 - Connecting communities
 - Improving accessibility:
 - Improving access to workers for businesses
 - Access to employment and training opportunities
 - Reducing carbon and transport sector’s impact on the environment
 - Improving integration across the transport network
 - Reducing safety risks for the general public
 - Improving affordability and value for money
- 3.2.19 There is however no specific mention of projects affecting the Ladybank-Perth section of line.

3.3 Regional Policies and Plans

TAYPlan Strategic Development Plan

- 3.3.1 The TAYplan Strategic Development Plan (SDP) was approved in October 2017. It sets out land use planning policies to guide the location of development across the whole Dundee and Perth area, North Fife and parts of Angus and Perth and Kinross over the next 20 years up until 2036.
- 3.3.2 The Plan’s vision centres on improving people’s quality of life. It highlights that growing and strengthening the TAYplan economy is a key priority underpinned by better connected places, new jobs, investment and strong community empowerment.
- 3.3.3 Newburgh is listed as a Tier 3 settlement, which means it is seen as having a more modest role than that of some of the core areas but with the potential to be important to the regional economy. Because of this the focus is mainly on sustaining existing assets and it will receive a smaller portion of the additional development in the plan.

Proposals 1: Map – Proposals for how the region will develop over the 20 years between 2012 and 2032

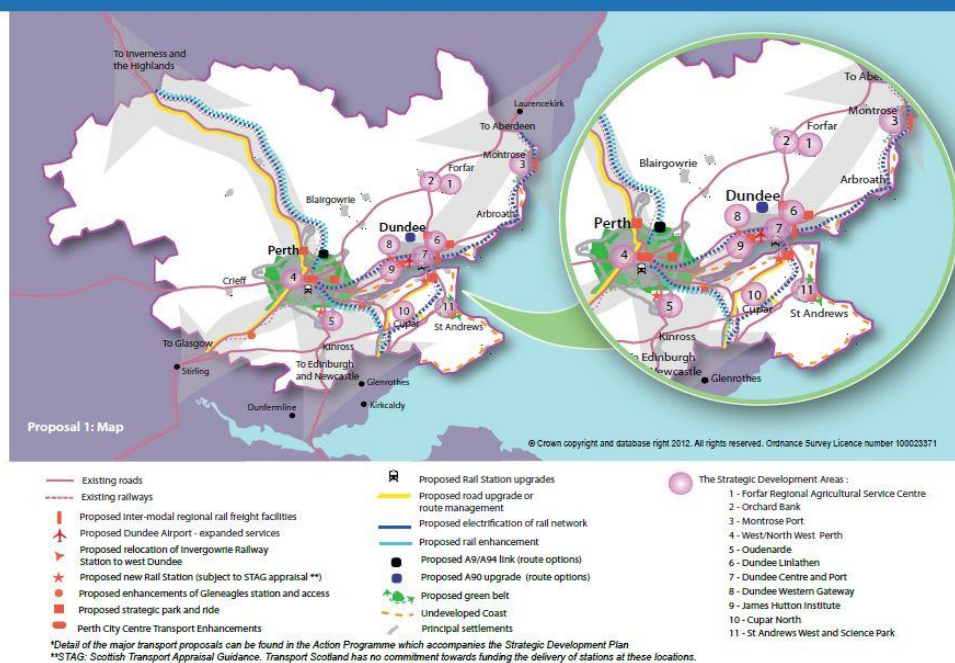


Figure 1. TAYPlan 20 year proposals (2012-2032)⁴

3.3.4 In terms of this study, the document details various proposals for achieving their vision and objectives, including the potential for a new station at Newburgh (subject to STAG appraisal) and the enhancement and electrification of the rail line south from Perth via Newburgh.

SEStran Regional Transport Strategy 2008 – 2023

3.3.5 The SEStran Regional Transport Strategy (RTS) was published in 2008 and sets out a vision and strategy for improving the region’s transport infrastructure, services and other facilities, over the 15 years to 2023. SEStran’s vision is to deliver:

“...successful integration between land-use and transport planning. The forthcoming City Region plan and other development plans, provide a real opportunity to develop a regional, joined up approach which will create a new pattern for development, focussed on locations with good public transport, both present day and planned.

The RTS also aims to ensure that all residents of the SEStran area can share in the economic success of the area, by widening access to opportunities in health, employment/training, education, leisure and culture. Targeted measures will address those geographical areas and groups in society who are disadvantaged by poor access to key services and other opportunities.”

3.3.6 Main objective themes were developed to support this vision, these are:

⁴TAYPlan Strategic Development Plan

- Improve key points of connectivity on the transport networks, linked to the economy;
- Better public transport in SEStran – journey time, price, reliability, availability, convenience, quality, information and integration;
- Integrate land use and transport planning;
- Encourage the behavioural change of making ‘Smart Choices’;
- Encouragement of the healthiest and most environmentally friendly forms of transport - walking and cycling;
- Improved access for employers to a wide labour market;
- A decrease in car dependency over the region;
- Improved accessibility for disadvantaged areas to employment opportunities and health services, and improved opportunities for those live in rural areas and with mobility difficulties;
- Funding for improving links to main corridors, rural transport, within rural areas, and community transport, to ensure the transport needs of all within the SEStran area are achieved;
- Reduced greenhouse gas emissions; and
- Road safety improvement.

Tay Cities Deal

- 3.3.7 The aim of the Tay Cities Deal is to bring together public, private and voluntary organisations in council areas of Angus, Dundee City, Perth & Kinross and the North East area of Fife, aiming to create “a smarter and fairer region”. These local authorities and their Partners have negotiated with the UK and Scottish Governments and secured investment and greater local powers which will be used to encourage skills development and progress infrastructure such as roads, rail links, buildings and communications networks. The deal was signed in November 2018.⁵
- 3.3.8 The investments include up to £150 million over 10-15 years, subject to final approval of robust business cases. It is believed that this investment has the potential to secure over 6,000 jobs and attract over £400 million in investment over the next 10-15 years.
- 3.3.9 In terms of this study, the investments mentioned which are relevant to Newburgh and North Fife area include:
- Up to £15 million in a Perth Bus and Rail Interchange project subject to detailed consideration of future plans for the rail infrastructure in and around Perth Station and completion and agreement of appropriate appraisal, business case and statutory processes.
 - Building on world-class locations such as St Andrews, the Scottish Government will invest £37 million, subject to approval of a programme business case, to support a Regional Culture and Tourism Investment Programme that will invest in key economic assets in culture and tourism. The Programme will be developed in conjunction with the private sector and with national agencies and will be designed to maximise the use of public funds and leverage additional private sector investment. It will invest in a wide range of assets to ensure that the entire region

⁵ https://www.taycities.co.uk/sites/default/files/tay_cities_deal_2018_heads_of_terms.pdf

can continue to develop its national and international visitor offer. This investment will attract longer stays in the region and ensure the region can deliver: uplift in the number of staying visitors; and in the amount spent per visitor.

- Moorings at Newburgh: the provision of marine tourism infrastructure including pontoons, moorings and marina facilities at Newburgh and six other sites.

3.3.10 During NTSG’s consultation with local businesses, the owners of Lindores Abbey Distillery mentioned that they have been noted by Fife Council as a specific site of tourism interest.⁶

3.4 Local Policies and Plans

3.4.1 There are a number of local policies and plans that give context to journeys to and from Newburgh, including the Fife Local Development Plan and the Local Transport Strategy for Fife. In addition, trips to and from Perth are included as being one of the main attractors for journeys from Newburgh. Any plans for Perth are likely to impact on journeys from Newburgh, particularly where these have an impact on car use. Further afield, there is a recognition that the plans for Fife mentioned in the Edinburgh City Deal could also have an impact on economic opportunities for Newburgh residents.

Shaping Perth’s Transport Future, 2011

3.4.2 Shaping Perth’s Transport Future sets out the transport strategy for Perth and the wider region. It includes a vision for the region that aims to *“provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility.”*

3.4.3 This vision is supported by the following strategic objectives:

- To improve and maintain the efficiency of the strategic transport network;
- To improve and maintain the efficiency of the local transport network;
- To enable more effective management of incidents and events;
- To work towards meeting national air quality standards and prevent further breach/exceedance;
- To reduce transport emissions which contribute to climate change, in line with national guidance;
- To improve the safety of the strategic and local transport network;
- To increase the proportion of short trips by more sustainable modes; and
- To improve accessibility to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions).

3.4.4 The strategy also identifies existing key transport problems which include:

- Walking and Cycling – considered unattractive due to heavily trafficked roads in the city centre and on key routes leading to the centre, air quality problems and severance by the A9 to access to future growth areas.

⁶ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 8

- Bus network – congestion at key junctions impacting on reliability of journey times and compromising the operation of existing bus priority measures. Bus congestion at South Street and Mill Street bus stops.
- Local Road Network – congestion in the city centre due to the constraints imposed on the local road network by the Perth and Queen’s Bridges and the lack of a suitable alternative east-west route that avoids the centre of Perth. Crieff Road /Newhouse Road to the north-west of the city centre also experiences congestion.
- Air Quality – Perth Air Quality Management Area designated in Perth city centre and wider city region in 2006 as a result of air quality being below the required standards with transport identified as a key contributing factor.

Perth West Masterplan, 2015

3.4.5 The Perth West Masterplan Framework includes an area of land of approximately 285ha located to the west of Perth City. It is mainly an agricultural area with some areas of greenbelt which has been identified within the Perth and Kinross LDP as site H70 and proposed for the development of 3,000+ residential units, 25ha of employment land, 2 primary schools and community facilities.⁷ The site location is shown in Figure 2.

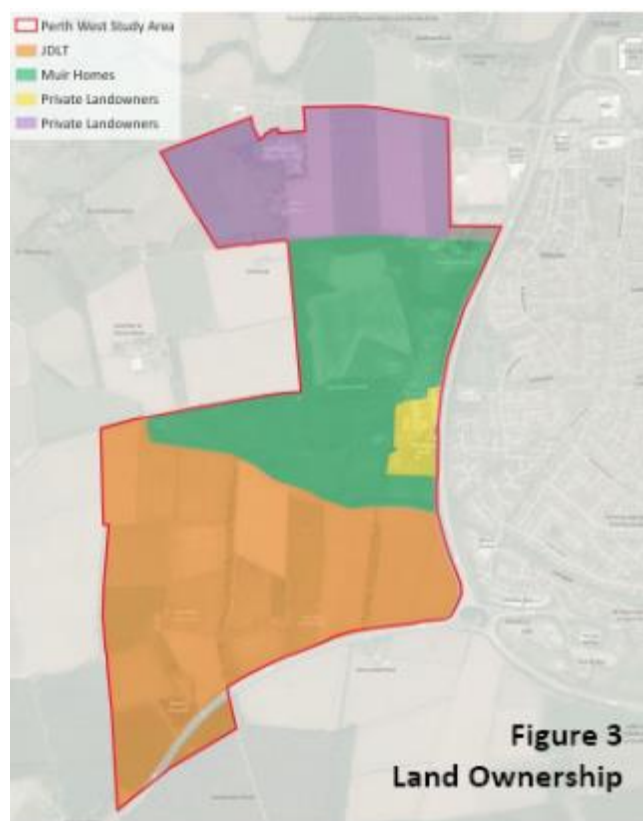


Figure 2. Perth West Site Location

3.4.6 The vision set in Perth West Masterplan Framework looks to:

⁷ <https://www.pkc.gov.uk/article/15075/Perth-West-Charrette-and-Masterplan-Framework>

“Develop a place that is a distinctive and that offers a new vibrant mixed-use community based on local centres and neighbourhoods, which promote new lifestyle opportunities developed through bold approaches to urban place-making integrating live, work, and play and supporting a low carbon future. Delivered through the phased provision of infrastructure and residential and employment land, supporting the sustainable growth of Perth City.”

3.4.7 The Masterplan outlines the following opportunities to ensure that Perth West supports the city’s plan for sustainable growth:

- Green Network – protecting and enhancing the Green Network.
- Residential Plus Neighbourhoods – adding diversity to the residential mix by providing variable needs housing.
- Low Carbon Futures – Perth West is a collection of new neighbourhoods that are expected to develop until 2050. There is a need to reduce emissions by providing low cost energy solutions and reducing car ownership.
- Employment and Quality Jobs – local jobs need to be created through a diversity of commercial, industrial and enterprise facilities which are closely integrated with community structures.
- Community Infrastructure – Perth West needs strong community structure to support the growth and to create a sustainable community.
- Healthy Active Communities – Provision/enabling infrastructures that promote and support active travel options.
- Well Connected Places – A strong public transport network providing connectivity to local communities.

Fife Local Development Plan, 2017

3.4.8 The Fife Local Development Plan (FIFEPlan) was prepared in 2017 and details the status and specifications of new developments in Fife. Newburgh is considered as a Town Centre and “...the Local Development Plan strategy and policies support Fife’s town centres as hubs of activity which adapt to changes in their role so they can remain centres for commercial, community, and cultural activity.” In addition, a large part of Newburgh is designated as an Area of Archaeological Regional Importance.

3.4.9 There are two committed projects listed in Newburgh, which are shown in Figure 3:

- A development south of Cupar Road. The development consists of: 8.8ha (225 units) of housing, 1ha of employment, 0.6ha of primary school expansion and 1.2ha of cemetery expansion. Requires transport assessments to determine necessary infrastructure improvements.
- A development on land north of Cupar Road, Newburgh. The development consists of 1.9ha (50 units) of housing and a high-quality development frontage on to the A913 including tree planting and other features to reflect rural character.

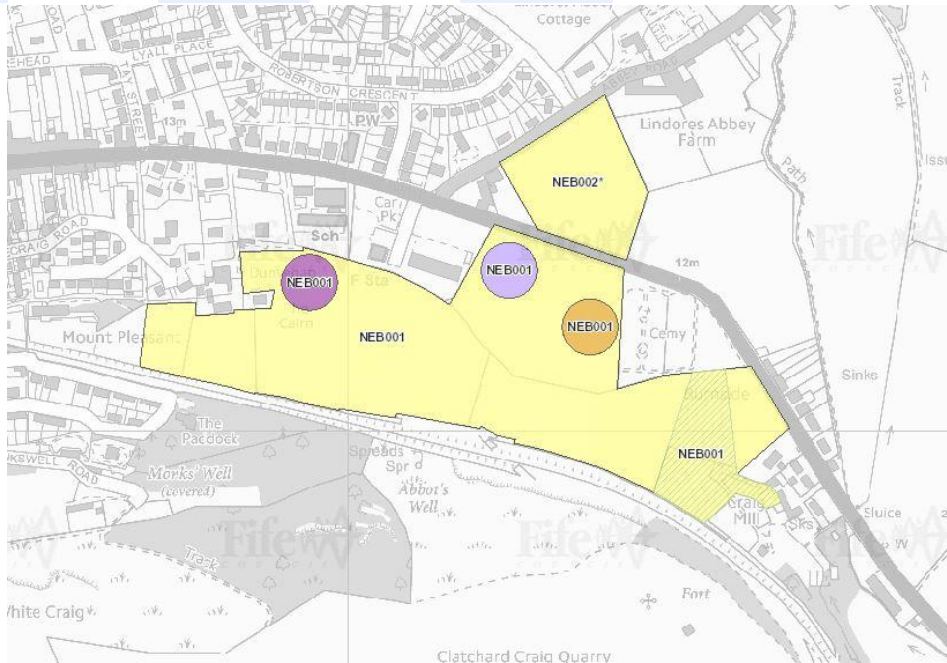


Figure 3. Newburgh developments mentioned in the Fife LDP⁸

⁸ <http://arcgisweb.fife.gov.uk/LocalViewEXT/Sites/LDP1adopted/>

3.4.10 The Local development plan also has quite a significant number of employment area proposals in south-west Fife, including areas close to Glenrothes, Kirkcaldy and Cowdenbeath; and therefore improved connections to these locations would increase employment opportunities for Newburgh residents.

Local Transport Strategy for Fife 2006-2026, 2006

3.4.11 The Local Transport Strategy (LTS) for Fife was prepared in 2006. It lists ten objectives, grouped into two themes, and divides the actions to achieve these into different time stages: Key Targets, 3-5 Year Targets and Longer Targets (10-20 Years). Figure 4 gives details of the objectives.

3.4.12 The document mentions a potential new rail station at Newburgh as part of a longer-term target for investigation. A high-level assessment of the project rates it as achieving a positive impact in a wide range of the LTS objectives. It also gives an outline cost estimate of £2.5m for the project.

TRANSPORT THEMES

Access for All

Objective: To improve access to all key needs and services for all. (including employment, education, health and leisure opportunities).

Travel Safety

Objective: To improve safety for all forms of transport.

Changing Travel Habits

Objective: To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport, and car sharing.

Management and Maintenance of Transport Infrastructure

Objective: To manage and maintain road networks in an acceptable, safe and sustainable condition.

Transport and Land Use Planning

Objective: To encourage more sustainable travel for new and existing developments.

Integrated Transport Networks

Objective: To widen travel choice through the provision of integrated transport networks.

TRAVEL CHOICES

Walking and Cycling

Objective: To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.

Passenger Transport

Objective: To work with passenger transport operators to develop an integrated public transport system.

Freight Transport

Objective: To promote efficient movement of freight and encourage transfer of goods from road to rail, sea and pipeline.

Cars, Motorcycles and Parking

Objective: To maintain access for essential private vehicle users, whilst restraining the capacity for driver only car commuting in congested locations.

The above objectives have been appraised against:

- the Scottish Executive's STAG objectives of Economy, Environment, Accessibility and Social Inclusion, Safety and Integration.
- the additional objectives of Fife's Community Plan
- the travel issues for disabled people, as identified within 'MACS Transport Strategies: Planning for Inclusion'

Figure 4. Local Transport Strategy for Fife: List of Objectives

3.5 Findings

- 3.5.1 The review of planning policy relevant to this study has highlighted parallels at both a national and local level on many objectives including economic growth, social inclusion improvements, the environment and reduced journey times.
- 3.5.2 In addition, a number of options have been identified for Newburgh, including a potential reopening of the rail station and riverside moorings, although no funding has been allocated for these. The local development plan identifies two new housing developments.
- 3.5.3 This review of policy has identified not only options to be included as part of the option generation stage but also contributed towards the development of the study Transport Planning Objectives to ensure this study reflects national, regional and local policy objectives.

4. SOCIO-ECONOMIC CONTEXT

4.1 Overview

4.1.1 The initial stage of the STAG process is establishing the current situation within the study area. This includes developing an understanding of the socio-economic context, transport network and the implications of any planned development within the area.

4.1.2 Newburgh lies approximately 12 miles southeast of Perth with a population of close to 3,000 according to the 2011 census. Newburgh is located on the south bank of the River Tay and 8 miles east of Bridge of Earn.

4.1.3 The NTSG Pre-Appraisal document states:

Since the disappearance of its economic base in the mid to late 20th century, the town has not revived in a productive economic sense and therefore it has shared in and faced the general post-industrial decline common to many areas, although it has not been damagingly blighted compared to other areas in Fife and Scotland. However, it is very unlikely now that employment will return to places like Newburgh in the way it once was. All opportunities are now concentrating in cities and big regional centres.⁹

4.1.4 Newburgh has some good existing community facilities including a primary school and a doctor's surgery, however has no secondary school or wider health facilities.

4.1.5 In addition to looking at transport in and around Newburgh, this study will also look at movements between Newburgh and Perth, Fife and Edinburgh. In particular, trips to and from Perth and Newburgh due to the proximity. For this reason, some socio-economic data is also presented for Perth.

4.1.6 Much of the data presented below is sourced from the 2011 Census, supported by the pre-existing analysis undertaken by NTSG in their Pre-Appraisal. As with all Census data there is a time-lag from when the data was collected and this data is now over seven years old.

4.2 Population

4.2.1 Newburgh consists of four distinct Census data zones listed below with population numbers from the 2011 Census:

- Newburgh West and Lochmill: 817;
- Newburgh North East and Braeside of Lindores: 591;
- Newburgh East: 899;
- Flisk, Lindores and Luthrie: 592.

⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018, pg. 7

Table 1. Population Growth over the 2001-2011 Census Decade¹⁰

Population 2001-2011		
Area/Time	Population	Population Increase
Newburgh 2001	2,594	
Newburgh 2011	2,899	11.76%
Fife 2001	349,429	
Fife 2011	365,198	4.51%
Scotland 2001	5,062,011	
Scotland 2011	5,295,403	4.61%

4.2.2 Table 1 shows that there has been a 11.8% increase in the Newburgh population over the 2001-2011 period, compared with a 4.5% increase for Fife and a 4.6% increase for Scotland as a whole. It should be noted that the zoning system for Newburgh did change slightly between 2001 and 2011, but not significantly.

4.2.3 The population age distribution for Newburgh is similar to the distribution in Fife as a whole and also the Scotland average, although there are some differences, as shown in Table 2.

Table 2. Census 2001-2011 Age Distribution and Changes¹¹

Area/Time	Age Grouping							
	0-15	16-19	20-34	35-49	50-59	60-64	65-74	75 and over
Newburgh 2001	17.89%	4.29%	16.15%	23.04%	14.78%	6.64%	10.04%	7.17%
Newburgh 2001 Total	22.18%			53.97%			23.85%	
Newburgh 2011	16.80%	4.00%	-	-	-	8.42%	11.69%	8.35%
Newburgh 2011 Total	20.80%			50.74%			28.46%	
Percentage Change	-1.38%			-3.23%			4.61%	
Fife 2001	19.64%	5.03%	19.01%	21.70%	13.25%	5.14%	8.77%	7.46%
Fife 2001 Total	24.67%			53.96%			21.37%	
Fife 2011	17.63%	5.04%	-	-	-	6.85%	9.63%	7.91%
Fife 2011 Total	22.67%			55.94%			24.39%	
Percentage Change	-2.00%			1.98%			3.02%	
Scotland 2001	19.20%	4.98%	20.03%	22.09%	12.63%	5.17%	8.81%	7.09%
Scotland 2001 Total	24.18%			54.75%			21.07%	
Scotland 2011	17.30%	5.07%	-	-	-	6.35%	9.10%	7.72%
Scotland 2011 Total	22.37%			54.46%			23.17%	
Percentage Change	-1.81%			-0.29%			2.10%	

4.2.4 The average increase for those over 60 in Newburgh was 4.6%, with Fife at 3.0% and Scotland 2.1%. In contrast, the population of those under 20 shows a reduction in Newburgh of -1.4%, compared to -2.0% for Fife and -1.8% for Scotland as a whole. The 20-59 age range has seen a decrease for Newburgh that is larger than the average for Scotland, whereas Fife has seen an increase in this category. The data suggests that the population is steadily ageing and that a lack of employment opportunities is contributing to discouraging younger people from staying in or moving to the area.

4.2.5 Figure 5 shows a map of the percentage of people over 65 in the 2011 census, which shows that parts of Newburgh and Auchtermuchty have a higher proportion of those over

¹⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 8

¹¹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 9

65 than the surrounding area. The National Records of Scotland predicts a 1.9% increase in total population for Fife between 2016 and 2026, compared with a 3.2% overall total for Scotland. Additionally, the projected percentage increase for those of pensionable age in Fife is 6%, compared with 5% for Scotland overall.

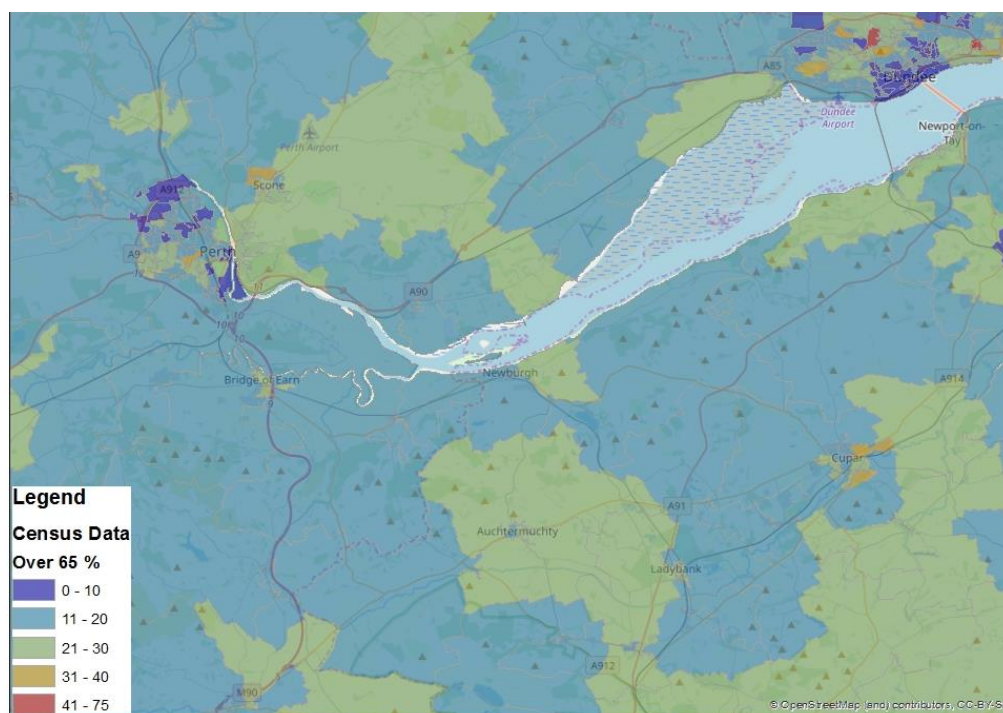


Figure 5. Census 2011 Percentage of Population aged over 65 years¹²

4.3 Scottish Index of Multiple Deprivation

4.3.1 The Scottish Index of Multiple Deprivation (SIMD) 2016 is the Scottish Government official tool for finding the most deprived areas in Scotland.

4.3.2 SIMD shows where Scotland’s most deprived areas are across a number of indicators including income, education, employment, health and access to services. The index can be used to help identify areas which may require specific targeting.

4.3.3 Access to Services includes two indicators: the average drive time to a petrol station, a GP surgery, a post office, a primary school, a secondary school, a retail centre, and the public transport travel time to a GP surgery, a post office and a retail centre. Although the indicator does not take into account the frequency or quality of services and is weighted 2/3 in favour of drive time it does give a useful indication of accessibility across the area.

4.3.4 The NTSG Pre-Appraisal document states:

The Scottish Index of Multiple Deprivation (SIMD) 2016, ranks the Newburgh area as roughly in the middle between its most deprived and least deprived data zone sets for Fife. This midranking runs through the

¹² <https://www.scotlandscensus.gov.uk/>

seven different SIMD data domains of deprivation: Income, Employment, Health, Education, Access, Crime and Housing.

The InFuse, UK Data Service has run an aggregation of 2011 census data with dimensions of deprivation used to classify households based on four selected household characteristics, Employment, Health, Education and Housing.

The table below [Table 3] shows Newburgh with marginally more deprivation in the categories measuring one or two dimensions of deprivation, compared with Fife and Scotland as a whole, less in three dimensions than the others and slightly more than Fife but less than Scotland as a whole in four dimensions.¹³

Table 3. Classification of Household by Deprivation from 2011 Census¹⁴

Total Households	Dimensions of Deprivation				
	0	1	2	3	4
Newburgh	513	473	285	54	6
1,331	38.54%	35.54%	21.41%	4.06%	0.45%
Fife	65235	52647	33448	8962	660
160,952	40.53%	32.71%	20.78%	5.57%	0.41%
Scotland	951359	769176	484020	151558	16664
2,372,777	40.09%	32.42%	20.40%	6.39%	0.70%

4.4 Car Availability

4.4.1 In terms of availability of a car, the NTSG Pre-Appraisal document states:

In aggregated terms, households owning more than one car have noticeably increased.

Households with no ownership of either a car or van (19.46% in 2011) are still noticeably fewer in Newburgh than in Fife or Scotland as a whole, although the figure dropped less over the 2001-2011 period, 1% as against 4%.

Private car ownership has increased everywhere across Fife and Scotland. Drops across the board in households owning just one car have been more than offset by increases in two car households - a slight shift upwards for Newburgh, a larger one for Fife and Scotland. There have also been shifts upwards to three and four car households, in this case more so for Newburgh than for Fife and Scotland.¹⁵

4.4.2 Table 4 and Figure 6 show the Census 2011 numbers for vehicle ownership, and Figure 7 shows a map of the percentage of people with no access to a car or van.

¹³ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 11

¹⁴ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 12

¹⁵ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26-27

Table 4. Number of Households with Access to Car or Van¹⁶

Area/Time	All Households	All Cars or Vans in the Area
Newburgh 2001	1,368	1,661
Newburgh 2011	1,407	1,745
Newburgh Percentage Change	2.85%	5.06%
Fife 2001	150,274	151,978
Fife 2011	160,952	182,186
Fife Percentage Change	7.11%	19.88%
Scotland 2001	2,192,246	2,044,018
Scotland 2011	2,372,777	2,475,376
Scotland Percentage Change	8.23%	21.10%

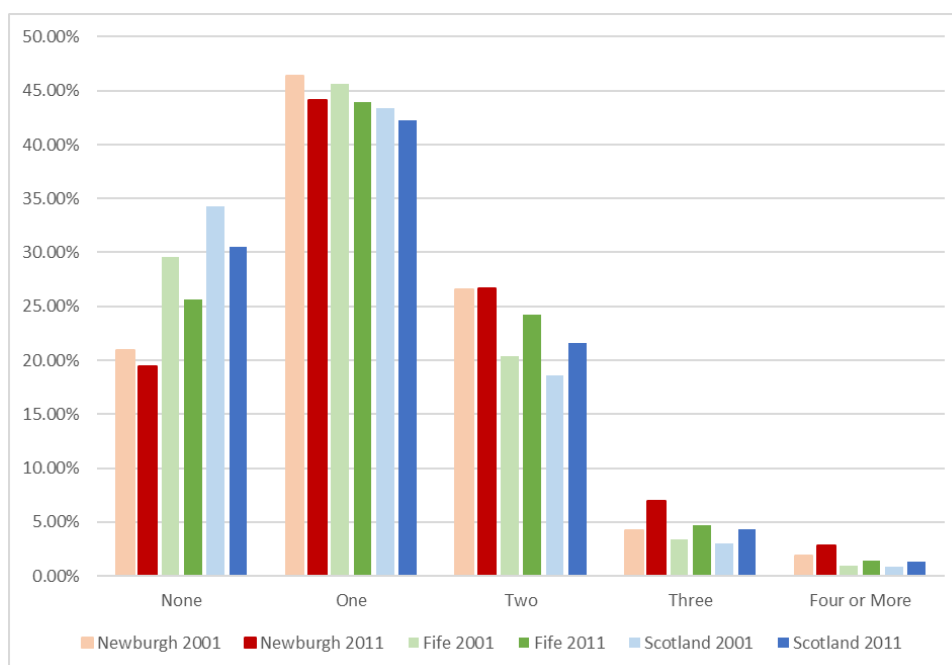


Figure 6. Car Owning Households, Census 2001 and 2011¹⁷

¹⁶ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26

¹⁷ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26

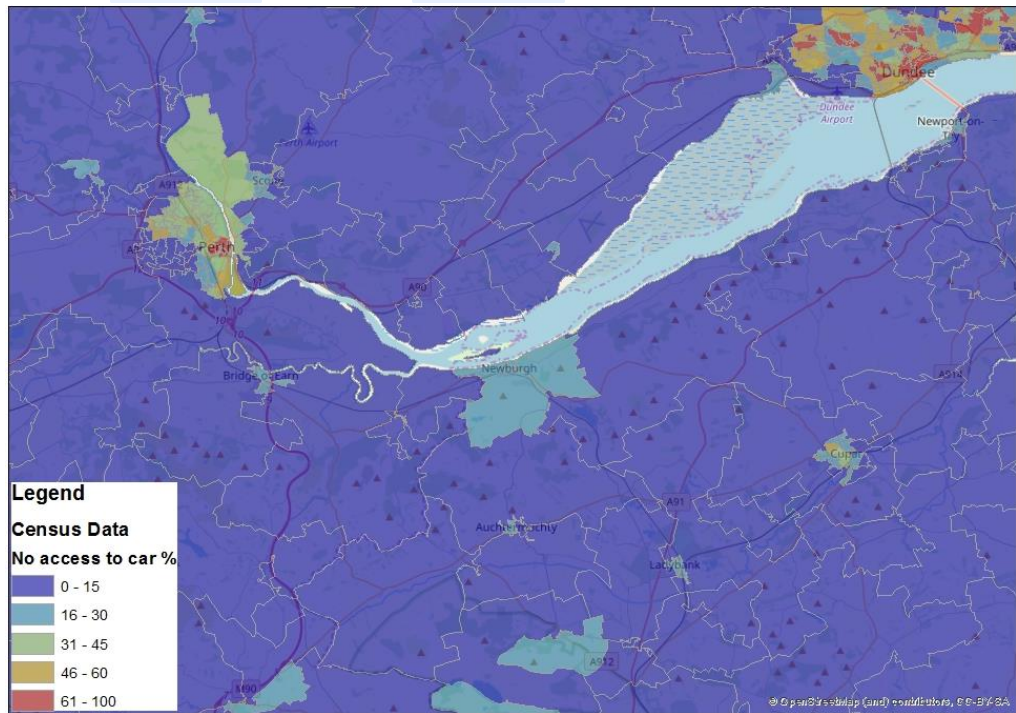


Figure 7. Census 2011 Households with No Access to a Car/Van (%)¹⁸

4.4.3 As is evident from Figure 7, almost 20% of the households in Newburgh do not have access to a car or van and this is significantly higher than the surrounding area, although lower than the total for Scotland (31%).

¹⁸ <https://www.scotlandscensus.gov.uk/>

4.5 Economic Activity

4.5.1 The NTSG Pre-Appraisal document contains a comparison of those Census 2011 respondents economically active and inactive, which are shown in Figure 8 and Figure 9.

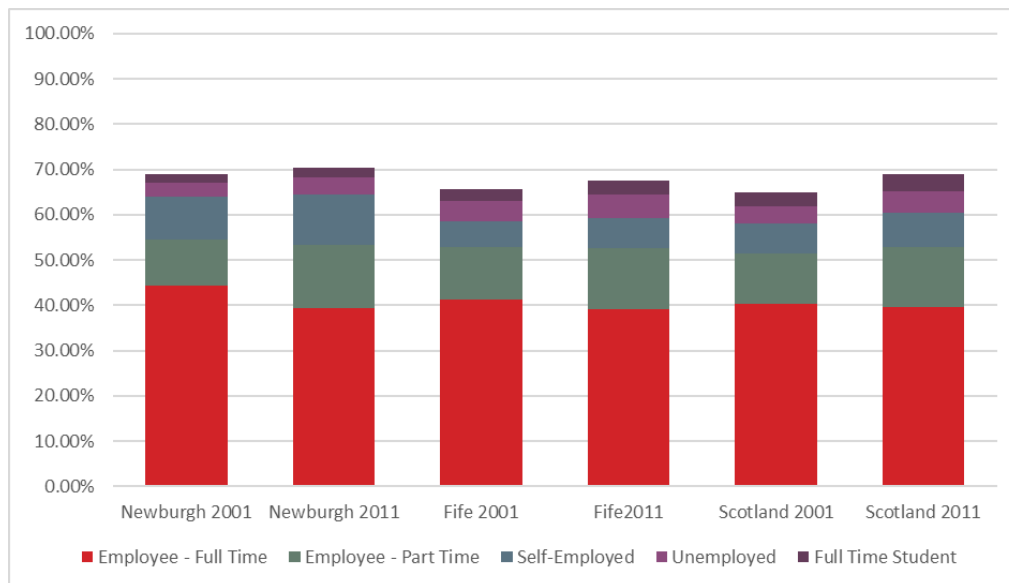


Figure 8. Economically Active 16-74.¹⁹

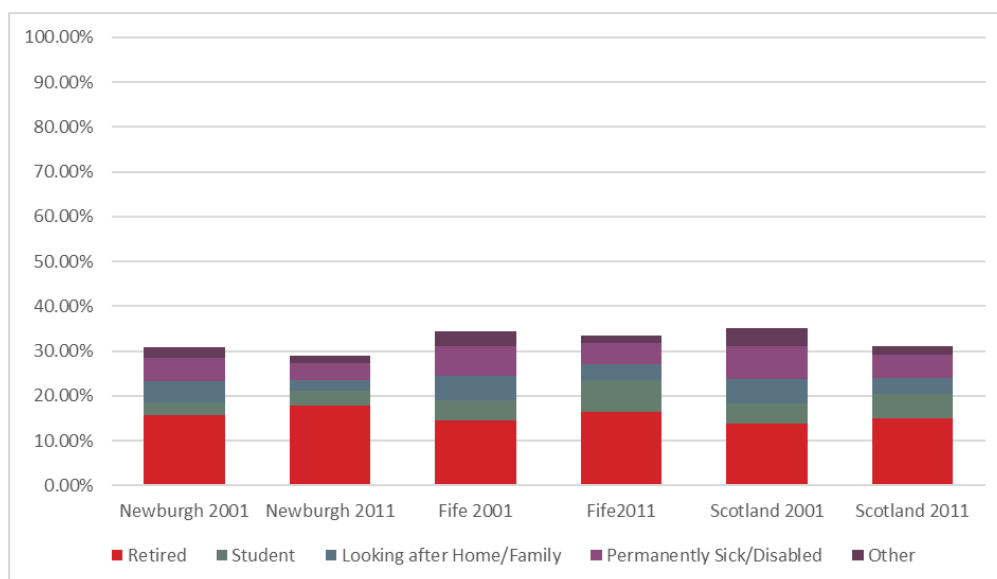


Figure 9. Economically Inactive 16-74.²⁰

4.5.2 There is a comparatively more economically active population in Newburgh than Fife or Scotland although there has been a greater drop in full-time employment than elsewhere and a greater rise in part-time working. However, the growth in economic activity has been greater in Scotland than in Fife, with Fife’s increase greater than Newburgh’s.

¹⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13

²⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13

4.5.3 The NTSG Pre-Appraisal document states:

Self-employment has seen approximately 1% increases across all areas, although Newburgh has slightly more people proportionately in self-employment than Fife or Scotland as a whole. Again, this may obscure a level of insecurity associated with self-employment especially when linked with zero-hour contracts.

There are unemployment increases of 0.57% for Newburgh and 0.80% for both Fife and Scotland. Increases in the number of students in both economically active and inactive categories for Newburgh, Fife and Scotland show rises of 0.85%, 2.01% and 1.92% respectively. Newburgh also lags behind with proportionately less of the economic active and inactive parts of the population categorised as full-time students or as students compared with Fife or Scotland generally.

The retired population in Newburgh has increased by 2.10%, in Fife by 1.94%, and in Scotland as a whole by 1.00%. The retired category follows the growing trend in the ageing population, with Newburgh's proportionate share larger and growing as noted in the discussion on population.²¹

4.6 Travel to Work and Study

4.6.1 The Scottish Census 2011 provides details of origins and destinations of workers. Figure 10 shows the top work destinations for those living in Newburgh.

²¹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13-14

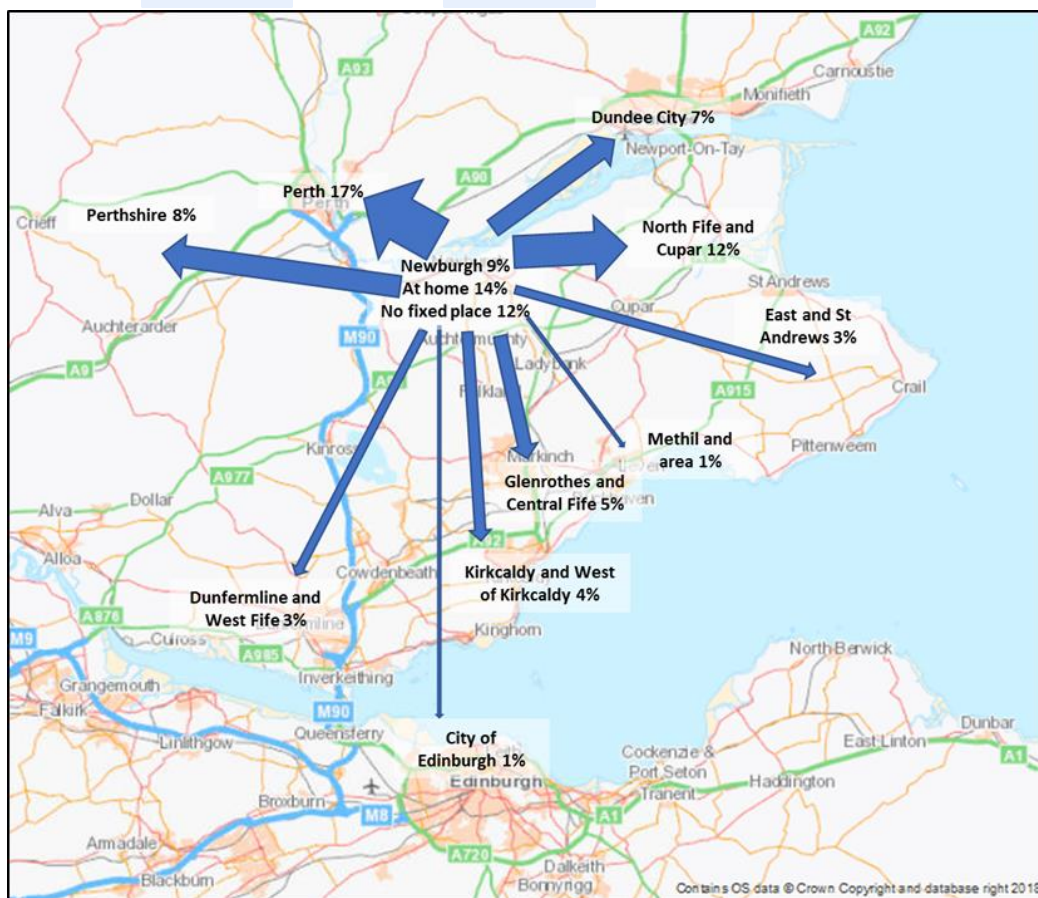


Figure 10. Top Destinations for Employment from Newburgh

4.6.2

The largest attractors for employment are unsurprisingly Perth and the Cupar area, along with others such as Dundee City and the rest of Perthshire. It is interesting to note that a fairly large proportion of those in Newburgh work from home, although whether this is by choice, or necessitated by a lack of suitable transport links, is unclear. The same trend has been identified in Stirling for example, so may be a reflection of a national trend. Another 12% have no fixed place of work, meaning flexibility in transport options could be key for this demographic.

4.6.3 Figure 11 shows a summary of travel to work and study by mode for Scotland and Fife.

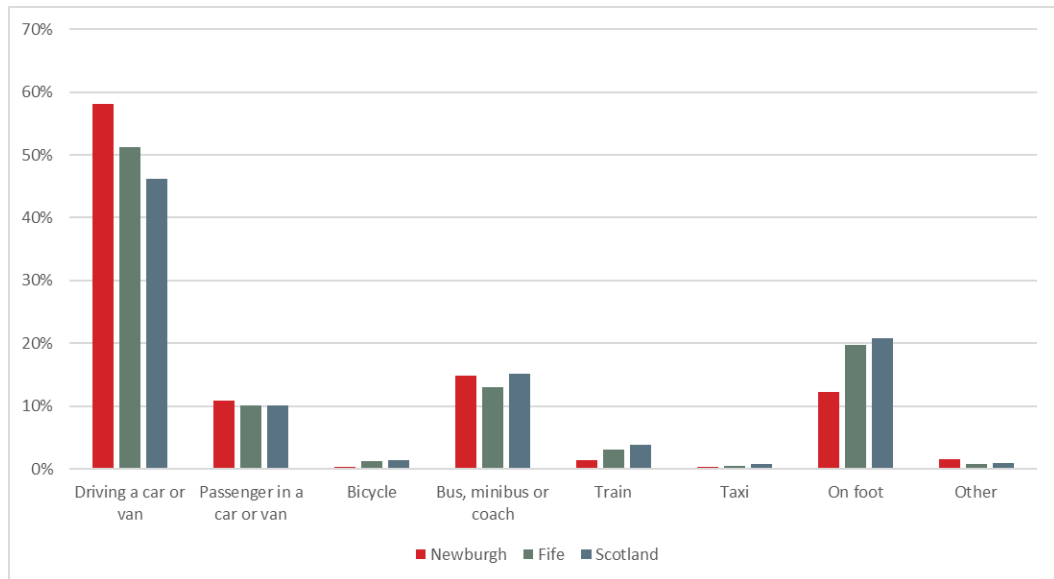


Figure 11. Method of Travel to Work and Study for Scotland and Fife²²

4.6.4 From the Census 2011 data, the relevant trips to work from Newburgh were extracted and are summarised in Table 5. These are displayed by destination and mode.

²² NTSG Pre-Appraisal Report p25, from Census data

Table 5. Traveling from Newburgh To Work and Work Locations²³

Traveling From Newburgh To Work Destinations	No. of people in employment the week before the census	Work from or Mainly Work from Home	Train or underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	Passenger in a car or van	Bicycle	On foot	All other methods of travel
Working at home	198	198	0	0	0	0	0	0	0
No fixed place of work	167	0	2	4	129	17	0	6	9
Newburgh	127	0	0	1	43	6	0	75	2
Perth City - Centre	109	0	0	21	79	8	1	0	0
Perth City - North	66	0	0	6	56	3	0	0	1
Perth City - South	32	0	0	2	27	3	0	0	0
Perth City - West	27	0	0	4	22	0	0	0	1
Perth City - East of River	9	0	0	1	8	0	0	0	0
Fife - North and Cupar	177	0	0	12	134	24	2	3	2
Fife - Glenrothes and Central	75	0	0	2	70	1	2	0	0
Fife - Kirkcaldy and West of Kirkcaldy	51	0	1	3	44	2	0	1	0
Fife - East and St Andrews	46	0	0	2	41	2	0	1	0
Fife - Dunfermline and West	46	0	0	6	34	3	0	3	0
Fife - Methil and Surrounding Area	16	0	0	0	14	0	0	1	1
Perthshire - Southeast and Kinross	80	0	0	10	48	21	0	0	1
Perthshire - Southwest and Crieff	20	0	0	0	19	1	0	0	0
Perthshire - North and Blairgowrie	15	0	0	0	14	1	0	0	0
Dundee City	98	0	0	1	89	6	0	0	2
Angus	7	0	0	0	7	0	0	0	0
Stirling	5	0	1	0	3	0	0	1	0
Falkirk	2	0	0	0	2	0	0	0	0
Clackmannanshire	2	0	0	0	2	0	0	0	0
City of Edinburgh	29	0	8	1	17	0	0	0	3
West Lothian	3	0	0	0	3	0	0	0	0
Midlothian	1	0	0	0	1	0	0	0	0
Glasgow City	1	0	1	0	0	0	0	0	0
North Lanarkshire	1	0	0	0	1	0	0	0	0
Argyll and Bute	1	0	0	0	0	0	0	0	1
East Lothian	1	0	0	0	1	0	0	0	0
Renfrewshire	1	0	0	0	1	0	0	0	0
Aberdeen City	6	0	2	0	3	0	0	0	1
Highland	1	0	0	0	1	0	0	0	0
Working at an offshore location	10	0	5	0	2	0	0	0	3
Working in England	6	0	1	2	1	0	0	0	2
Working outside the U.K	5	0	0	0	1	0	0	2	2
Total	1441	198	21	78	917	98	5	93	31
%	100%	14%	1%	5%	64%	7%	0%	6%	2%

4.6.5 The table suggests that the main mode of transportation by far is driving a car or van, with most vehicles containing a single occupant. When compared with the totals for Scotland and Fife then there is a larger proportion of people who are travelling to work and study driving a car or a van (67% vs. 63% for Fife and 56% for Scotland as a whole). It should be noted that the total travelling by bus for both work is much lower (5%) than those travelling to both work and study (15%), which would suggest a far greater reliance on public transport for those travelling to study.

²³ <https://www.scotlandscensus.gov.uk/>

4.6.6 A far smaller number of trips (172) are attracted towards Newburgh than are generated, confirming that there are far smaller opportunities for employment in Newburgh, resulting in large numbers of commuters travelling to larger economic areas. As with the trips generated in Newburgh, the trips attracted to Newburgh are mainly driving a car or van with a single occupant. The distribution of the origins of these trips are illustrated in Figure 12.

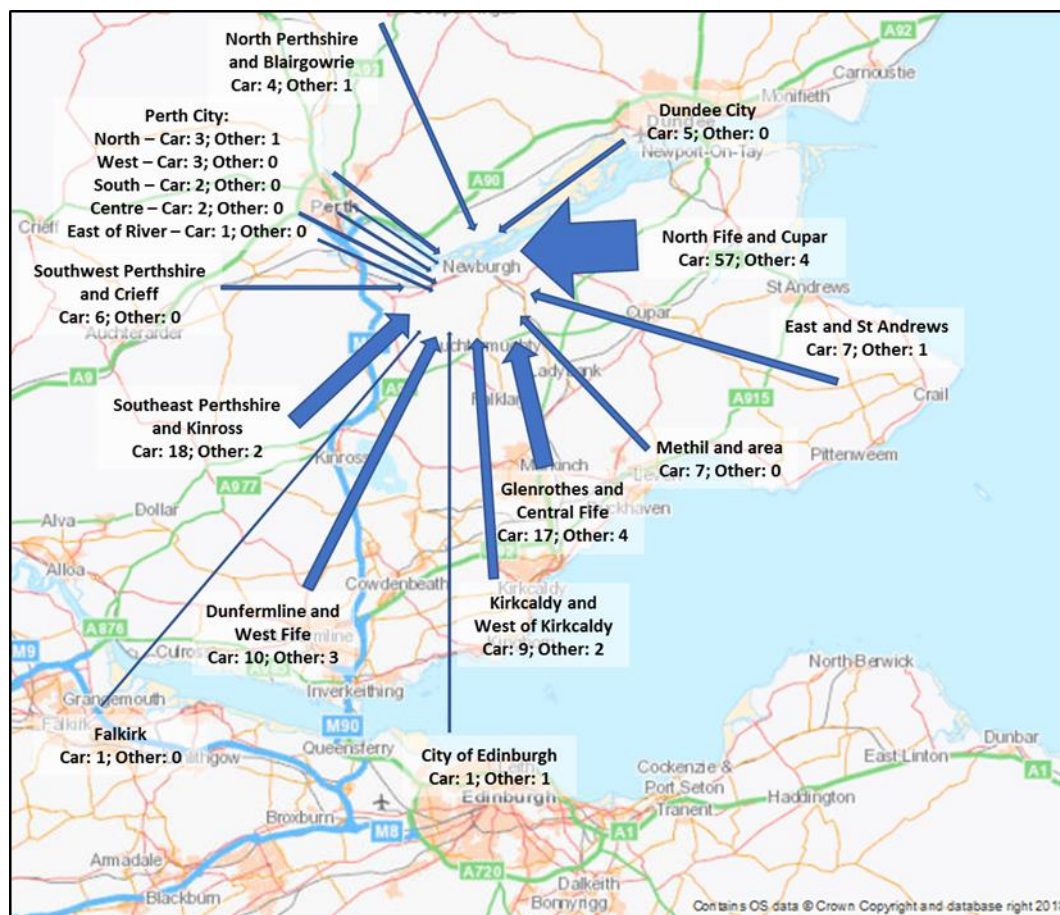


Figure 12. Origins and modes of work trips into Newburgh²⁴

4.6.7 In terms of distance travelled, 2011 Census data (shown in Figure 13) indicates that of those who travel to work or study, 48% of the people in Newburgh travel between 10 km to 30 km; this is more than twice the regional average (23%) and more than three times the national average (17%) and reflects the distance from Newburgh to key places of employment and study such as Glenrothes, Cupar and Perth.

²⁴ <https://www.scotlandscensus.gov.uk/>

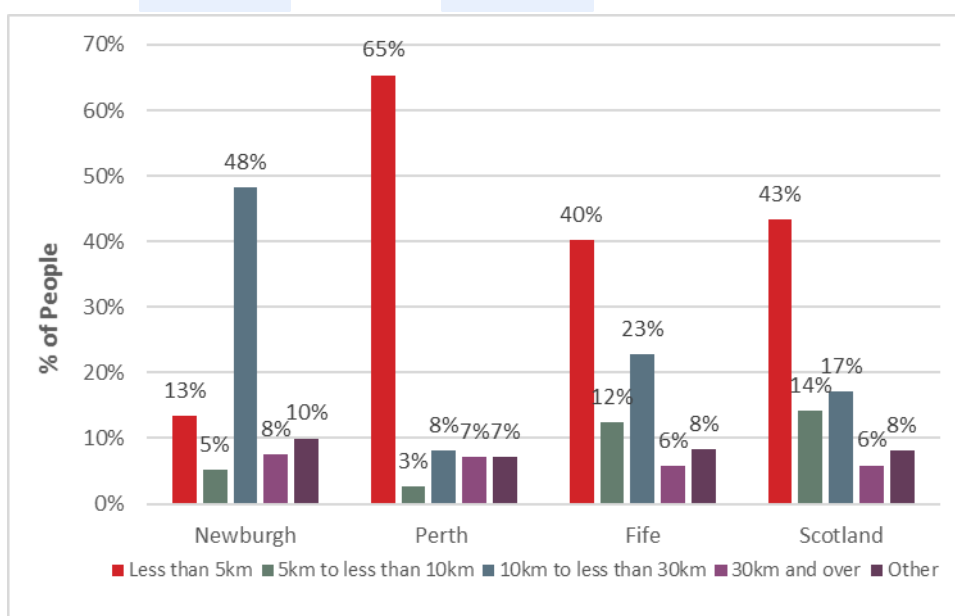


Figure 13. Comparison of Distance travelled to work place or place of study²⁵

4.7 Accessibility

4.7.1 There is no extensive accessibility data available for Newburgh. The Scottish Index of Multiple Deprivation²⁶ from 2016 gives the geographic access domain rank as follows (with 1 being most deprived, and 10 least deprived):

- Newburgh West and Lochmill: 3
- Newburgh North East and Braeside of Lindores: 8
- Newburgh East: 9;
- Flisk, Lindores and Luthrie: 1.

4.7.2 This is a very varied picture and reflects that the SIMD geographic access domain rank takes into account both car and public transport journey times, with public transport making up only a third of the weighting towards the total score.

4.8 Findings

4.8.1 The baseline study highlighted a number of socio-economic factors which contribute to accessibility related issues within the study area, including the following:

- Above average increase in over-65s population. This age demographic could see an increasing reliance on non-car modes to access essential services.
- Above average 1+ car ownership, yet almost 20% of households in Newburgh do not have access to a car, which is roughly equivalent to the percentage who use the bus services to access work and study.

²⁵ <https://www.scotlandscensus.gov.uk/>

²⁶ <http://simd.scot/2016/>

- There is a recognition that those in households with more than one car may not have extra cars by choice, but because there is no other realistic option to get to their destination.
- Also, that if one householder needs a car to drive to one destination then it may not be available for a second householder, even if that person has been noted in the census as having access to a car.
- The employment level has increased in recent years, but more and more people are reporting being in part-time work instead of full-time work, which further increases their economic instability; with the data suggesting this to be a continuing downward trend in Newburgh.

5. TRANSPORT NETWORK

5.1 Overview

5.1.1 Newburgh is located just inside the Fife boundary with Perth and Kinross, on the south bank of the Firth of Tay. Newburgh lies approximately 12 miles from Perth by road and around 20 miles from Dundee. A large part of Fife is rural, including Newburgh and not well served by public transport, and this has led to a reliance on the private car as a means of transport.

5.2 Walking and Cycling

5.2.1 The Fife Coastal Path runs along 117 miles of coastline, beginning in Newburgh and ending at Kincardine on the River Forth.

5.2.2 The national cycle route NCN 777 runs between Newburgh and the Tay Bridge, while NCN 776 runs down through Auchtermuchty to Falkland, where it joins with NCN 1 which is a long-distance cycle route that connects Dover and the Shetland Islands via the east coast of Scotland. Figure 14 shows some of these routes in northeast Fife, and the absence of any designated links between Fife and Perth and Kinross in this region is evident in the picture.

5.2.3 It should be noted that while NCN 776 and NCN 777 are designated as national cycleways, they run along roads that also carry general traffic, with permitted speeds of up to 60mph.

5.2.4 There are no current plans for a cycle route between Newburgh and Perth, although Sustrans would consider a route between Abernethy and Newburgh, were the station at Newburgh to be reopened. In any case, the distances from Newburgh to Perth are such that cyclists are unlikely to commute such distances on a daily basis; and this has been confirmed in consultation sessions.

5.2.5 The other point to note is that due to the terrain, the centre of town is less accessible on foot from the Banklands and Mount Pleasant areas, particularly for those who may have mobility issues.

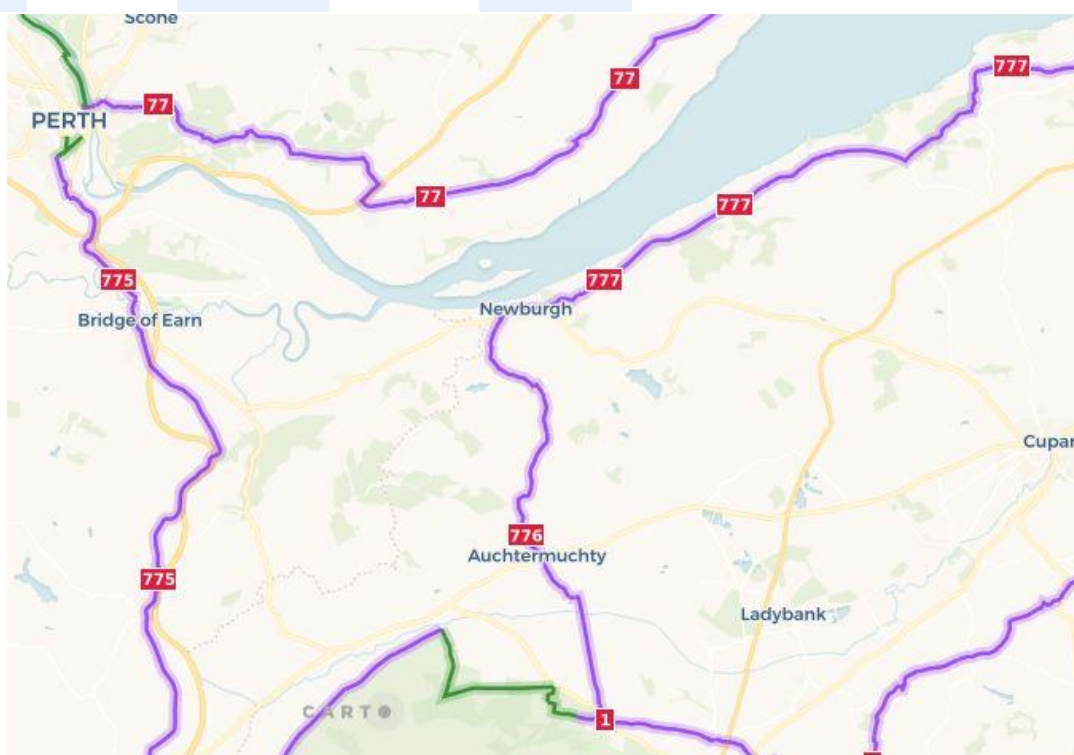


Figure 14. National Cycling Network Passing Through Newburgh (Sustrans, 2018)

5.3 Public Transport: Bus

Bus Services

5.3.1 The NTSG Pre-Appraisal document states:

Bus Services are currently the only form of public transport available to people in Newburgh and its hinterland. The two services, the 94 to Cupar and the 36 to Perth give access to these two main destinations for work and study. Nearly 15% of people in Newburgh travelling to work or study use them, not an inconsiderable number. No evening services operate between Perth and Newburgh.

However as the tables below [Table 6, Table 7 and Table 8] illustrate, public transport services in their current form and pattern suggest that private vehicle travel is highly advantageous in terms of time saving, and the greater distance needed to travel the greater this advantage becomes.

Moreover, private vehicle use at some times of the day on some days of the week to some destinations is the only option. Other issues include reliability – it is by no means unknown for buses to simply not turn up – and frequent changes to timetabling. In fact, the above timetable was altered in August 2017 and again in November 2017 - Stagecoach East Scotland have withdrawn a school bus service from Perth at 16.00 hours, providing only a smaller, single deck bus that habitually means standing room only, and

sometimes even passengers not being allowed to board, between Perth city centre and Bridge of Earn.

[...]

Newburgh to Stirling travel times at 1hr 23mins by bus and train against 52 mins by car represent a half hour gap instead of an hour gap when travelling by bus alone.

When travelling to Edinburgh by bus and train, 1hr 52mins against 1hr 3mins by car (plus the problems and cost of parking) is time advantageous against bus at 2hrs 17mins and costs only slightly more (£16.40, bus and train fares, £15 for bus fare).

Depending on the time of day, travelling to Edinburgh by bus and train could in theory be slightly faster than travelling by car. Even to Stirling the time gap is not a great deterrent, especially when car mileage running costs and parking costs are weighed. Even at 25p a mile a journey to both Edinburgh and Stirling would represent around £18.00 for car against £16.40 and £16.90 by bus and train. However, any minor cost advantages are insignificant compared to time savings. Moreover, such comparisons are valid only when considering one occupant per private vehicle. The cost difference between public and private transport for a car-full of four travelling to Edinburgh would be significant. Also, connectivity is sometimes dependent on some uncomfortably tight timetabling. It has been reported that the Ladybank to Edinburgh train can pull away from the station just as the connecting 94 bus from Newburgh, if only slightly delayed, is arriving at the bus stop outside.

By bus and train combined, there is only one reasonable morning commute time to Kirkcaldy, an important centre in Fife for employment opportunities as well as education and hospital facilities, and it involves a very early arrival. It is also noteworthy that it takes around two hours to get to Edinburgh from Newburgh by bus and train, a similar journey time to from Pitlochry to Edinburgh by train alone. To some extent it may appear superficially that bus and train combined offer some reasonable travel options, but journey times however are still excessive for regular travel to work and study.

Recently, some attempt has been made by local authorities, including Fife Council, to note and address the isolation of rural communities through Go-Flexi taxi schemes. Fife Council subsidises a local bus operator (Moffat and Williamson) to run the F5 service in North-East Fife, which gives some scope for Newburgh residents to access Dundee via Newport. The service operates Monday to Friday between 0700-1815 and on Saturday between 0815 and 1815 hours, but not on Christmas Day or at the New Year. The service obviously has a limited capacity, especially for work or study purposes, and has to be pre-booked (between an hour and a week in advance), with no guarantee of a place.²⁷

²⁷ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 27-31

Table 6. Bus Services in Newburgh.²⁸

Bus Services in Newburgh		
Service	Route	Frequency
36	Glenrothes - Freuchie - Falkland - Auchtermuchty - Newburgh - Abernethy - Bridge of Earn - Perth	Monday-Friday (Hourly Approx.) 6:20-18:20
		Saturday (Hourly Approx.) 7:20-18:20
	Glenrothes - Newburgh - Perth	Sunday (Two Hourly Approx.) 10:17-16:17
	Perth - Bridge of Earn - Abernethy - Newburgh - Auchtermuchty - Falkland - Freuchie - Glenrothes	Monday-Friday (Hourly Approx.) 6:25-19:45
		Saturday (Hourly Approx.) 7:45-19:45
	Perth - Newburgh - Glenrothes	Sunday (Two Hourly Approx.) 11:42-17:42
94	Newburgh - Auchetermuchty - Ladybank - Cupar - Leuchars - St Andrews St Andrews - Leuchars - Cupar - Ladybank - Auchtermuchty - Newburgh	Monday-Saturday (Hourly Approx.) 6:52-23:20
		Monday-Saturday (Hourly Approx.) 6:12-21:52

5.3.2 The bus timetables have not changed significantly in 2019 from those given above.

5.3.3 In terms of facilities for buses, it is also worth noting that there is a car park at the west end of Newburgh (near the site of the old railway station) which has a bus turning area.

Table 7. Travel Time Comparison, Bus and Private Vehicle.²⁹

Destination from Newburgh	Bus Journey Times	Private Vehicle Journey Times	Distance
Perth	35mins	21mins	<20km
Bridge of Earn	22mins	14mins	
Abernethy	8mins	6mins	
Cupar	50mins	19mins	
Ladybank	35mins	15mins	
Auchtermuckty	17mins	11mins	
Glenrothes	40mins	26mins	21-40km
Leuchars	1hr10mins	30mins	
St Andrews	1hr30mins	36mins	
Kirkcaldy	1hr40mins	34mins	
Dundee	1hr40mins (+/-)	33mins	
Dunfermline	1hr50mins (+/-)	41mins	
Edinburgh Airport	1hr30mins - 2hrs30mins	53mins	>20km
Edinburgh	2hrs - 2hrs39mins	1hr7mins	
Stirling	1hr25mins-1hr50mins	52mins	
Falkirk	2hrs30mins (+/-)	1hr	
Glasgow	2hrs50mins-3hrs25mins	1hr17mins	

²⁸ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 28

²⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 29

Table 8. Bus vs Bus and Train for Medium and Longer Distance Travel.³⁰

From Newburgh to Destination	Bus Journey	Bus and Train Journey	Morning Commute Time	Trip Price
Kirkcaldy (31km)	-	1hr4mins Via Ladybank	06:52 - 07:56	£10.30
	1hr28mins Via Glenrothes	-	07:12 - 08:40	£9.00
Edinburgh (72km)	-	1hr14mins Via Ladybank	07:59 - 09:13	£10.30
	2hrs17mins Via Glenrothes	1hr 52mins Via Ladybank	06:52 - 08:44	£16.40
Stirling (69km)	1hr53mins Via Auchtermuchty	-	07:12 - 09:05	£8.70
	-	1hr23mins Via Perth	07:21 - 08:44	£16.90

5.3.4 There are a number of key points to draw from these tables:

- Ladybank, the primary interchange with the rail network to Edinburgh, is only 15 minutes by private vehicle but 35 minutes by bus;
- Cupar is only 19 minutes by private vehicle but 50 minutes by bus; and
- Kirkcaldy, a key health destination, is only 34 minutes away by private vehicle but more than an hour and a half away by public transport.

5.4 Public Transport: Rail

Access to Rail

5.4.1 Newburgh is located on the Edinburgh to Perth railway line and was previously served by a station which closed in 1955. The line runs between Perth station to the northwest and Ladybank to the south and located on a single track section of the line (from Ladybank to Hilton Junction), which restricts timetabling capabilities.

5.4.2 Improved journey times to Edinburgh are already identified in the Scottish Government's Strategic Transport Projects Review (2008; specifically, Project 28). There are currently no timescales for this proposal and progressing this project is likely to require joint working with Fife Council, Tactran and SEStran regional transport authorities, Transport Scotland, Network Rail and the franchise operators. As mentioned above, the line is single track and this is a key constraint for the provision of additional stations on the line and the delivery of faster journey times.

5.4.3 According to the 2016 Scotland Route Study by Network Rail the number of passengers travelling by rail in Scotland has seen sustained growth since 1995/96, increasing by 96 per cent to 96.1 million journeys in 2014/15. The patterns for Perth and Ladybank stations are similar with growths of 243% and 329% respectively since 1997-98; shown in Figure 15). In 2017-18 Perth had 1,117,248 and Ladybank had 84,470 entries and exits.

³⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 30

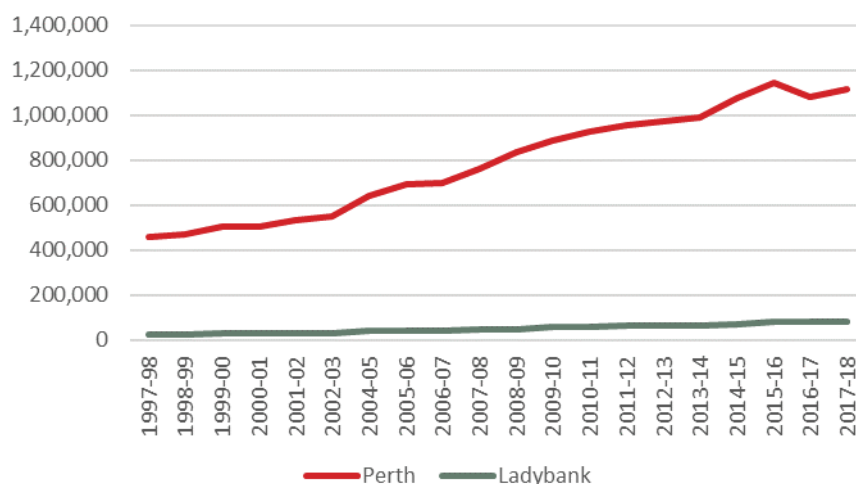


Figure 15. Entries and Exits Time Series for Perth and Ladybank rail stations³¹

5.4.4 Data from the *Scottish Household Survey*, summarised in Table 9, indicates that the uptake of rail services in the Fife area is generally around the Scottish average for occasional trips, but for regular commuting it seems to be lower (the sample size for Fife was 460, which means that a non-recorded sample size of less than 5 would be around 1%), although it should be recognised that these figures are based on a relatively small sample size.

Table 9. Use of local train services in Fife and Scotland from 2016 (%)³²

	2016	
	FIFE	SCOTLAND
Every day or almost every day	** ³³	2.6
2-3 times per week	**	2.2
About once a week	3.1	4.3
About once a fortnight or once a month	23.9	21.9
Not used in past month	71.4	69.0

³¹ Office of Rail and Road

³² SHS Local Area Analysis

³³ Sample sizes below 5 not reported

Network Rail: Scotland Route Study

- 5.4.5 The Scotland Route Study provides an evidence base that informs funders when considering rail industry investment choices for Control Periods 6 and 7 between 2019 and 2029.
- 5.4.6 The long-term planning process is designed to consider the role that the railway plays in supporting the UK economy over the next 30 years. This includes addressing the demands that are likely to be placed in that time, capturing stakeholder aspirations to develop new or improved train services and to present investment choices for funders to accommodate these demands and future aspirations.
- 5.4.7 Options that have been recommended for progression included in the study area:
- Central Belt to Inverness Enhancement
 - Ladybank to Hilton enhancement to improve capacity and journey times.

Newburgh and Oudenarde: Initial Rail Demand Feasibility Study (2015)

- 5.4.8 A Working Group comprising SEStran, Tactran, Fife Council and Perth & Kinross Council commissioned a feasibility study of potential new station openings at Oudenarde and/or Newburgh in the Fife Council and Perth & Kinross Council areas.
- 5.4.9 This feasibility work examined if there was sufficient evidence to undertake a much fuller appraisal. The early work investigated the potential impacts on existing services and identified impacts on aspirations for an improvement to journey times between Inverness and Edinburgh. The study also gathered the early views of the rail industry on any new station on this section of route, as ultimately the rail industry would be required to manage, maintain and operate any new service.
- 5.4.10 The study looked at the introduction of an hourly stopping service on Edinburgh – Perth services with options tested for Newburgh only and Oudenarde only. Although boarding and alighting levels were predicted to be considerably higher at Oudenarde, the much higher benefits per passenger for users of Newburgh station resulted in a greater total economic benefit for Newburgh station. Benefits per passenger for users of Newburgh station were predicted to be greater due to the relative difference between existing and future generalised cost being greater for Newburgh users than Oudenarde. This was due to the less attractive existing public transport and car journey times to/from Newburgh compared to Oudenarde. This approach looked at improved rail transport but did not consider improved bus services.

Rail User Surveys

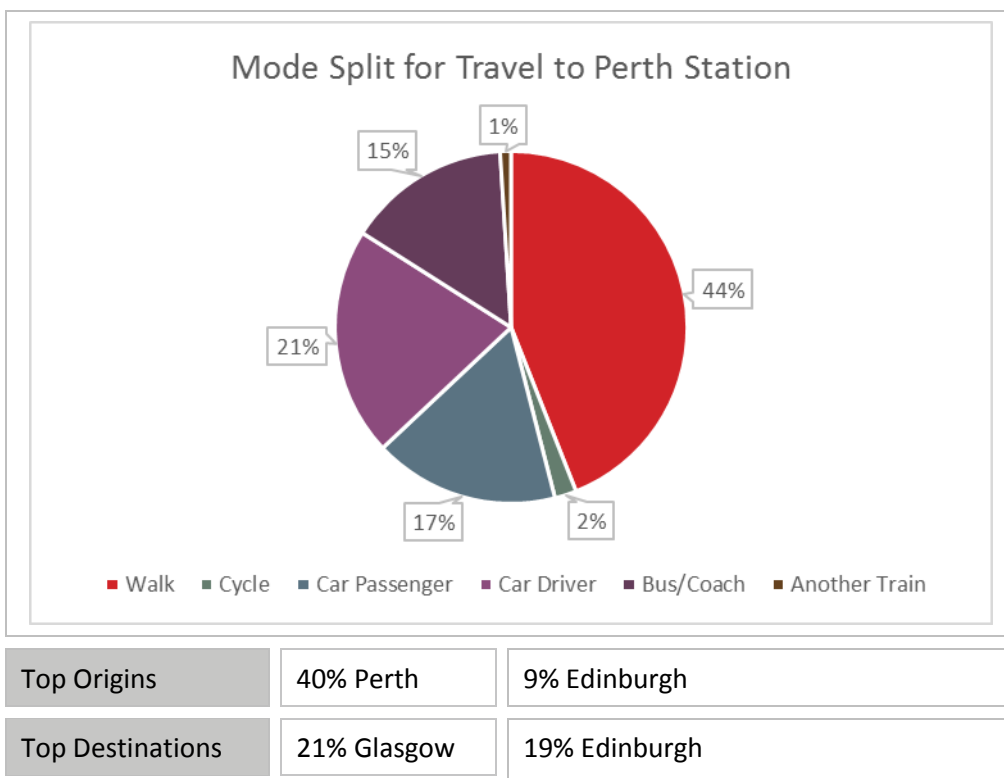
- 5.4.11 In March 2018, TACTRAN undertook a number of rail passenger surveys for the Tayside area. The results provide a useful overview of how rail stations are used in the area, how people travel to the stations and where they come from. The results of the surveys undertaken at Perth station are summarised below.
- 5.4.12 In October 2018, SEStran undertook a similar rail passenger survey for Fife. The results for Cupar and Ladybank are also summarised below, since these are the two nearest stations to Newburgh.

Perth Railway Station

- 5.4.13 Perth Rail Station is located to the southwest of the city centre. It features two, unmanned, car parks: one at the main entrance (accessed from Leonard Street), and another at the back of the station (accessed from Glasgow Road). There are a total of 60 spaces, including dedicated spaces for blue badge holders and electric car charging points.
- 5.4.14 Over the survey period 1,494 passengers were observed boarding train services in Perth station. Of the 1,494 boarding passengers, 521 completed the questionnaire, giving an effective sample rate of 35%.
- 5.4.15 Table 10 summarises the key statistics for Perth which show that 38% of those who returned a questionnaire arrived by car at Perth. Origins of travellers were mixed; with 40% originating in Perth. Three respondents said they came from Newburgh, which puts the proportion of the total at just under 1%. The top three destinations were Glasgow (21%), Edinburgh (19%) and Dundee (18%). Over a third of the respondents (35%) indicated commuting was the main reason for their journey followed by a quarter who answered employer's business.
- 5.4.16 Respondents were also asked the reasons for deciding to travel from Perth railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by individual participants. Over two thirds (67%) pointed to convenience, in terms of proximity of the station, followed by 18% who said proximity to their destination.

Table 10. Perth Key Statistics

PERTH KEY STATISTICS



Ladybank Railway Station

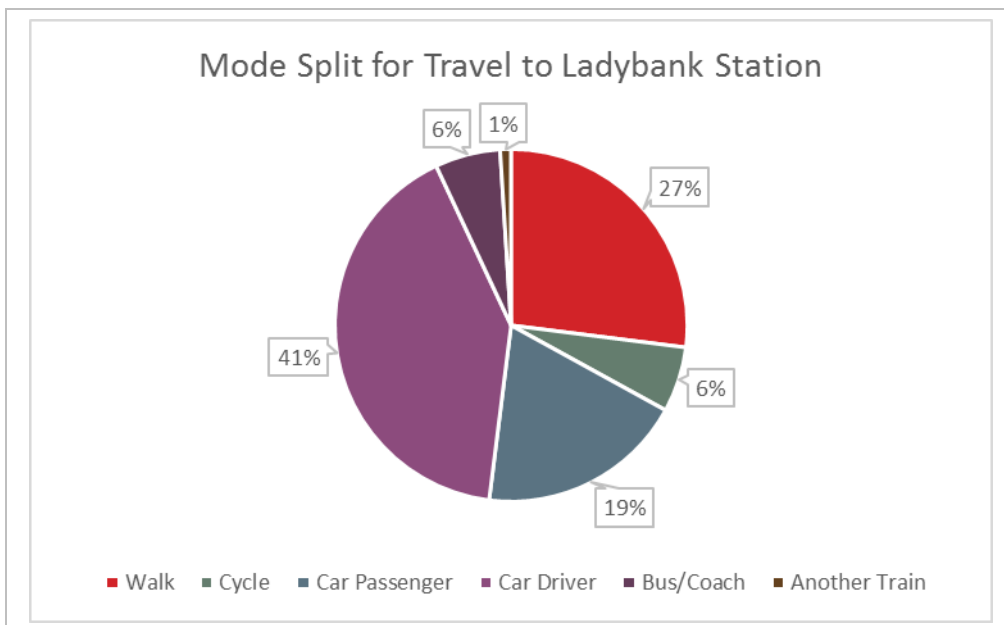
- 5.4.17 Ladybank Rail Station is located in the southern edge of town with an unattended, free of charge, 20 space car park provided at the station. This includes dedicated parking spaces for blue badge holders.
- 5.4.18 Over the survey period, 126 passengers were observed boarding train services. Of the 126 boarding passengers, 62 returned a completed form, giving an effective sample rate of 49%.³⁴
- 5.4.19 Table 11 summarises the key statistics for Ladybank which show that 41% of those who returned a questionnaire arrived by car at Ladybank with 32% of travellers originating in Ladybank and 7% coming from Newburgh. The top three destinations were Edinburgh (65%), Kirkcaldy (9%) and Dundee (7%). Over a third of the respondents (53%) indicated commuting was the main reason for their journey followed (10%) who answered visiting friends/family.
- 5.4.20 Respondents were also asked the reasons for deciding to travel from Ladybank railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by

³⁴ Fife Passenger Rail Usage Survey Report pg. 25

individual participants. Over two thirds (71%) pointed to convenience, in terms of proximity of the station, followed by 10% who said shortest journey time.

Table 11. Ladybank Key Statistics.³⁵

LADYBANK KEY STATISTICS



Top Origins	32% Ladybank	18% Freuchie, Kettlebridge
Top Destinations	65% Edinburgh	9% Kirkcaldy

Cupar Railway Station

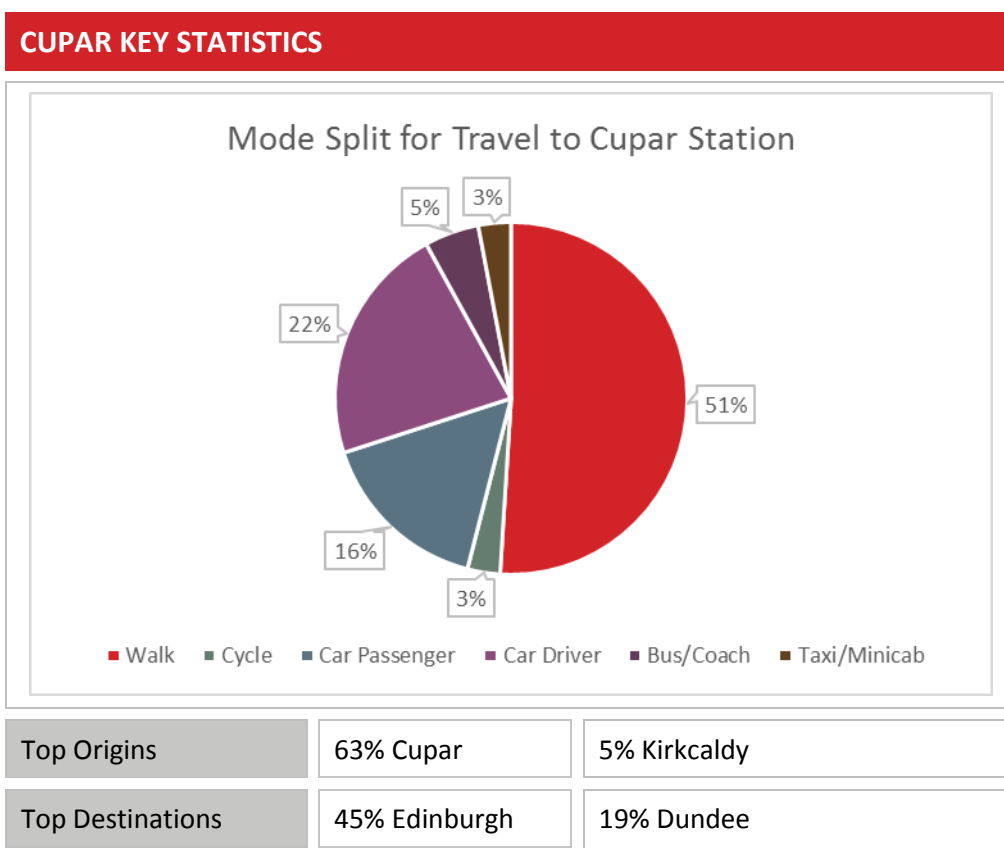
- 5.4.21 Cupar Rail Station is located in the centre of town with an unattended, charged, 116 space car park provided at the station. This does not include parking spaces for blue badge holders.
- 5.4.22 Over the survey period, 334 passengers were observed boarding train services. Of the 334 boarding passengers, 146 returned a questionnaire, giving an effective sample rate of 44%.³⁶
- 5.4.23 Table 12 summarises the key statistics for Cupar which show that 41% of those who returned a questionnaire arrived by car at Cupar with 63% of travellers originating in Cupar and 1% coming from Newburgh. The top three destinations were Edinburgh (45%), Dundee (19%) and Kirkcaldy (11%). Over a third of the respondents (39%) indicated commuting was the main reason for their journey followed by (15%) who answered visiting friends/family and leisure.

³⁵ Fife Passenger Rail Usage Survey Report pg. 31

³⁶ Fife Passenger Rail Usage Survey Report pg. 11

5.4.24 Respondents were also asked the reasons for deciding to travel from Cupar railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by individual participants. Over two thirds (70%) pointed to convenience, in terms of proximity of the station, followed by 12% who said it was closest to their destination.

Table 12. Cupar Key Statistics.³⁷



5.5 Transport Network: Road

5.5.1 The A913 runs through Newburgh, merging to the west into the A912 which gives access to Perth and the M90 providing connections with the Central Belt.

5.5.2 Apart from the M90, the road network surrounding Newburgh is mainly single carriageway with a 60mph speed limit, although there are 30mph limits in place through Bridge of Earn, Abernethy, Newburgh and other surrounding towns, and some additional speed limits on the main road towards Lindores and Cupar. Additionally, between Abernethy and Newburgh there is a single traffic light where the road crosses the railway over a bridge that is too narrow to allow for safe passing of large vehicles. The network is shown in Figure 16.

³⁷ Fife Passenger Rail Usage Survey Report pg. 19

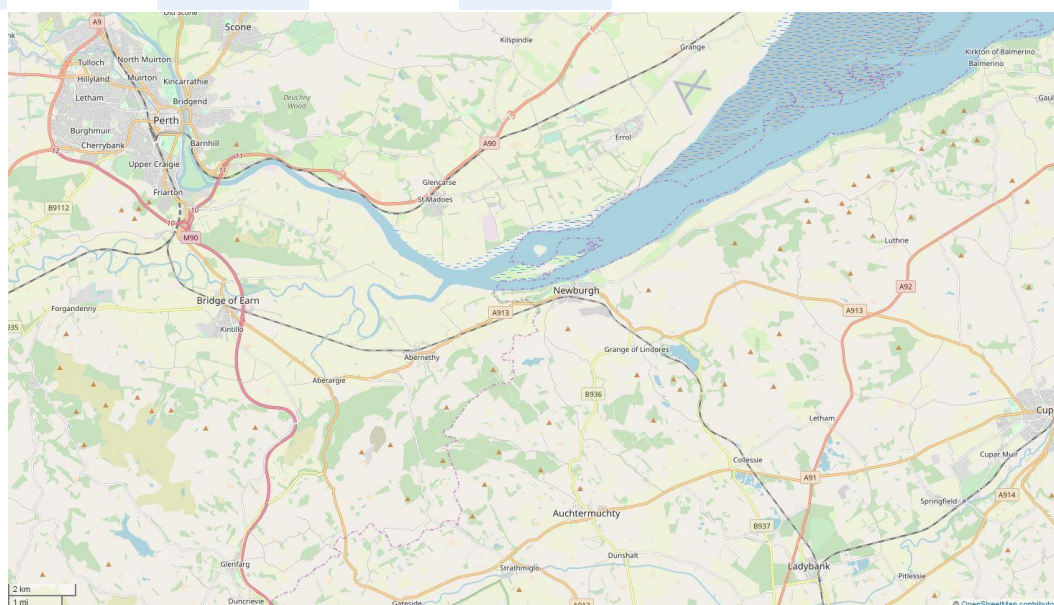


Figure 16. Road Network Around Newburgh

- 5.5.3 Although the roads around Newburgh have not been identified as particularly suffering from serious congestion at the current time, future developments along the corridor will place additional traffic pressures on the road network.
- 5.5.4 Additionally, the local road network in the centre of Perth is extremely busy during the morning and evening peak hours. Congestion in the city centre results from the conflict between local traffic and traffic travelling through the city, constraints imposed on the local road network by the Perth and Queen’s Bridges and the lack of a suitable alternative east-west route that would avoid the centre of Perth.
- 5.5.5 There is good free public parking provision in Newburgh, with one at the west end with 50 spaces, and one at the east end with a combined total of approximately 40 spaces. In addition, there is free on-street parking along the length of the High Street, although a time restriction applies in most sections (but not on the west end of the High Street from the Vets/Sun Gallery up to the Abernethy Road).

5.6 River Travel

- 5.6.1 There is a navigable channel on the River Tay between Perth and Dundee. There is currently no passenger traffic, although some commercial cargo vessels do dock at Perth on occasion. There are old masonry piers at Newburgh, which are currently maintained by volunteers, but to make a passenger service practical a new arrangement which takes into account the tidal rise and fall would need to be built, along with similar facilities in Perth and Dundee.
- 5.6.2 There was a suggestion in the TayPlan that some facilities could be built at Newburgh, but this is not on the current list of funding priorities.

5.7 Findings

5.7.1 There are a number of existing transport problems and issues in Newburgh and the surrounding settlements that act as a barrier to movement and as a disincentive to travel by sustainable and active modes. The particular geographic isolation of Newburgh and its surrounding area, both in terms of its political and physical geography, contributes to these:

- Walking and cycling is unattractive due long distances between Newburgh and economic centres such as Perth and Cupar and also because of heavily trafficked roads in Perth city centre and on key routes leading to the centre;
- Accessing key health centres in Kirkcaldy, Perth and Dundee is also challenging by public transport;
- The job centre is currently in Cupar, which means that those who are unemployed and therefore least likely to be able to afford a car need to make this journey regularly;
- There is only a primary school in Newburgh, which means that those needing to access secondary and further education are forced to travel out of Newburgh;
- If people do cycle the long distances the cycle network is incomplete from Newburgh towards Perth, requiring cycling along sections of busy roads and junctions;
- Buses are infrequent (and reportedly sometimes unreliable) and most routes do not have an evening service;
- Perth or Ladybank to Edinburgh rail journey times are not attractive compared to road because car or bus journeys are needed to access these; and
- High reliance on private vehicles has a cost impact on social and economic well-being and prosperity, the sustainability of travel and the accessibility for those who do not have access to a car.

6. PROBLEMS, OPPORTUNITIES, ISSUES AND CONSTRAINTS

6.1 Overview

6.1.1 The identification of actual and perceived problems and opportunities form the starting point and ultimately the rationale for a STAG study. It is important for problems and opportunities to be considered in the wider context, and issues and constraints are therefore also taken into consideration.

6.1.2 Problems, Opportunities, Issues and Constraints, as defined by the STAG guidance, are:

- Problems: existing and future problems with the transport system which result in a shortfall in meeting objectives, e.g. lengthy journey times, poor transport access to services;
- Opportunities: possibilities to improve the transport system and the way it is used, e.g. improve journey times;
- Issues: uncertainties that the study may not be in a position to resolve, but must work in the context of, e.g. impact of new developments; and
- Constraints: the bounds within which the study is being undertaken, e.g. available funding, policy or environmental designations.

6.1.3 The STAG guidance states that problem identification shouldn't be limited to those which can be quantified and perceived problems and opportunities should also be taken into account.

6.2 Problems

Changing Socio-Economic Situation

6.2.1 The baseline study highlighted a number of socio-economic factors which contribute to accessibility related issues within the study area:

- Above average increase in over-65s population. This age demographic could see an increasing reliance on non-car modes to access essential services.
- Above average 1+ car ownership, yet almost 20% of households in Newburgh do not have access to a car.
- There is a recognition that those in households with more than one car may not have extra cars by choice, but because there is no other realistic option to get to their destination. This cost has an impact on the income provided by work, particularly where part-time/casual work is factored in, and may drive choices made regarding opportunities available for both work and leisure.
- Also, that if one householder needs a car to drive to one destination then it may not be available for a second householder, even if that person has been noted in the census as having access to a car.
- The employment level has increased in recent years, but more and more people are reporting being in part-time work instead of full-time work, which further increases their economic instability.

Access to Sustainable Travel

- 6.2.2 There are a number of existing transport problems in Newburgh and the surrounding settlements that act as a barrier to movement and as a disincentive to travel by sustainable and active modes including:
- Walking and cycling is unattractive due long distances between Newburgh and economic centres such as Perth and Cupar (with some administrative centres in Fife being even further afield) and also because of heavily trafficked roads in Perth city centre and on key routes leading to the centre;
 - Accessing key health centres in Kirkcaldy, Perth and Dundee is also challenging by public transport;
 - If people do cycle the long distances the cycle network is incomplete from Newburgh towards Perth, requiring cycling along sections of busy roads and junctions;
 - Buses are infrequent (and reportedly sometimes unreliable) and most routes do not have an evening service;
 - Using car to access Perth or Ladybank station for journeys to Edinburgh gives journey times which are longer compared to road, although both are faster than a totally car-free option by bus only or bus and rail; and
 - High reliance on private vehicles has an impact on the sustainability of travel and the accessibility for those who do not have access to a car, and the social housing which is listed in the local development plan will only result in more of these in the future.

Lack of Inward Investment

- 6.2.3 Stakeholders reported there has been very little inward investment in recent years. With less than 10% of those who travel to work doing so to Newburgh destinations, Newburgh residents must travel further afield to find work and to access a large range of other facilities.
- 6.2.4 Stakeholders reported a feeling among locals that Newburgh has been left behind other larger towns in this respect and that the potential for inward investment for business and tourism, especially regarding opportunities connected with the Fife Coastal Path, has not yet been realised.

Wider Congestion Impacts

- 6.2.5 Congestion has not been identified as being an issue for Newburgh at present, but with the new developments then this could be an issue; and those travelling to Perth and Dundee by car are only adding to the congestion that is currently an issue.

6.3 Opportunities

- 6.3.1 The following opportunities have been identified:

- Location on the Edinburgh to Perth rail line provides the opportunity for a reopened rail station to be investigated on an existing line;
- The former station site at Abernethy Road has not been built up, which could mean it is still viable for construction at a lower cost than a totally new site;
- The Local Development Plan supports investment in track upgrades on the Bridge of Earn to Ladybank section;
- Improved transport links would allow easier access both into and out of Newburgh, increasing the accessibility to key attractors (including those not currently realistic to reach except by car), but also potentially stimulating tourism to the distillery and the Fife Coastal Path, thereby creating a virtuous economic circle;
- A viable rail service might allow some secondary school children to access schools in Perth or Cupar by train (although for Cupar there would be a change at Ladybank which would probably require supervision for younger children)
- Passenger river travel along the Tay could have the potential for stopping at Newburgh if the old piers were refurbished or a new one put in place.

6.4 Issues

6.4.1 The following issues have been identified at this stage:

- Uncertainty of funding priorities for significant transport interventions;
- Potential funding sources for new public transport services which are not likely to be commercially viable;
- Additional traffic arising from Local Development Plan sites will exacerbate pressure on the transport network in Perth;
- Reliance on bus services only leaves users vulnerable to private operator decisions;
- No job centre and secondary school in Newburgh leaves those who potentially have the least amount of disposable income still needing to travel; and
- The lack of an evening bus service restricts the range of activities Newburgh residents without a car can take advantage of, and the public consultation highlighted that even those with a car feel restricted by drink-driving laws for family and social occasions.

6.5 Constraints

6.5.1 The following constraints have been identified at this stage:

- Expansion of rail infrastructure is constrained by signalling, bridges and other structures, land ownership, land use and environmental restrictions;
- Newburgh is located on a single track section of the line (from Ladybank to Hilton Junction) which restricts timetabling capabilities;
- There are commitments to reduce journey times on the Highland Mainline;
- The road from Newburgh to Perth passes through Bridge of Earn and even if the M90 route is used there are various other pinch points where congestion could become an issue; and
- Restrictions and capacity limitations on Perth and Queen's Bridges contribute to city centre congestion.

7. TRANSPORT PLANNING OBJECTIVES

7.1 Overview

7.1.1 STAG appraisals are objective-led rather than solution-led. Therefore, Transport Planning Objectives (TPOs) have been developed to reflect the problems, opportunities and parameters analysed in Chapter 6 and also the established national, regional and local policy framework set out in Chapter 3. The TPOs essentially reflect the outcomes sought and will directly inform the appraisal of the performance of different options.

7.1.2 In accordance with STAG, TPOs should be developed with SMART principles in mind, i.e. objectives should be:

- Specific: saying in precise terms what is sought;
- Measurable: it will be possible to measure whether or not the objective has been achieved;
- Attainable: there is general agreement that the objective can be achieved;
- Relevant: it is a sensible indicator or proxy for the change which is sought; and
- Timed: it will be associated with an agreed future point by which it will have been met.

7.1.3 It is acknowledged that TPOs may not be fully SMART at the earlier stages of the appraisal process, however, they should be subject to review and refinement as the process develops and more detail comes forward. This is important to ensure study objectives provide a framework against which performance can be assessed as part of monitoring and evaluation activities following the implementation / construction of measures.

7.2 Initial Transport Planning Objectives

7.2.1 The NTSG Pre-Appraisal proposed the following objectives based on the problems identified:

1. Improved links to local centres in Fife and main city regions in Scotland to access centres of educational and employment opportunities, overcoming longer travel distance.
2. Reduced journey times, especially at commuting times, but all throughout the day.
3. Improved links to hospital based health services at the required times.
4. Improved public transport to reduce the number of multiple car owning households.
5. Public transport to bring in tourists to Newburgh, its attractions and the start of the Fife Coastal Path.

7.2.2 The Local Transport Strategy (LTS) for Fife includes the following key objectives that are specifically relevant for Newburgh in this context:

1. To improve access to all key needs and services for all (including employment, education, health and leisure opportunities).
2. To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport, and car sharing.

3. To encourage more sustainable travel for new and existing developments.
4. To widen travel choice through the provision of integrated transport networks.
5. To work with passenger transport operators to develop an integrated public transport system.
6. To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.

7.2.3 National priorities and objectives do not differ greatly from the Fife LTS objectives, which is only to be expected, since the Fife objectives were developed with reference to national policy.

7.3 Proposed Study Objectives

Based on all the points outlined above, study proposes the following SMART Transport Planning Objectives to be taken forward:

1. **TPO1: Increase the attractiveness of public transport travel** to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
 - List of key destinations will be drawn up for use in measurement
 - Measures should include comparisons of frequency, cost and reliability as well as journey time
 - Destinations should include health services, employment, education and leisure, both regionally and further afield
 - Travel times should cover both commuting and leisure (e.g. evenings and weekends)
2. **TPO2: Reduce the proportion of private vehicle driver trips made by Newburgh residents** and those in the surrounding area (note this is use and not ownership).
 - This will help in addressing potential increased traffic caused by the new developments.
3. **TPO3: Enhance the sustainability of Newburgh's economy** for the long-term.
 - Increased tourism and tourism potential
 - Stimulate inward investment
 - Reverse aging population trend

7.4 STAG Criteria

7.4.1 It should also be noted that general objectives regarding employment and economy will be picked up in the standard STAG criteria, which are:

- Environment;
- Economy;
- Safety;
- Integration; and
- Accessibility and Social Inclusion.

7.4.2 Table 13 shows how the Transport Planning Objectives have been designed to try to address the problems described.

Table 13. Problems Mapped to TPOs

Problems	Transport Planning Objectives		
	Increase the attractiveness of public transport	Reduce the proportion of private vehicle driver trips	Enhance the sustainability of Newburgh's economy
Above-average 65+ population (who may not have access to a car)	✓		✓
Above-average 1+ car ownership (possibly not by choice)	✓	✓	✓
20% with no access to a car	✓		✓
Increase in part-time work	✓		✓
Walking and cycling unattractive	✓	✓	
Accessing health centres	✓		
Infrequent buses	✓	✓	✓
Public transport journey times	✓	✓	✓
Reliance on private vehicles	✓	✓	✓

Problems	Transport Planning Objectives		
	Increase the attractiveness of public transport	Reduce the proportion of private vehicle driver trips	Enhance the sustainability of Newburgh's economy
Lack of inward investment	✓		✓
Potential future congestion	✓	✓	

8. OPTION GENERATION & OPTIONEERING

8.1 Options Previously Considered

8.1.1 The Newburgh Train Station Group pre-appraisal identified the following potential options:

- Increase car sharing;
- Improved bus services; and
- New railway station.

8.1.2 Cycling and river travel were options that were discounted in the initial sifting, due to distance and cost, although the provision of a cycle route between Abernethy and Newburgh was included in the rail option.

8.2 Options for Consideration

8.2.1 Developing the options identified by NTSG and combining them with further options developed through the stakeholder consultation, the following long list of options has been identified.

Rail Options

8.2.2 There are a number of locations for a potential new station site:

1. The former site at the west end of the town. The entrance to this site is opposite the existing car park, which could potentially be used for station parking. There is a bus turning circle already provided in this car park. The former station yard is owned by a private company, although access to the old station site has been reserved by Network Rail, and there is enough space beside the track to provide limited disabled parking. There is also enough space for a passing loop to be reinstalled (see Figure 17) and there is a former access route from Hill Road that could be reopened (see Figure 18).
2. The former site at Hill Road (see Figure 19). There is no space for a passing loop, but there is enough space for a single platform. However, access to the site is difficult, with a narrow single road access up Hill Road from the main street, no parking apart from what already exists outside residential houses, and no space for cars to stop at a potential station site without blocking the flow of traffic, unless this residential parking is removed. There is a foot bridge which crosses the line at this point, but there are stairs at both ends of the bridge, which limits the accessibility greatly (see Figure 20). This location is unlikely to be a reasonable option, mainly for these access reasons.
3. There is some potential for a station site at the east end of the town, possibly behind the primary school, but here the rail track rises sharply and the geography would present challenges. However, these challenges are not insurmountable.
4. There was a former station at Clatchard Quarry (see Figure 21), and it is possible that this could be re-opened; but land would need to be purchased from the quarry.



Figure 17. Former Station Site at West End of Newburgh



Figure 18. Former Access to West Site from Hill Road

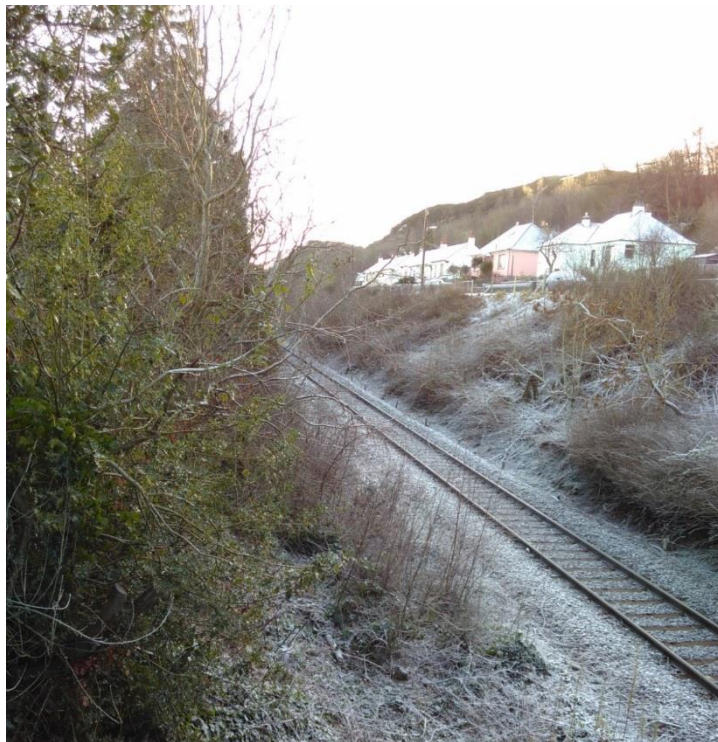


Figure 19. Former Station site at Hill Road



Figure 20. Footbridge at Hill Road Site



Figure 21. Clatchard Quarry site

8.2.3 The NTSG Pre-Appraisal document also has some discussion about the merits of a “pop-up” or “experimental” site. This is a temporary platform option that can be built relatively quickly next to an existing section of track, providing access to the site can be arranged, and is much cheaper than the usual station design. The aim of installing such a station is to gauge how much demand there would be for a full-size station. See section A5 in the NTSG Pre-Appraisal document for further details. The exact form of the station will be considered at a later stage in the appraisal process.

8.2.4 Taking all this into consideration, the following rail options have been identified for further consideration:

- **OP1:** Reopening of former railway station at the Abernethy Road site;
- **OP2:** Reopening of former railway station at the Hill Road site;
- **OP3:** Reopening of former railway station at the Clatchard Quarry site; and
- **OP4:** New station at the east end of the town.

Other Modes

8.2.5 In addition to the rail options, the process has identified a number of further options which could go some way towards alleviating the identified problems:

- **OP5: Increase car sharing:** if more people shared cars to common destinations then it would either reduce the number of vehicles on the road, or provide more people with access to a car (this could be achieved through owners sharing private vehicles, or by installing a community car club facility);
- **OP6: Improved bus services** to Perth, Cupar and Ladybank (and also a station at Bridge of Earn, if this is taken forward): greater frequencies and hours of operation, as well as better connectivity with train services, would improve access to key

services (these could include on-demand services similar to the existing Go-flexi scheme);

- **OP7: Express bus** route through Newburgh: potentially to connect to other express bus services which could stop at Oudenarde;
- **OP8: River services** to Dundee and Perth (these are discussed in detail in the NTSG Pre-Appraisal document); and
- A number of options to improve cycling options have been considered, although it is accepted that Perth, Cupar and Dundee are too far away to commute by bicycle, and these options are more likely to end up being combined with a rail option.
 - **OP9: Cycle route between Newburgh and Perth;** to facilitate tourism, some commuting and access from outlying settlements to Newburgh
 - **OP10: Cycle route between Newburgh and Abernethy;** to facilitate access between the two settlements
 - **OP11: Cycle route between Newburgh and Cupar;** to facilitate access to secondary education
 - **OP12: Increased cycle parking provision,** e.g. at bus stops, to facilitate onward travel.

8.2.6 Any rail options would also need to include facilities to assist integrated trips accessing the station, e.g. cycle parking.

8.3 Optioneering

8.3.1 Table 14 provides a summary of the different transport options and how they map to the transport planning objectives.

Table 14. Mapping of Options to TPOs

Option	Increase the attractiveness of public transport travel	Reduced proportion of driver trips	Enhance sustainability of Newburgh's economy
Station options (OP1-4)	✓	✓	✓
Car sharing (OP5)		✓	
Improved bus services (OP6)	✓	✓	✓
Express bus route (OP7)	✓	✓	✓

Option	Increase the attractiveness of public transport travel	Reduced proportion of driver trips	Enhance sustainability of Newburgh's economy
River services (OP8)	✓	✓	✓
Cycling options* (OP9-12)			✓

*When combined with other options, some of the cycling options have the potential to increase the impact of these other options

9. SUMMARY & FINDINGS

9.1 Summary

9.1.1 SYSTRA has been commissioned to undertake a transport appraisal of Newburgh with a particular focus on access to Perth, Edinburgh and Fife by sustainable modes.

9.1.2 The study is aligned with Transport Scotland's STAG process and is funded by an award provided through Transport Scotland's Local Rail Development Fund (LRDF). The study has built on the comprehensive pre-appraisal carried out by the Newburgh Train Station Group.

9.1.3 This first stage, a Pre-Appraisal: Case for Change Report, presents the outcomes from the first stage of the process.

9.2 Findings

9.2.1 A baseline review of transport data and national, regional and local planning policy has led to the identification of a number of problems, opportunities, issues and constraints. These have been supplemented with the outcomes from consultation both by NTSG and through additional workshops with the Project Steering Group and wider consultees.

Socio Economic

9.2.2 Population data suggests that compared with Fife and Scotland, Newburgh continues to see increases in the older demographic and decreases in the younger, more economically active generation. This trend reflects a lack of permanent employment opportunities in the area and a move away to more stable opportunities in urban areas.

9.2.3 Although neither high nor low in the scale of deprivation when compared with the range of areas in Fife identified as deprived, compared with Fife overall and indeed Scotland as a whole, the medium range of deprivation found in Newburgh is vulnerable.

9.2.4 Employment data suggests Newburgh residents have seen a comparatively greater decrease in full-time hours worked and greater increases in part-time hours worked, perhaps reflecting a rebalancing of a problematic situation. This may indicate a slightly more fragile level of economic activity for Newburgh than would otherwise appear from the headline data, which taken in isolation would suggest a comparatively higher level of economic activity for Newburgh than Fife and the rest of Scotland.

9.2.5 Newburgh's share in a move to the higher end of prosperity measured by work type and implicit pay differentials has been less than that in Fife overall and much less than across Scotland as a whole.

9.2.6 An examination of tenure carried out by NTSG indicates lower property prices for Newburgh compared to Fife, and lower still compared to Scotland as a whole. At the same time, there has been less of an increase in outright ownership of property in Newburgh compared with Fife and most obviously compared with Scotland as a whole.

9.2.7 Newburgh has shared in considerable growth across the board in university qualification attainment. However, the number leaving school with no qualifications is high, and Newburgh is no exception, in fact it is still behind Fife generally and Scotland as a whole.

9.2.8 The key finding from the examination of the socio-economic data is that Newburgh's prosperity, although growing, is growing less than in Fife generally and much less than in Scotland as a whole. Indeed, this prosperity may be to some degree compromised, and the apparent growth, although measurable by the data, is fragile and unsustainable.

Access to Transport

9.2.9 The use of public transport to places of work and study has remained more or less static over the 2001-2011 decade, but at the same time more people everywhere are travelling further. The evidence suggests that in Newburgh private vehicle ownership is filling the gap with residents more reliant on private vehicles for travel to places for work and study, and travel greater distances to do so, than others elsewhere.

9.2.10 An ageing and diminishing economically active population still needs access to services and opportunity. Indeed, it could be argued that such a population actually has greater needs. Places of education and work, as well as health and social facilities, are relatively remote and both difficult and costly to access, particularly when time costs are factored in.

9.2.11 Although the data indicates that Newburgh's use of buses approximates the regional and national norm, there is evidence of limited and difficult public transport connectivity. There is evidence of a high reliance on private vehicle travel and this imposes a price on prosperity measured by work incomes. There are hidden costs on free time activities (family, domestic, social and cultural) as well as environmental costs. Crucially, there is excessive travel time, resulting in a poorer quality of life with less time to participate in other activities including family life.

9.2.12 Collectively, the evidence suggests that difficulty and time heavy access to the main city regions in Scotland and Fife compromises the accessibility of employment and education opportunities, especially for non-car users. In addition, access to transport restricts accessibility of health, social and cultural facilities, and also the accessibility to tourism into Newburgh and the hinterland area. Like other rural towns, bus is the only real alternatives for Newburgh residents, but is often unpredictable with restricted travel times at weekends and evenings.

9.2.13 In addition, there is the potential for improved public transport links to give easier inward access to the Fife Coastal Path for both walkers and cyclists.

Key Challenges

9.2.14 This Pre-Appraisal: Case for Change has shown the key challenges faced by Newburgh residents include:

- a backdrop of economic decline, ageing population and limited job opportunities;

- excessive journey times and limited travel opportunities for non-car users to get to the key cities for education and employment such as Edinburgh, Dundee and Glasgow;
- poor connectivity with local centres - particularly Cupar, St Andrews, Glenrothes and Kirkcaldy, with poor connectivity to the key local hospitals in Perth, Cupar, Kirkcaldy and Dundee;
- a lack of access by public transport to essential destinations in Fife and further afield, whether that be for education, health, employment or a variety of leisure destinations;
- car trips made by Newburgh residents are contributing to congestion impacts in other locations; and
- a lack of inward investment.

9.2.15 Collectively, the evidence clearly points to a **case for change**.

Transport Planning Objectives

9.2.16 This Pre-Appraisal: Case for Change has identified a number of Transport Planning Objectives. These will be used to assess any potential transport interventions, and include:

- **TPO1: Increase the attractiveness of public transport travel** to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
- **TPO2: Reduce the proportion of private vehicle driver trips** made by Newburgh residents and those in the surrounding area (note this is use and not ownership).
- **TPO3: Enhance the sustainability of Newburgh's economy** for the long-term.

9.2.17 As the study progresses, the TPOs will be reviewed and if necessary SMARTened to ensure they are relevant and effective at both the appraisal and any subsequent monitoring and evaluation.

Option Generation

9.2.18 This Pre-Appraisal: Case for Change has brought together a range of potential transport interventions, derived from the work of NTSG and further stakeholder consultation carried out as part of this study:

- OP1: Reopening of former railway station at the Abernethy Road site
- OP2: Reopening of former railway station at the Hill Road site
- OP3: Reopening of former railway station at the Clatchard Quarry site
- OP4: New station at the east end of the town
- OP5: Increase car sharing
- OP6: Improved bus services to Perth, Cupar and Ladybank
- OP7: Express bus route through Newburgh

- OP8: River services to Dundee and Perth
- OP9: Cycle route between Newburgh and Perth
- OP10: Cycle route between Newburgh and Abernethy
- OP11: Cycle route between Newburgh and Cupar
- OP12: Increased cycle parking provision

9.2.19 It is accepted that the outcomes from this study and the study being undertaken at Bridge of Earn are dependent on each other; and the project teams will be staying in close coordination throughout the duration of the two projects.

9.3 Next Steps

9.3.1 The next stage in the STAG process, the Preliminary Options Appraisal, will appraise each of the transport interventions against the TPOs. In addition, the options will be appraised against the five STAG criteria and factors including deliverability.

9.3.2 The appraisal will include a sifting and packaging exercise where complementary options can be combined. Any options not meeting the criteria will be sifted out.

9.3.3 There is a need to keep in touch with local residents as the appraisal progresses, and responsibility for this is held by the Project Steering Group.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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Madrid, Rabat, Rome, Sofia, Tunis

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Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

SYSTRA

Risk Register

1. INTRODUCTION

1.1 The purpose of this report is to provide the Partnership with its biannual update on the risk register, which is an integral part of SEStran's Risk Management Framework.

2. BACKGROUND

2.1 SEStran has employed a Risk Register to record, report and evaluate risks within the organisation since May 2008. All risks are reviewed regularly by the relevant staff and Appendix 1 to this report is the latest version SEStran Risk Register, highlighting the key risks.

2.2 The Risk Register was presented to Performance and Audit Committee at its meeting on 7th June for comment and these are reflected in the final Risk Register.

3. RECOMMENDATIONS

3.1 The Board are asked to note the contents of the report.

Angela Chambers
Business Manager
 June 2019

Appendix 1: SEStran Risk Register

Policy Implications	None
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None

Risk Number	Risk Detail	Risk Category	Gross Risk Assessment				Planned Response/Mitigation	Net Risk Assessment				Risk After Mitigation/Appetite for Risk	Date and Owner				
			Probability	Impact	Risk Score	Probability		Impact	Risk Score								
R001	Policy Appraisal: Poor Quality Lack of consultation	Strategic	1	Remote	3	Moderate	3	Low	1	Remote	2	Minor	2	Low	Advised by Government of relevant policy changes and Partnership Director and Officers regularly horizon scanning for further policies and responds accordingly. New consultative forums also enable greater visibility and integration of local policies into regional strategy.	Low. Partnership staff also continue to monitor their networks for relevant policy discussions. RTS re-write process underway. Tolerate	June 2019 Partnership Director
R002	Project Appraisal and Delivery: Incomplete or of poor quality Late Delivery	Reputational	2	Unlikely	4	Major	8	Medium	2	Unlikely	3	Moderate	6	Low	Monthly monitoring and management intervention by the project officer and over-seen by the Head of Programmes. Key regional projects such as RTP1 has regular communication with key clients and service providers, including standing quarterly stakeholder meetings.	Low. Regular monitoring and management/project team meetings provides all across the organisation with a clear view of progress and expenditure against budget. Regular reports presented to P&A Committee and Partnership Board Tolerate	June 2019 Programme Manager
R003	Digital/IT: Server failure Comms failure: phones Website	System and Technology	3	Possible	4	Major	12	Medium	3	Possible	2	Minor	6	Low	SEStran has an up-to-date Management Plan for Business Continuity. Website has a maintenance contract as does RTP1 system. Both proactively managed by third parties.	Low. Contracted IT consultants deliver IT services. Website contract includes security updates. Robust Information Security Policy in place with regular monitoring reports. GDPR compliant and Cyber Essentials Accreditation achieved. Tolerate	June 2019 Business Manager
R004	Reputation: Regard by the public and stakeholders. Negative or inaccurate media coverage leading to misrepresentation of SEStran position	Reputational	3	Possible	3	Moderate	9	Medium	3	Possible	2	Minor	6	Low	Good relationships with media. Quick response to negative or inaccurate coverage. Proactive placement of copy. Agreed broad media positions. Availability of Spokesperson - Senior staff only. No unauthorised media statements.	Low. Partnership staff continue to promote and advocate activities via speaking, writing or wider networking Continue to work closely with regional partners Tolerate	June 2019 Partnership Director

R005	Statutory Duties: Failure to adhere to duties described in legislation and related documentation	Legal and Regulatory	1	Remote	4	Major	4	Low	Audit approved systems of governance in place. External and internal audits carried out.	1	Remote	2	Minor	2	Low	Low. Regular monitoring and programming of statutory duties is undertaken by the Partnership Director, Head of Programmes and Business Manager. Audited by third parties. Tolerate	June 2019 Partnership Director
5.1	Restricted ability to undertake RTS re-write: Inadequate senior staff resourcing available due to continued absence of Partnership Director	Strategic	4	Probable	3	Moderate	12	Medium	Resolve absence as soon as possible and appoint external resources as required.	2	Unlikely	2	Minor	4	Low	Low. Partnership Director appointed May 2019. Funds identified for RTS re-write	June 2019 CLOSED
R006 6.0	Financial: Significant deviation from budgeted spend	Financial	2	Unlikely	3	Moderate	6	Low	The Partnership's Financial Rules do not permit the Partnership's spending (whether revenue or capital) to exceed its available budget. Budget and spend is monitored on a monthly basis by SEStran officers, using financial information provided by City of Edinburgh Council (CEC) through the Partnership's Financial Services Service Level Agreement with CEC and supported by qualified accounting staff of CEC. Action is taken by Partnership officers to develop alternative savings measures, including options for development of contingency arrangements, if required and subject to approval by the Partnership. The Partnership's Financial Rules require reporting of financial performances to the Partnership Board on a quarterly basis.	1	Remote	2	Minor	2	Low	Low. In October 2017, the Scottish Government commenced consultation to give consideration to RTPs being given powers to of carry forward of expenditure across financial years. Transport Bill currently going through parliament includes section on RTPs carrying reserves. Tolerate	March 2019 Partnership Director

6.1	The approved budget for 2019/20 assumes provision for a pay award of 3%, based on alignment with the Scottish Government's public sector pay offer. A 1% increase in pay award uplift equates to an increase in cost of approximately £4,700.	Financial	4	Probable	1	Insignificant	4	Low	Alignment with Scottish Local Government pay policy	4	Probable	1	Insignificant	4	Low	Low Tolerate	March 2019 Partnership Director
6.2	Staff recharges - EU projects: The proposed budget assumes that £100,000 of staff time can be recharged to 4 EUProjects - Share-north, Regio-mob, Surflogh and Bling. There is a risk this may not be achievable	Financial	5	Highly Probable	3	Moderate	15	High	Any shortfall in employee recharges will be managed through corresponding reductions in Projects Budget expenditure. EU projects represent a low percentage of the budget.	4	Probable	2	Minor	8	Medium	Medium: Other funding sources will continue to be pursued. Tolerate	March 2019 Partnership Director
6.3	Inflation: There is a risk that the approved budget does not adequately cover price inflation and increasing demand for services.	Financial	5	Highly Probable	1	Insignificant	5	Low	When setting the revenue budget, allowance made for specific price inflation and budgets adjusted in line with current cost forecasts.	5	Highly Probable	1	Insignificant	5	Low	Low Tolerate	March 2019 Partnership Director
6.4	Delays in payment of external grants results in additional short-term borrowing costs.	Financial	3	Possible	2	Minor	6	Low	SEStran grant claims for projects are submitted in compliance with grant funding requirements to ensure minimal delay in payment. Ongoing monitoring of cash flow is undertaken to manage exposure to additional short-term borrowing costs.	3	Possible	1	Insignificant	3	Low	Low: Grant submission procedures in place, along with financial planning. Tolerate	March 2019 Partnership Director
6.5	Sources of additional income to the Partnership may become constrained in the current economic climate and/or due to changes in operating arrangements.	Financial	4	Probable	3	Moderate	12	Medium	Active Travel funding a high priority for Government with funds consistently available to bid for. Revenue budget for 2019/20 developed to take account of most likely level of external income in 2019/20.	4	Probable	3	Moderate	12	Medium	Medium Tolerate: Adapt expenditure accordingly	June 2019 Partnership Director

6.6	Funding reductions: Future reductions in funding from Scottish Government and/or council requisitions.	Financial	3	Possible	4	Major	12	Medium	The Partnership will continue to source and develop external funding.	3	Possible	4	Major	12	Medium	Medium Tolerate: Manage organisation in accordance with available funding but ability of organisation to deliver RTS objectives will inevitably be dictated by available funding.	June 2019 Partnership Director
6.7	The deficit on the staff pension fund could lead to increases in the employers pension contribution	Financial	3	Possible	3	Moderate	9	Medium	Following the Lothian Pension Fund Triennial Actuarial Review of 2017, Partnership contribution rates have been advised until 2020/21	2	Unlikely	3	Moderate	6	Low	Low Tolerate	June 2019 Partnership Director
6.8	Current staffing levels cannot be maintained due to funding constraints and the Partnership incurs staff release costs	Financial	3	Possible	3	Moderate	9	Medium	The Partnership continues to seek additional sources of funding for activities aligned to the Partnership's objectives to supplement resources Recruitment control measures in place.	3	Possible	2	Minor	6	Low	Low: Other funding sources will continue to be pursued. Tolerate	June 2019 Partnership Director
6.9	Accommodation: Occupancy Agreement with SG due for renewal February 2019. SG may not renew and alternative premises required at market rates.	Financial	3	Possible	3	Moderate	9	Medium	A notice period of 12 months must be served by each party under the current occupancy agreement.	3	Possible	3	Moderate	9	Medium		Feb 2019 CLOSED
6.10	ECOMM: Agreement to commit to ECOMM on the basis of being cost neutral. Income depends on number of delegates attending conference.	Financial	3	Possible	3	Moderate	9	Medium	SEStran withdrew offer to host ECOMM due to uncertainty over Brexit and subsequent impact on attendance at the conference.	3	Possible	2	Minor	6	Low		Dec 2018 CLOSED
6.11	Following the outcome of the EU Referendum, the Partnership is unable to access EU funding.	Financial	5	Highly Probable	3	Moderate	15	High	The Partnership continues to seek alternative funding sources to progress knowledge exchange/transfer and to seek to successfully bid for EU projects following the United Kingdom servicing notice under Article 50.	4	Probable	3	Moderate	12	Medium	Medium Tolerate: Adapt expenditure accordingly	June 2019 Partnership Director

R007	HR: Pension Liabilities Redundancy Contingency Inappropriate Behaviour Staffing/Incapacity	People	3	Possible	3	Moderate	9	Medium	SLA in place with Falkirk Council to provide specialist HR advice as required and is under regular review. Legal advice is provided, when required, through a framework contract, which is in place until 2019.	1	Remote	2	Minor	2	Low	Low Tolerate	June 2019 Partnership Director
R008	Corporate: Removal of RTPs as part of the review of the National Transport Strategy.	Strategic	4	Probable	4	Major	16	High	RTPs jointly lobbying Transport Minister. SEStran is engaged in the NTS2 review, representing all RTPs on the NTS2 Review Board and has sought and received assurances around retention of functions and undertakings transfer from Scottish Ministers.	4	Probable	4	Major	16	High	High: Seek to resolve	June 2019 Partnership Director
R009	EU Exit: Impact on learning and funding	Financial	5	Highly Probable	3	Moderate	15	High	The Partnership has sought to engage in as many relevant EU projects and funds as it can whilst UK authorities are allowed to access these funds. This should mitigate the short-term impact of any EU Exit negotiated and implemented. Timescales for effective exit remain unclear	5	Highly Probable	3	Moderate	15	High	High: The risk remains high as there is significant uncertainty around the medium (3-5year) horizon for access to funds. Opportunity for renewed collaborative working with EU following Brexit to be explored. SEStran continuing to be accepted as partners in EU funded projects. Tolerate	June 2019 Partnership Director
R010	Governance: Succession Planning Business Continuity	People	3	Possible	3	Moderate	9	Medium	Governance Scheme contains adequate provision to deal with senior officer absence. Staff structure and Business Continuity Plan in place.	2	Unlikely	2	Minor	4	Low	Low Tolerate	June 2019 Partnership Director
R011	Third party Service Level Agreements: Failure or inadequacy of service	People	2	Unlikely	2	Minor	4	Low	Service Level Agreements in place for Financial Services, HR, Legal and Insurance services. Reviewed annually by senior officers. Subject to independent audit scrutiny.	2	Unlikely	2	Minor	4	Low	Low Tolerate	June 2019 Partnership Director

Risk Number	Risk Detail	Risk Category	Gross Risk Assessment				Planned Response/Mitigation	Net Risk Assessment				Risk After Mitigation/Appetite for Risk	Date and Owner				
			Probability	Impact	Risk Score			Probability	Impact	Risk Score							
R005 5.1	Restricted ability to undertake RTS re-write: Inadequate senior staff resourcing available due to continued absence of Partnership Director	Strategic	4	Probable	3	Moderate	12	Medium	Resolve absence as soon as possible and appoint external resources as required.	2	Unlikely	2	Minor	4	Low	Partnership Director appointed May 2019. Funds identified for RTS re-write	June 2019 CLOSED
6.9	Accommodation: Occupancy Agreement with SG due for renewal February 2019. SG may not renew and alternative premises required at market rates.	Financial	3	Possible	3	Moderate	9	Medium	A notice period of 12 months must be served by each party under the current occupancy agreement. Occupancy Agreement renewed until February 2022.	3	Possible	3	Moderate	9	Medium		June 2019 CLOSED
6.10	ECOMM: Agreement to commit to ECOMM on the basis of being cost neutral. Income depends on number of delegates attending conference.	Financial	3	Possible	3	Moderate	9	Medium	SEStran withdrew offer to host ECOMM due to uncertainty over Brexit and subsequent impact on attendance at the conference.	3	Possible	2	Minor	6	Low		June 2019 CLOSED

Likelihood		Severity		Risk Score	At Risk
1	Remote	1	Insignificant	1	Low Risk
2	Unlikely	2	Minor	2	
3	Possible	3	Moderate	3	
4	Probable	4	Major	4	
5	Highly Probable	5	Catastrophic	5	
				6	Specific Operational
				8	External
				9	Legal and Regulatory
				10	People
				12	Physical
				15	High Risk
				16	
				20	
				25	
				25	

Impact				
Descriptor	Score	Health and Safety Impact	Impact on Service and Reputation	Financial Impact
Insignificant	1	No injury or no apparent injury.	No impact on service or reputation. Complaint unlikely, litigation risk remote.	Loss/costs up to £5000.
Minor	2	Minor injury (First Aid on Site)	Slight impact on service and/or reputation. Complaint possible. Litigation possible.	Loss/costs between £5000 and £50,000.
Moderate	3	Reportable injury	Some service disruption. Potential for adverse publicity, avoidable with careful handling. Complaint expected. Litigation probable.	Loss/costs between £50,000 and £500,000
Major	4	Major injury (reportable) or permanent incapacity	Service disrupted. Adverse publicity not avoidable (local media). Complaint expected. Litigation expected.	Loss/costs between £500,000 and
Catastrophic	5	Death	Service interrupted for significant time. Adverse publicity not avoidable (national media interest.) Major litigation expected. Resignation of senior management/directors.	Theft/loss over £5,000,000

Impact					
Impact	5	10	15	20	25
Catastrophic	5	10	15	20	25
Major	4	8	12	16	20
Moderate	3	6	9	12	15
Minor	2	4	6	8	10
Insignificant	1	2	3	4	5
Likelihood	Remote	Unlikely	Possible	Probable	Highly Probable

Likelihood		
Descriptor	Score	Example
Remote	1	May only occur in exceptional circumstances.
Unlikely	2	Expected to occur in a few circumstances.
Possible	3	Expected to occur in some circumstances.
Probable	4	Expected to occur in many circumstances.
Highly Probable	5	Expected to occur frequently and in most circumstances.

Maintain existing measures in place.
Review control measures. Even if the risk is low, there may be things that can be done to bring the risk rating down to minimal.
Improve control measures. If the Rating Action Band is greater than 3 or 4 then a review of the existing safety/control measures needs to be done, where additional
Improve control measures immediately and consider stopping work activity until risk is reduced.

East Coast Main Line Authorities (ECMA) Update

1. Introduction

1.1 This report provides an update to the Board on recent discussions relative to the East Coast Main Line, following an ECMA Officers' Group meeting which took place on 29 May 2019.

2. SYSTRA Presentation / Q&A on 2019 Research Study on East Coast Mainline Benefits of Investment

2.1 As advised previously, a study entitled, "Investing for Economic Growth" was undertaken by JMP on behalf of ECMA, in 2016. SYSTRA has recently been appointed to refresh / update the 2016 study.

2.2 SYSTRA gave a presentation on the findings of their study, entitled "East Coast Main Line Authorities, Benefits of Investments.", attached at **Appendix 1**.

2.3 In building the case for investment the following was highlighted:

- The **East Coast Mainline** and its economy
- The story of **recent** developments
- Developing the railway to support the **economy**
- **Planned** and **future** services
- The impact on the economy
- Further **opportunities**

2.4 The study is based on total GVA per annum and is focussed on 14 economic centres located between the Scottish Highlands and Hertfordshire, including London.

2.5 The introduction notes that ECML connects significant and diverse regional economies and that freight is obviously important but ECML paths are becoming increasingly constrained.

Other industries such as financial services, tourism and "tech" all demand connections.

The report goes on to cover existing services, constraints and improvements and states that the modelling is based on an approach taken by Network Rail in carrying out market studies, in 2013.

2.6 4 economic "tests" are described as follows:

2.7 **Test A:** Committed Timetable Changes 2019-21

3% uplift in annual GVA for Scotland
Benefit / cost ratio (BCR) 2.73

2.8 Test B1: HS2 Base Case

2% uplift in annual GVA for Scotland
BCR >1!

2.9 Test B2: HS2 + York to Newcastle Investment

2% uplift in annual GVA for Scotland
BCR 1.26

2.10 Test B3: HS2 + York – Edinburgh Investment

6% uplift in annual GVA for Scotland
BCR >1

2.11 The report concludes that:

- the line is of considerable strategic importance, connecting communities that generate close to half of the UK economy and half of the Scottish economy,
- there is a strong case for strengthening HS2 with complementary investment north of York, and North of Newcastle to Edinburgh,
- there is a critical opportunity to be grasped between now and the advent of HS2 to improve the ECML in terms of reliability and flexibility,
- the Investments for 2021 timetable are VFM,
- there is a good case for incremental investment in smaller schemes – better resilience.

3. LNER Update

3.1 Two Azuma sets are now in service. The first scheduled service from Edinburgh to London will leave Waverley at 0540, stopping only at Newcastle. The HST fleet is to be retired, beginning in September and the full Azuma timetable will be operational in 2020 and will include journey time savings.

4. Network Rail Update

4.1 Network Rail has recently been through a major structural reorganisation of their geographical routes, with a specific East Coast Route established.

4.2 The first phase of the plans is the formation of the new regions which will take place in June this year following a consultation.

5. Transport Scotland Update

5.1 Feasibility studies of potential high speed rail links in Scotland have now been completed.

5.2 The remit of Transport Scotland is now to commission a Strategic Business Case on behalf of both the UK and Scottish Governments. Transport Scotland activity is fully integrated with DfT and Network Rail work.

5.3 The importance of rail infrastructure between England and Scotland was emphasised as was the need to press the case for improvements on both the ECML and WCML to be delivered in the next decade.

6. ECMA Engagement with Scottish Government

6.1 A meeting between Councillor Ian Gillies (departing ECMA Chair) and Michael Matheson, the Cabinet Secretary, was arranged for 23 May 2019. SEStran's Chair and Partnership Director were also scheduled to attend. This was with a view to promoting investment in ECML within Scotland. However, the meeting was postponed to accommodate a similar meeting but with the new ECMA Chair when elected, hopefully to take place in July.

6.2 The Partnership Director attended the April meeting of the Cross-Party Rail Group at Holyrood. The main speaker was Jonathan Pugh from Network Rail who outlined plans for their work during CP 6. A follow-up meeting between Network Rail and SEStran took place on 3 May 2019, to discuss in more detail, plans related to ECML.

7. Recommendations

7.1 That the Board notes the content of the report.

Jim Grieve
Partnership Director
12 June 2019

Appendix 1: East Coast Main Line Authorities, Benefits of Investments

Policy Implications	None
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None

ECML Authorities

12/05/2019

Reference number 108454/GB01T19A14

ECML: BENEFITS OF INVESTMENT



ECML AUTHORITIES

ECML: BENEFITS OF INVESTMENT

IDENTIFICATION TABLE	
Client/Project owner	Newcastle City Council
Project	ECML Authorities
Study	ECML: Benefits of Investment
Type of document	Research Study
Date	12/05/2019
File name	ECMA report.docx
Framework	NEPO
Reference number	108454/GB01T19A14
Number of pages	64

APPROVAL					
Version	Name		Position	Date	Modifications
1	Author	James Jackson		08/05/2019	
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1. INTRODUCTION

1.1.1 The Consortium of East Coast Mainline Authorities (ECMA) is a collaborative group of Councils, Combined Authorities and Regional Transport Partnerships united by an interest in maintaining improving and developing rail services using the East Coast Mainline and associated routes. The area served stretches from London to Aberdeen and Inverness, covering over 500 route-miles.

1.1.2 SYSTRA has been commissioned to undertake an update to the research presented in the “Investing for Economic Growth” 2016 study, an analysis of the wider economic impacts of service improvements on the ECML undertaken by JMP Consultants (now SYSTRA).

1.1.3 This updated study has made a number of findings about the value of investment in the ECML and its relationship to the wider economy. The main findings are:

- The forthcoming changes to the timetable in 2021 will deliver £1.35bn to the economy over the period to the scheduled start of HS2 services in 2034
- HS2 will deliver over £8.5bn over 60 years to the economy of the ECML in addition to the benefits of the 2021 timetable described above.
- Additional investments in the ECML to complement HS2 would deliver up to an additional 3bn over 60 years; in addition, there are likely to be additional complementary benefits which have not been assessed in detail
- Improving the reliability of service might be worth up to £62m per annum to the economy.

1.1.4 Arising from this are four key messages:

- The investments being delivered now to serve the 2021 timetable change will support significant growth in the economy
- There is a strong case for complementary investment in the route north of York to support both HS2 and NPR services in addition to the benefits to the existing services.
- There is an urgent need to realise the opportunities of released capacity from HS2 to redefine the role of the ECML south of York.
- Significant value can be realised by improving reliability, with the additional benefit that investment in schemes to improve service performance will also will help provide more flexibility in the planning of services in the long term.

1.1.5 The structure of this report is set out as follows:

- The East Coast corridor and its importance to the UK economy
- The shape of the existing rail service, including committed changes
- Future service developments
- The Wider Economic Impacts of investment in the route

2. THE EAST COAST NETWORK

2.1.1 The ECML links London, the East Midlands, Yorkshire, the North East and Eastern Scotland. The route is often thought of as a single trunk route linking London with Leeds and Edinburgh, but it should better be considered as a linear **network**, with a wide range of services converging with and diverging from it and a number of branches providing onward links to range of destinations.

2.1.2 Whilst services on the core part of the route are dominated by LNER, many other train operators use the route including GTR, Cross Country, Trans Pennine Express and Northern. Direct links from the East Coast network penetrate the South East, South West, North West and East of England, as well as providing links throughout Scotland. Set out below are key services utilising the ECML network and the operators providing them:

- **LNER:** London to Leeds and West Yorkshire, Hull, York, Newcastle and the North East, Edinburgh, Glasgow, Dundee, Aberdeen and Inverness
- **Cross Country:** Edinburgh – Newcastle – York - Sheffield – Birmingham – Plymouth/Reading and Stansted – Cambridge – Peterborough – Birmingham
- **GTR:** Peterborough/Cambridge – London – Brighton/Horsham and local services between Cambridge, Stevenage and London including via Hertford.
- **Trans Pennine Express:** Newcastle/Middlesbrough/Scarborough/Hull – York – Leeds – Manchester – Manchester Airport/Liverpool
- **Northern:** Local services in Yorkshire and the North East
- **Hull Trains:** Open access services between London and Hull
- **Grand Central:** Open access services between London and Bradford, Teesside and Sunderland
- **East Midlands Trains:** Norwich – Peterborough – Nottingham – Sheffield – Manchester – Liverpool and local services in the East Midlands
- **ScotRail:** Local and long distance services within Scotland

2.2 The role of the East Coast corridor in the UK economy

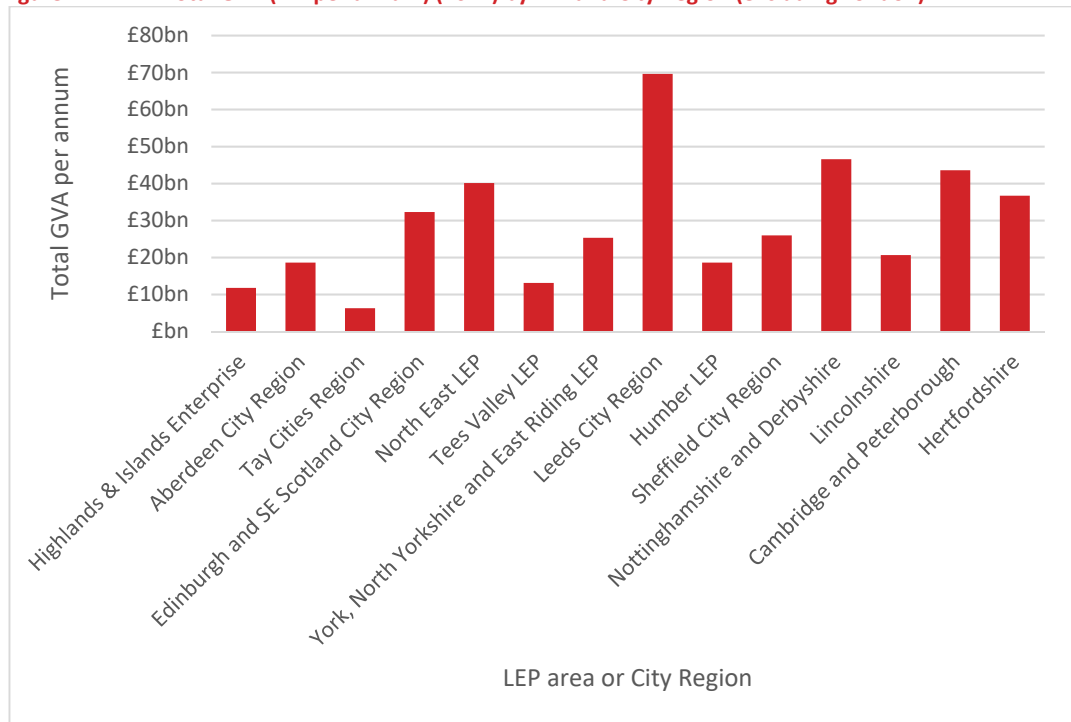
2.2.1 The local and regional economies that are served by the ECML play a significant role in the economic outputs of the UK as a whole. With the corridor stretching almost the entire length of the country, the diversity of economic geographies, regional transport service levels and socio-economic demographics is significant.

2.2.2 Including the London Economic Action Partnership, the Local Enterprise Partnership (LEP) for London, the LEPs and City Regions along the ECML were responsible for £840bn of GVA output in 2017. This represents just under half of the UK total of £1.8tn.

2.2.3 Even if London is discounted from the data, the ECML corridor generates over £400bn of GVA per year around a quarter of UK GVA. Apart from London, Leeds City Region is the largest economy along the corridor, generating £70bn annually. Figure 2-1 below presents GVA output by LEP and City Region in 2017.

2.2.4 In Scotland the economies directly served by the ECML represent 53% of the total value of the Scottish economy.

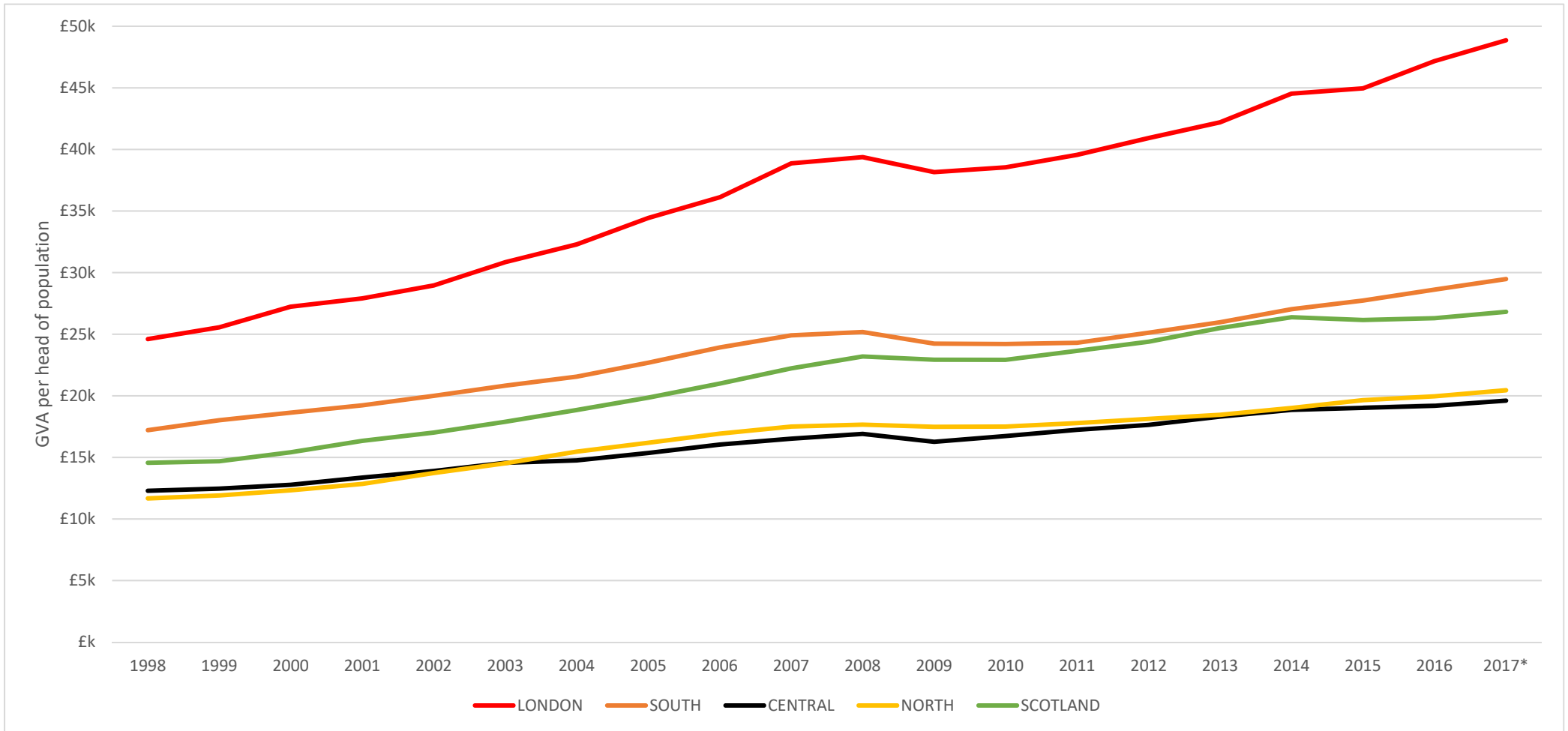
Figure 1. Total GVA (£m per annum) (2017) by LEP and City Region (excluding London)



2.2.5 In terms of productivity, many of the local economies display high levels of economic activity, with London highest at £48,857 GVA per head of population in 2017. This has nearly doubled in the past 20 years and is an indication of the world-leading finance and business sectors in the capital. Figure 2-2 overleaf presents the growth of productivity along the corridor since 1998 by ECMA area

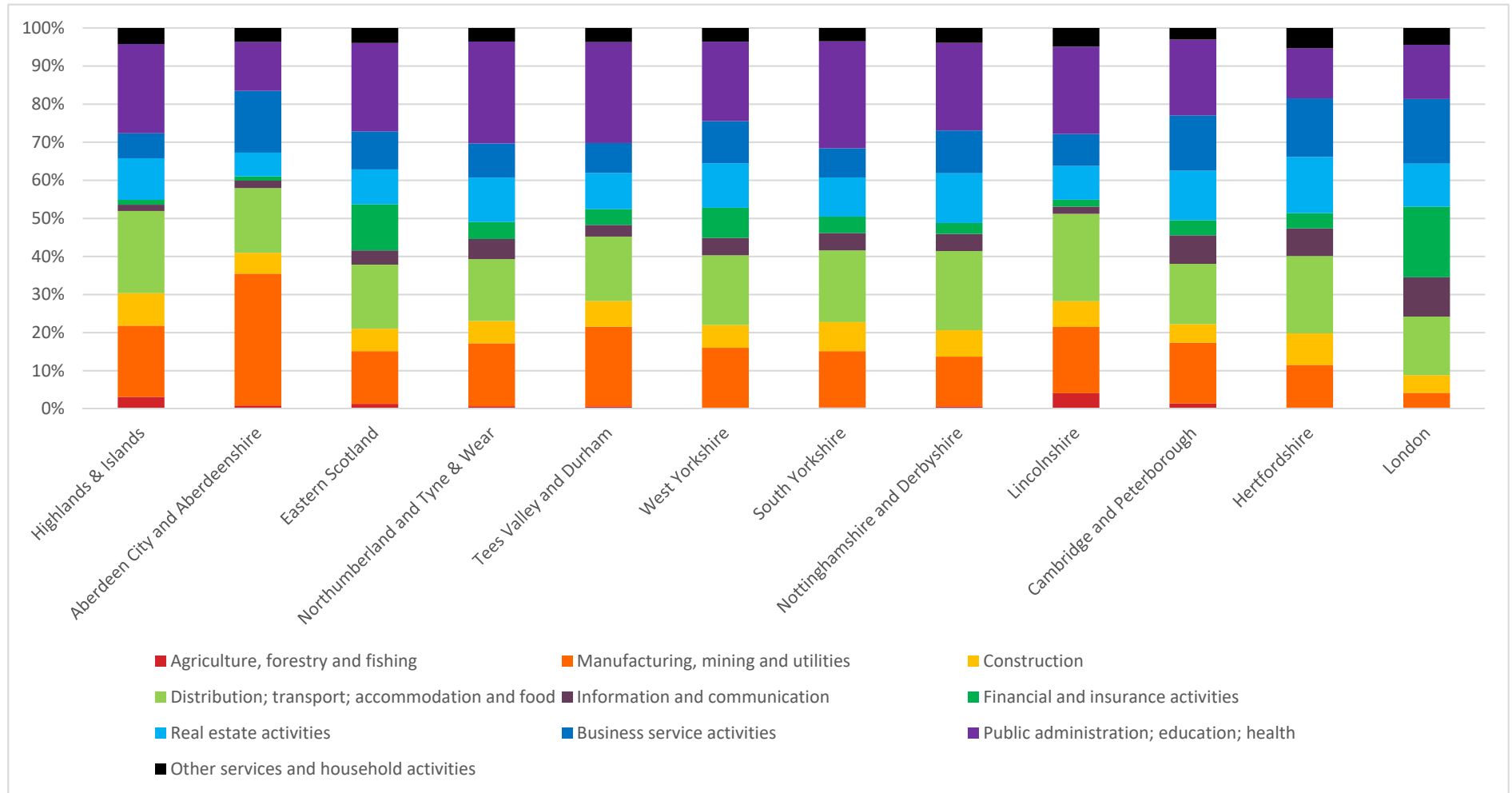


Figure 2. GVA per head of population at current basic prices by ECMA Area (data published December 2018)



- 2.2.6 Other strong performers in the corridor include North Eastern Scotland at £37,924. However, this area suffered a fall post-2014, which can be attributed to the decline in global oil prices which hit the oil and gas sector this area of the UK is so reliant on, and the region's performance has since levelled out.
- 2.2.7 Hertfordshire (£31,073), Cambridgeshire (£29,049), Peterborough (£28,315) and Eastern Scotland (£28,258) are also significant regions in the corridor in terms of productivity. These regions, as well as West Yorkshire, benefits from well performing financial and business service industries. Southern England in particular also has a rapidly growing technology and science sector; the Cambridgeshire and Peterborough Independent Economic Review (2018) states that the pace of economic growth in this area of the country has outstripped that of the East of England and the UK over the last ten years, attributable to high value innovation industries and a young population at working age.
- 2.2.8 In terms of the respective contributions to GVA of industry sectors, Figure 2-3 outlines the break down in each region.
- 2.2.9 The manufacturing, mining and utilities sector varies greatly between each region, contributing as little as 4% in London and as much as 35% in Aberdeenshire. Indeed, the data indicates that the profile of London's economy differs significantly from many of the other regions. This is to be expected given its strong financial and business services, at nearly a fifth of its output, and its very low levels of manufacturing.
- 2.2.10 Public administration, education and health contributes at least 13% in each region, and as much as 28% in South Yorkshire, the largest sectoral proportion in any region.
- 2.2.11 Other industry sectors that represent large proportions of a region's economic output include public administration, education and health in Northumberland and Tyne Wear, and Tees Valley and Durham (both 27%), and distribution in Lincolnshire (23%) and the Highlands (22%).

Figure 3. GVA by sector (2012 data)



2.3 Economic linkages

2.3.1 As described above, the local and regional economies along the East Coast corridor continue to perform well and, in some cases, are outperforming the UK as a whole. The performance and continued success of these economies rely on strong connectivity between goods and markets, fast and reliable business-to-business links and access to a diverse workforce. The route has strengths in a number of specific sectors and the ECML plays an important role in linking the regional centres of these sectors.

Finance, technology and digital

2.3.2 Spread across the length of the corridor from London to Edinburgh are a diverse range of financial, professional, technological and digital industries that benefit from rapid business-to-business links and require access to a highly skilled workforce to maintain their growth.

2.3.3 Leeds City Region boasts the largest financial services sector in the country outside of the capital and the ECML provides vital connections between London, Leeds and Edinburgh, where there is also a strong financial services presence. Furthermore, it is widely accepted that London is more than just a financial hub, with it globally recognised as the seat of the UK government, a major tourist attraction and a city with international business and leisure connections via its airports. Because of these factors, connectivity with London is seen as a major benefit for the rest of the East Coast corridor and the ECML is critical to access from Leeds to central London.

2.3.4 The South East Midlands boasts rapidly expanding science, digital and technology sectors in the Oxford-Cambridge-Milton Keynes (CaMKOx) corridor, centred around the Universities of Oxford and Cambridge and the high-value start-up firms that are continuing to emerge. The potential of the area is evidenced by the following:

- Nine of the UK's top 100 (and two of the top 10) high growth tech firms are located in the corridor.
- Milton Keynes boasts 25% higher productivity per worker than the national average.
- Northampton has 100 new business start-ups per 10,000 residents (second only to London).

2.3.5 The National Infrastructure Commission (NIC) highlights expansion in and around the Sandy area in central Bedfordshire to exploit the north-south connectivity provided by the ECML. Potential relocation of the existing mainline station at Sandy is also mooted¹.

2.3.6 The Government, responding to the report by the NIC that called for investment in housing, road and rail, has committed to several infrastructure investments to facilitate this growth.

2.3.7

¹ Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc, National Infrastructure Commission, 2017. www.nic.org.uk/publications/partnering-prosperity-new-deal-cambridge-milton-keynes-oxford-arc/.

Energy

- 2.3.8 North East Scotland is heavily reliant on the high value oil and gas industry, which was illustrated by the global downturn in oil prices in 2014. As well as these global factors, the performance of the industry is predicated on access to the related renewable, oil and gas industries in areas further south along the corridor such as the Tees Valley and the Humber. The 'Energy Estuary' on the south bank of the Humber includes the UK's largest Enterprise Zone, offering space for and significant investment in the rapidly expanding offshore wind and marine energy sectors. Quality connections between these growth areas are key to their continued success, there are however examples where connections could be improved further.
- 2.3.9 As a result of uncertainty around oil prices in recent years, the Scottish oil and gas industry has made moves to diversify into other energy sectors. Scottish Enterprise, a non-departmental public body of the Scottish Government which encourages economic development, enterprise, innovation and business investment, produced a 2017 Oil and Gas Diversification Opportunities guide that highlights the potential of offshore wind in the UK. The sector attracted £10bn of investment between 2010 and 2015, and a further £18bn of investment is planned up to 2020.
- 2.3.10 To highlight partnership working along the ECML corridor and the importance of connectivity between regions, in 2018 private sector economic development body Opportunity North East begun working with Scottish Enterprise to jointly support Scottish oil and gas supply chain SMEs in accessing the new offshore decommissioning sector, providing additional opportunities for existing oil and gas skills. Opportunities in offshore wind, nuclear decommissioning, water and waste, and wider utilities will also be explored.
- 2.3.11 The ECML has played an important role in linking the North East of Scotland with North East of England as well as the rest of the UK to support these activities, and has historically been used by offshore staff to reach their homes across the UK.

Tourism

- 2.3.12 Tourism, as noted above, is a major element of London's economic output, but the visitor economy is also important to regions throughout the ECML corridor. Since 2010, tourism has been the fastest growing sector in the UK in employment terms, and Britain is forecast to have a tourism industry worth over £257bn by 2025. Data from 2013 suggests that nearly 10% of all jobs in the UK are in the tourism sector and that it represents 9% of UK GDP.
- 2.3.13 The ECML network enjoys a very strong built and natural environment, covering historic cities, coasts and countryside.
- 2.3.14 Scotland in particular has experienced a boom in visitor numbers and tourism spend; 2017 saw a growth in visits of 17%, to a record 3.2 million, with visits to Edinburgh, Aberdeen and Inverness totalling nearly 6.9 million between 2015 and 2017². UK and international visitors attracted by the spectacular landscapes and remoteness of the Scottish Highlands and Islands

² Regional Spread of Inbound Tourism, VisitBritain, 2019. www.visitbritain.org.



have the option of flexible touring and rover tickets offered by the ScotRail regional services franchise, providing the freedom to explore.

- 2.3.15 National Parks such as Northumberland, the North York Moors and the Yorkshire Dales also have high levels of tourist activity and are in close vicinity to the ECML corridor, with connecting regional services that the ECML provides vital access to, linking urban centres with rural tourism hotspots that are in otherwise remote locations.
- 2.3.16 The ECML can also boast connections between the cathedral cities of York, Lincoln and Durham, and the shopping and nightlife offers of Sheffield, Leeds and Newcastle, all making a significant contribution to the local and regional economies.

Manufacturing

- 2.3.17 Manufacturing, covering a broad range of disciplines, is another vital sector of the UK economy that is spread across the ECML corridor. It represents 10% of the UK's economic output and 45% of the UK's total exports, and currently operates ahead of the UK economy as a whole in terms of productivity³.
- 2.3.18 With its strong automotive offer, the manufacturing sector represents a quarter of the North East's economic turnover, well ahead of the national average. It also represents a significant proportion of the economies in Yorkshire and the Humber, where aerospace and nuclear sectors are receiving investment. Providing links to freight routes to move goods across the country, and to labour markets to access a highly skilled workforce, is vital to support this sector. A recent addition to the manufacturing strengths of the North East has been the opening of the Hitachi Plant at Newton Aycliffe which has been responsible for assembling new Class 800 series trains for LNER, Trans Pennine Express, Hull Trains, as well as constructing new trains for Great Western Railway and ScotRail. The rail engineering sector has also been supported by the opening of a production facility in Seaham by Vivarail.
- 2.3.19 Whilst historically freight traffic represented the main contribution of rail to the manufacturing industry, the passenger railway now plays an increasingly important role in allowing businesses to interact with suppliers, partners and clients across the UK.

Summary

- 2.3.20 The ECML connects significant and diverse local and regional economies across the length of the UK. Each region is distinctive and has its own ambitions for growth. However, connectivity with London is a common priority throughout the area that the corridor serves, even in the North East of Scotland. There may however be the opportunity to develop non-London connectivity further in the long term, particularly in the context of capacity released by HS2, to support a more balanced economy.
- 2.3.21 The importance of freight connections between industrial hubs and ports to move goods and produce is apparent for the manufacturing and energy sectors but, as is addressed in the next section, the capacity for new and existing freight paths on the ECML is increasingly

³ Make UK: The Manufacturers' Organisation, 2018. www.makeuk.org.



constrained. The growth of the renewable energy sector and the recent significant decline in traditional freight-heavy industries such as steel, coal and textiles illustrate the changing needs for freight paths on the ECML.

- 2.3.22 Other sectors, such as financial services, tourism and technology, rely on reliable business-to-business links and access to skilled labour markets. The growth in digital and technology, particularly in the South East Midlands and London, has been significant, increasing the importance of connectivity to these locations. These industries also demand international connections, and the ECML is able to facilitate onward links to London's airports and Eurostar services.

3. SHAPE OF THE EXISTING SERVICE

3.1 Introduction

3.1.1 The ECML connects London, the East Midlands, Yorkshire and the Humber, the North East of England, and the East and North of Scotland. The profile of services that run on it is diverse, with a mixture of long distance high speed passenger services, commuter services in London and the South East, regional intercity services and some freight operations.

3.1.2 This section outlines the existing service on the ECML, and the proposed and committed improvements that will improve connectivity and develop the network further.

3.2 Existing service

Long distance high speed services

3.2.1 There are four main operators of long distance high speed services on the ECML. A summary of their operations are outlined below.

London North Eastern Railway (LNER)

3.2.2 LNER is the publicly-owned company that operates the InterCity East Coast franchise, taking over the franchise from the privately-owned Virgin Trains East Coast in 2018 after the latter was unable to meet its financial obligations. It is the current intention of the Department for Transport that a public-private partnership be established in 2020 to run the services.

3.2.3 Currently, the standard weekday off-peak service pattern that operates on the route is:

- Two trains per hour London King's Cross – Leeds
- One train per hour London King's Cross – Edinburgh
- One train per hour London King's Cross – Newcastle, with most services extending to Edinburgh
- One train per hour London King's Cross – Newark, with alternate services extending to York

3.2.4 The above services serve a number of key destinations, including Peterborough, Doncaster, York, Durham and Newcastle.

3.2.5 In addition to the above hourly services, LNER also operates a number of non-core routes from King's Cross:

- a daily service to each of Bradford Forster Square, Glasgow Central, Harrogate, Hull, Inverness, Stirling, Lincoln, Perth and Skipton
- three trains per day to Dundee and Aberdeen

Cross Country

- 3.2.6 Cross Country operates two trains per hour on the section of the ECML from Doncaster / Leeds to York and Newcastle, with their services originating in Plymouth and Reading:
- Plymouth-Edinburgh – one train per hour, via Leeds and York
 - Reading-Newcastle – one train per hour, via Doncaster and York
- 3.2.7 North of York all services call at Darlington, Durham and Newcastle, with less frequent calls at Morpeth, Alnmouth and Berwick-Upon-Tweed. North of Edinburgh, four trains per day operate to Dundee and Aberdeen, serving intermediate stations, while a broadly two-hourly service operates to Glasgow Central.
- 3.2.8 The current Cross Country franchise is due to expire in December 2019, having been extended from 2016. However, the Department for Transport announced in September 2018 that it will not be awarding the new franchise until the Williams review into the rail industry has been concluded. Services will continue to be operated by the existing franchisee, and options beyond this will be considered in due course.

TransPennine Express

- 3.2.9 FirstGroup operates the Transpennine Express franchise, running services on the ECML between Leeds and Newcastle. These are hourly services as follows:
- Manchester Airport - Newcastle – via Leeds, York, Darlington and Durham
 - Liverpool Lime Street - Newcastle – via Leeds, York, Northallerton, Darlington and Durham
 - Manchester Airport - Middlesbrough – via Leeds, York, Thirsk and Northallerton
 - Liverpool Lime Street - Scarborough – via Leeds and York
 - Hull – Manchester Piccadilly via Leeds

From December 2019 the hourly Liverpool – Newcastle service will be extended to Edinburgh, providing a two trains per hour between Leeds and Edinburgh.

Open access operators

- 3.2.10 The ECML is unique in the UK in that it is currently the only area to support Open Access operators. These operators provide services between locations which historically have either not been served directly or alternatively have only had a very infrequent direct service.

Hull Trains

- 3.2.11 The first Open Access operator in the UK, Hull Trains, has operated up to seven trains per day between Hull and London King's Cross since 2000, currently providing a roughly two-hourly service throughout the day with calls at Brough, Howden, Selby, Doncaster, Retford and Grantham.
- 3.2.12 The operator provides an important link between Hull and London. Prior to Hull Trains there was only one through train per day each way between these destinations.

Grand Central

3.2.13 In addition to Hull Trains, Grand Central also operates services from the capital, providing links to Sunderland and Bradford Interchange throughout the day. These are as follows:

- London King's Cross-Sunderland – five trains per day, via York, Thirsk and Northallerton
- London King's Cross-Bradford Interchange – four trains per day, via Doncaster

London and the South East

3.2.14 Since 2014, Govia Thameslink Railway has operated the Thameslink and Great Northern routes out of London King's Cross and Moorgate, providing suburban and commuter services for the London catchment area.

Thameslink

3.2.15 Thameslink services to Cambridge and Peterborough operate from London King's Cross. The weekday off-peak services are as follows:

- London King's Cross-Cambridge – one train per hour
- London King's Cross-Cambridge North – one train per hour

3.2.16 The Thameslink network also includes services that also use the ECML north of London King's Cross, via St Pancras International:

- Brighton-Cambridge – one train per hour
- Horsham-Peterborough – one train per hour

Great Northern

3.2.17 Weekday Great Northern stopping services operate from London King's Cross and Moorgate stations to a number of destinations on the ECML. These services occupy significant capacity on the approaches to London King's Cross, restricting the long distance East Coast service provision. The standard off-peak service from London King's Cross is:

- London King's Cross-Ely – one train per hour via Cambridge
- London King's Cross-Kings Lynn – one train per hour via Cambridge

3.2.18 The standard off-peak service from Moorgate is:

- Moorgate-Welwyn Garden City – four trains per hour
- Moorgate-Stevenage – one train per hour
- Moorgate-Watton-at-Stone – one train per hour
- Moorgate-Hertford North – two trains per hour



Regional services

3.2.19 A number of east - west regional services operate across the ECML, providing connections to a number of local destinations off the corridor for travellers choosing to interchange at ECML stations.

3.2.20 The main regional service operators using the ECML are Northern Rail and ScotRail.

Northern Rail

3.2.21 Northern Rail operates the majority of services in northern England, although only two of these currently use the ECML. Northern operates an hourly Newcastle-Morpeth service, which is extended to Chathill during the peak periods. Three morning peak period services between Middlesbrough / Saltburn and Carlisle also call at Darlington and Durham on the ECML.

3.2.22 Northern also operates a number of feeder services across Yorkshire and the North East, providing access to ECML services. The key interchanges for these services are at Doncaster, Leeds, York and Newcastle.

ScotRail

3.2.23 The ScotRail franchise incorporates all Scottish regional and commuter rail services. Currently, the operator runs five trains per day from Edinburgh to Dunbar, as well as an hourly service to North Berwick.

3.2.24 ScotRail also provides connections to regional and local destinations in Scotland from Edinburgh, including Aberdeen and Inverness along the ECML.

3.2.25 New stations at East Linton and Reston are also proposed to be delivered in Control Period 6 prior to 2024. It is proposed that these would be served by a new stopping service between Edinburgh and Berwick-upon-Tweed; this is yet to be confirmed.

Freight

3.2.26 The ECML is used by a diverse range of freight services. Much of this traffic operates in Yorkshire & Humber and the North East, as well as container traffic from Felixstowe in the south. The three main operators are DB Schenker, Freightliner and GB Railfreight.

3.2.27 Between London and Doncaster, the upgrade of the Great Northern Great Eastern Joint Line via Sleaford and Lincoln, has provided a diversionary route for freight traffic providing additional capacity for passenger services on the mainline and providing a dedicated route for freight traffic, supporting the growing deep sea container market. This will be further supported by the grade separation of Werrington Junction north of Peterborough, which will remove the need for northbound freight trains to cross the ECML at grade to access the Joint Line.

3.2.28 There is a strong flow of biomass freight traffic between the ports and power stations in Yorkshire and the Humber, particularly from the Port of Immingham to power stations in the



Aire Valley. Although not directly running on the ECML, oil trains from Immingham to the Midlands and Wales cross the ECML at Newark Flat Crossing, acting as a constraint to passenger services on both the ECML and the Lincoln-Nottingham line.

3.2.29 Although coal traffic in the North East has reduced in recent years, there are still residual operations that impact on the constrained network between Northallerton and Newcastle. Furthermore, strong growth is forecast in the intermodal market via domestic and international container services.

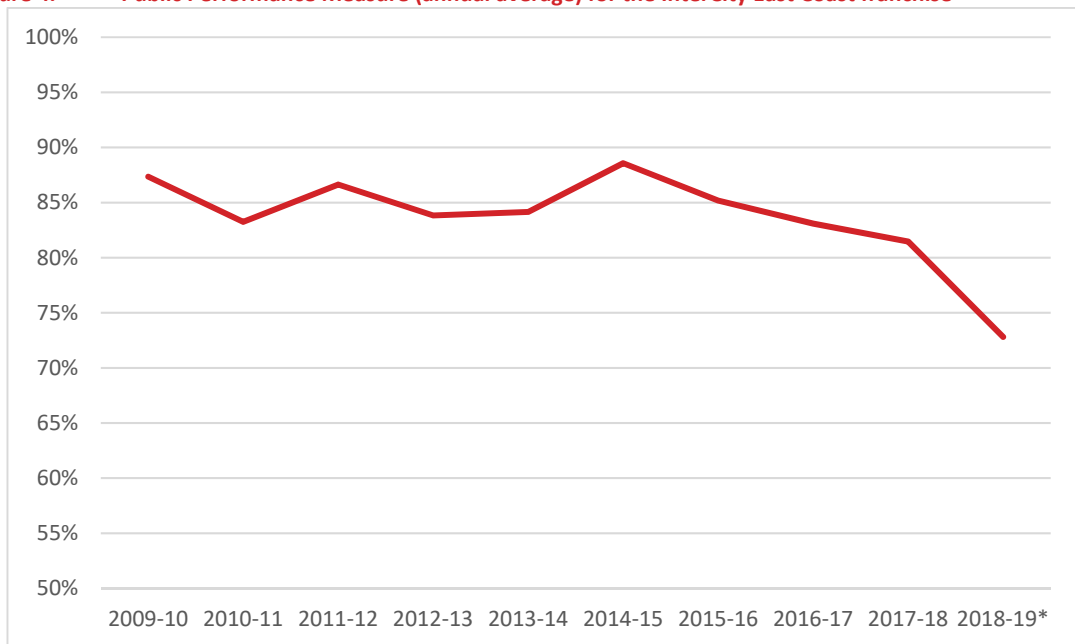
3.2.30 North of Newcastle and into Scotland, freight flows mostly comprise a mix of container traffic, cement and nuclear cargos.

3.3 Constraints and improvements

3.3.1 The ECML suffers from a number of capacity constraints and infrastructure shortcomings that combine to impact on its performance, and stifle its capability to improve its performance and grow its passenger market.

3.3.2 In recent years, the performance of the InterCity East Coast franchise has suffered, as indicated in Figure 3-1 below. Currently, its Public Performance Measure as an annual average has dropped below 80% for the first time in ten years.

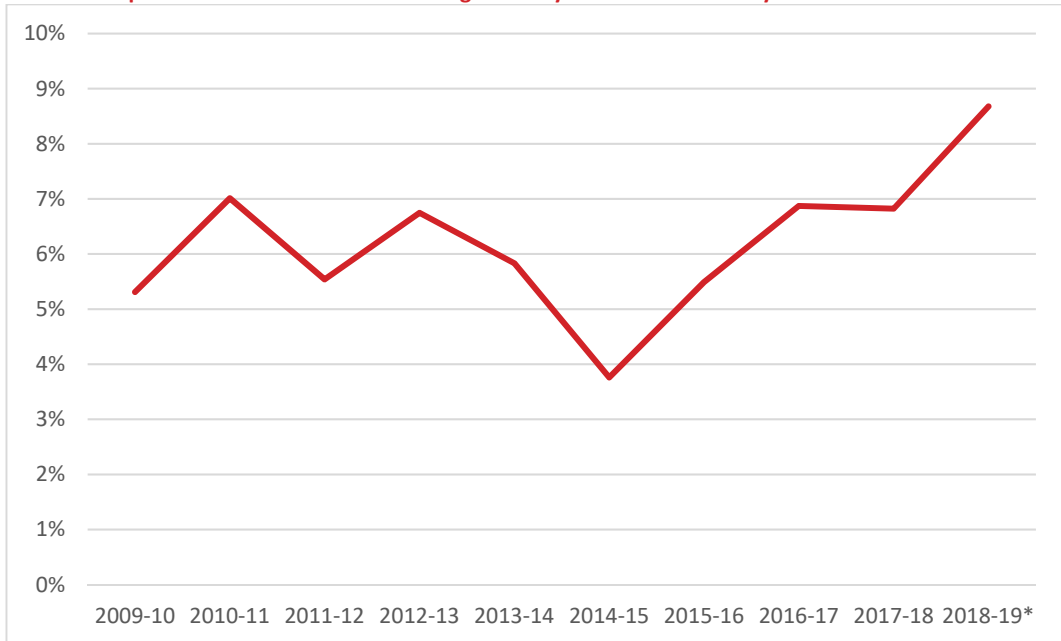
Figure 4. Public Performance Measure (annual average) for the InterCity East Coast franchise



* Quarters 1 to 3 only

3.3.3 The annual average data for cancelled and significantly late services for the last ten years, shown in Figure 3-2 below, further illustrates its worsening performance. However, it should be noted that the data for the first three quarters of 2018-19 in Figures 3-1 and 3-2 can be partly attributed to the Govia Thameslink Railway and Northern Rail timetabling changes that caused significant performance issues between May and December 2018.

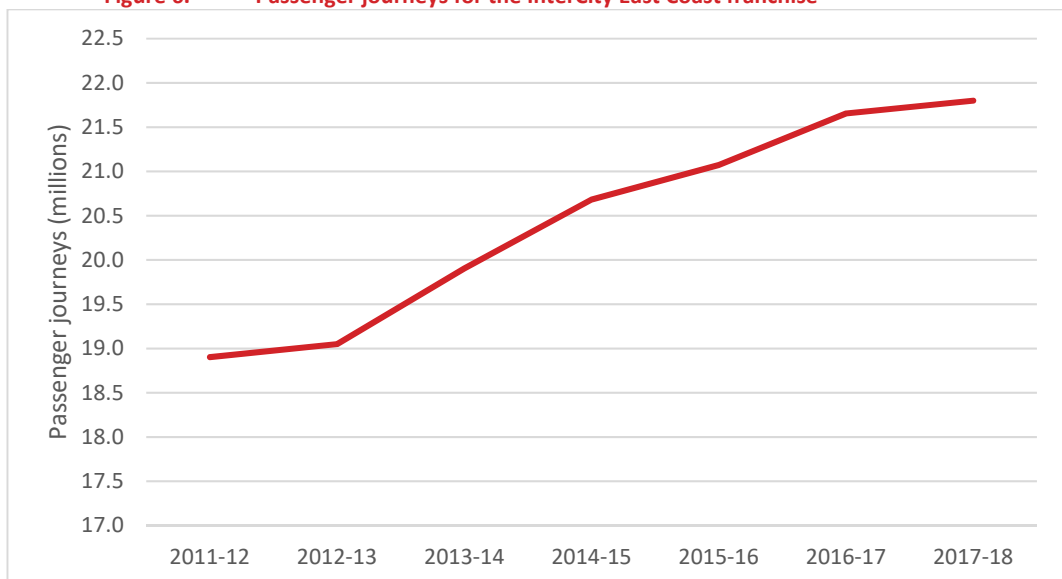
Figure 5. Proportion of services cancelled or significantly late for the InterCity East Coast franchise



* Quarters 1 to 3 only

- 3.3.4 Since electrification in the early 1990's, is generally considered that there has been a sustained period of under-investment in the ECML that has contributed towards the worsening performance trend shown above, particularly when compared to the West Coast Mainline (WCML), which benefited from a £9bn modernisation project up to 2008. By contrast, spend on the ECML in Control Periods 4 and 5 (2009-2019) totalled around £1.1bn.
- 3.3.5 Coupled with its worsening performance is a continued uplift in passenger journeys for the InterCity East Coast franchise, increasing load factors and supporting the case for greater investment.

Figure 6. Passenger journeys for the InterCity East Coast franchise



- 3.3.6 In July 2018, the Government announced a £780m spending commitment to fund infrastructure upgrades to the ECML in Control Period 6 (2019-2024), coupled with the introduction of the new Intercity Express rolling stock. The following section outlines the key constraints and improvements recently completed and planned on the ECML.

London to Peterborough

London King's Cross

- 3.3.7 The biggest planned project on the ECML route is the remodelling of London King's Cross, which includes an increase in track capacity through Gas Works Tunnel just north of the station by reopening a currently disused tunnel. In addition to the tunnel works, some platform lengthening will also take place, taking advantage of the longer Intercity Express Azuma trains when they are introduced.
- 3.3.8 The southern end of the ECML is currently operating at the limits of timetabling capacity. The extra track through the tunnel will release capacity on the station approaches, at a location where the footprint of the station precludes the construction of additional platforms. Signalling control for the south end of the route will be transferred to the York Rail Operating Centre (ROC), in anticipation of the CP7 introduction of the European Train Control System (ETCS) and European Rail Traffic Management System (ERTMS) as part of the Digital Railway roll-out.

The Welwyn Gap

- 3.3.9 An as-yet unresolved network constraint is the two-track section between Digswell and Woolmer Green junction, running through the Digswell viaduct and the Welwyn north and south tunnels. The slower services that call at Welwyn North station, situated between the viaduct and the tunnels, further constrain the timetable. The alternative route via the Hertford loop is also two-track, and is constrained by freight services and an intensive inner suburban timetable.
- 3.3.10 There is currently no planned scheme in place to address this issue.

Stevenage station – new bay platform

- 3.3.11 Although the works have been delayed, there are proposals in place to install a new bay platform at Stevenage station will allow a half hourly service to be introduced between Stevenage and Hertford, and will provide additional capacity for GTR services; in particular, by removing the current train which starts and terminates in Platform 4 at Stevenage each hour from the northbound slow line..

Digital Railway

- 3.3.12 In conjunction with the physical infrastructure commitments, there is an intention over the next three Control Periods to introduce European Train Control System (ETCS) operation to the East Coast route, starting with the line north from King's Cross and Moorgate to Sandy.
- 3.3.13 The project is part of Network Rail's Digital Railway programme, which aims to deploy modern signalling and train control technology to unlock additional capacity, reliability and safety

benefits from the existing infrastructure. Early analysis indicates that performance can be improved by up to 10% in terms of delay minutes reduction through the introduction of the ERTMS automated Traffic Management System and ETCS signalling reducing the space needed between trains, allowing more trains to be run.

Huntingdon to Peterborough

- 3.3.14 Between Huntingdon and Peterborough the ECML reduces from a four track railway, firstly to three tracks (two lines northbound and one southbound) and then between Holme and Fletton Jn to two tracks. This presents a constraint on capacity particularly for southbound train between Peterborough and Huntingdon. To mitigate this, it has been proposed that the former Up Slow line be reinstated between Wood Walton and Huntingdon, a distance of around 6 miles. This would provide a second southbound line helping increase capacity. For northbound service greater use of the Down Slow lines between Fletton Jn and Peterborough supported by an increase in the line speed on the slow line has been proposed to increase capacity.
- 3.3.15 The former scheme was to have been delivered as part of Control Period 5 but in 2018 Network Rail announced that they were still considering if the scheme was required to deliver current timetable plans.

Werrington Junction

- 3.3.16 In August 2018, a Transport and Works Act Order was granted by the Secretary of State to undertake works at Werrington Junction just north of Peterborough.
- 3.3.17 The project will connect the GNGE Line to the Peterborough - Stamford Line and allow freight trains to access the GNGE line (used by ECML freight traffic between Peterborough and Doncaster) by passing under the ECML avoiding conflicting movements with passenger trains increasing capacity and improving reliability. Work has already started, and the dive-under should be completed by 2021.

Peterborough to Leeds and York

Peterborough station

- 3.3.18 In March 2019, Network Rail completed a £10m project at Peterborough that aims to allow higher line speeds into the station. Due to the number of conflicting movements that take place, it previously acted as a bottleneck on the network.
- 3.3.19 The work involved the replacement of two sets of switches and crossings, and some signalling and track renewal that has increased the line speeds approaching the station from 40mph to 75mph, reducing “knock-on” delays to following services.

Doncaster north chord

- 3.3.20 A major scheme to release capacity completed in 2014 was the Doncaster North Chord, which was built to eliminate the need for slow-moving freight traffic to cross the ECML, restricting high-speed passenger services.



- 3.3.21 Freight traffic can now use a new grade separated link from the Stainforth-Adwick freight line to the Shaftholme junction-Knottingley line, providing extra capacity and flexibility to both passenger and freight services.

Doncaster station

- 3.3.22 Another scheme recently completed was an upgrade to Doncaster station, another key pinch point on the ECML. The improvements were completed in 2016 and include a new bay platform, platform zero, to accommodate terminating services from the Thorne lines and relieve pressure elsewhere at the station.
- 3.3.23 Platform zero was part of a £21m programme of improvements, including line upgrades and the installation of new 'bi-directional' signals, that have helped to relieve congestion at Doncaster where there is a large volume of passenger and freight traffic interacting on the network.
- 3.3.24 However, despite the improvements, Doncaster station remains a pinch-point on the network due to its complex operations and the convergence of 6 routes carrying large volumes of passenger and freight traffic. The main sources of conflict in the operation of the station are services from Leeds to London which cross from the west to east side of the station area and services from Sheffield to Hull and Cleethorpes which cross from the south west to north east side of the station area. The performance impacts of these conflicts often manifest themselves in additional time included in timetables to manage timetable conflicts and provide a performance buffer.

Leeds station

- 3.3.25 Network Rail are currently carrying out a programme of improvements at Leeds station to increase capacity and network resilience. The improvements include a new platform zero and the upgrade of track and signals to provide greater efficiency for terminating and through traffic at the station. The reconfiguration of signalling control to the York ROC was completed in December 2018.
- 3.3.26 Construction work is due to be completed by 2021.

Power supply upgrade

- 3.3.27 Given the number of new services that have been introduced onto the ECML in recent years, with further services planned, the power supply on the railway has required upgrades in preparation for these service improvements and the introduction of the new InterCity Express rolling stock. The sub-station upgrades in the southern section of the corridor have been completed, and the improvements works in the north are continuing.
- 3.3.28 Improvements of overhead line equipment is also being carried out, replacing lightweight "head-span" installations with heavier structures to reduce the need for maintenance and repair, improving the overall resilience of the network and reducing the need for temporary speed restrictions during periods of high wind.

North of Leeds and York

Northallerton to Newcastle twin track

- 3.3.29 There is currently a severe constraint north of Northallerton where the route reduces from four to two tracks, remaining like this to Newcastle. The impact of this is that the passenger service is “flighted” (where services operating at a similar speed run in quick succession to optimise the use of capacity) in order to accommodate slower freight traffic, preventing the passenger service from operating at optimum regular intervals. Without further capacity being released along this section, a more intensive passenger service could not be delivered without further flighting.
- 3.3.30 In previous years, one possible solution that was mooted were a number of freight loops to allow freight train to be recessed to allow passenger trains to overtake. However, given the reduction in demand for freight paths due to the decline in heavy freight in this area, it appears that this particular intervention will not be taken forward.
- 3.3.31 Another possible solution that is being pursued is the reinstatement of the Leamside Line between Tursdale junction and Pelaw junction by providing a strategic diversionary route avoiding Durham and releasing capacity on the ECML. The route would also provide a rail connection to the new town of Washington and major industrial zones such AS Follingsby Park and the International Advanced Manufacturing Park (IAMP).
- 3.3.32 However, there would be a number of engineering obstacles to overcome in re-opening this section of track, including the condition and alignment of the Victoria viaduct over the River Wear. Possible solutions to overcome this constraint have included a new branch line that avoids the viaduct and connects with the ECML via a junction north of Chester-le-Street.
- 3.3.33 Alongside use of the Leamside Line as a diversionary route, expansion of the Tyne and Wear Metro to Washington using the northern section of the line is also being considered. This would provide a dedicated commuter service for communities south of the Tyne and into County Durham.

Journey times between Newcastle and Edinburgh

- 3.3.34 Journey times of services between Newcastle and Edinburgh are currently constrained by the formation of the network on this section of the route. The section has a large number of tight curves which restricts the maximum speed of the line and causes services to have a lower average speed than the rest of the ECML. At locations such as Morpeth the speed restrictions due to curves are as low as 50mph..
- 3.3.35 As the constraint is due to the route alignment, the introduction of bypasses or new alignments would be the only solution that would provide significantly improved journey times north of Newcastle. The feasibility of a new alignment between Newcastle and Edinburgh is discussed under plans for High Speed rail in Scotland in the following sections.



4. THE FUTURE SERVICE

4.1 Introduction

- 4.1.1 There are a number of firm and longer-term changes to the pattern of services on the ECML planned in the short to medium term. The firm changes are being delivered as a result of investment in those schemes discussed above that are currently being delivered, whilst the medium term changes planned rely on the delivery of major national infrastructure projects such as HS2.
- 4.1.2 These planned and aspirational changes form the basis of the modelling work that has been undertaken in this study. These changes are summarised in the sections below and are described in greater detail in Chapters 6-9 outlining the assessment results.

4.2 ECML long distance

- 4.2.1 Over the period to 2021 there are a number of changes to services on the ECML planned that represent the most significant shift in services since 2011.
- 4.2.2 The current dominant operator of Long Distance East Coast services, LNER, plans to introduce a number of significant changes to their timetable over the period to 2021. These service improvements have been facilitated through the completed infrastructure works outlined in the previous section and the upcoming introduction of the new Intercity Express (IET) rolling stock, giving improved acceleration, higher seating capacity and additional trainsets.
- 4.2.3 By 2021, it is intended that six LNER trains per hour in each direction will operate from London King's Cross, with a seventh train operating in alternate hours. Currently there are five trains per hour in each direction.
- 4.2.4 Transpennine Express also plan to operate an enhanced service with one train per hour from Liverpool to Newcastle being extended to Edinburgh. In addition to this service extension, new rolling stock will also be introduced, including IET trains capable of 125mph operation, which will reduce journey times.
- 4.2.5 First Group also intend to introduce a new Open Access service linking London with Edinburgh, from 2021. The service will call at Stevenage, Newcastle and Morpeth and five services per day will operate in each direction; this service will also utilise new IET trains.

4.3 High Speed 2

- 4.3.1 After the delivery of the 2021 timetables changes the next major change about which details are known relate to the delivery of HS2 Phase 2B; this will provide a new railway between London, Birmingham, Leeds and York, and is scheduled for completion by 2034.
- 4.3.2 HS2 Phase 2 will provide a significant number of additional services between London and Leeds, allowing the ECML to use the released capacity for the development of alternative passenger and freight services. The current indicative service specification for the HS2 eastern leg is outlined below.

Table 1. HS2 eastern leg indicative service pattern

PRIMARY SERVICE	CALLS	FREQUENCY	END-TO-END JOURNEY TIME
London Euston to Newcastle	Old Oak Common, York, (Darlington 1 tph)	2 tph	2 hours 17 minutes
London Euston to York	Old Oak Common, East Midlands Interchange (divides at EMI and calls at Chesterfield and Sheffield Midland)	1 tph	1 hour 24 minutes
London Euston to Leeds	Old Oak Common, (Birmingham Interchange 1 tph), East Midlands Interchange (1 tph divides at EMI and calls at Sheffield Midland)	3 tph	1 hour 21 minutes
Birmingham Curzon Street to Newcastle	East Midlands Interchange, York, Darlington, Durham	1 tph	1 hour 58 minutes
Birmingham Curzon Street to Leeds	East Midlands Interchange, Sheffield Midland	2 tph	49 minutes

4.3.3 It will be noted that in this specification all HS2 services terminate at Newcastle, with no services to Edinburgh. This is because, as currently planned, HS2 Edinburgh services will operate vis the West Coast Mainline as this route, with HS2 in place, will provide a faster journey time to Edinburgh.

4.4 High Speed Rail in Scotland

4.4.1 In March 2016, the UK and Scottish Governments made a joint commitment to work together to identify options that could be implemented between 2019 and 2029 that could improve journey times, capacity, resilience and reliability on the rail routes between England and Scotland. The North of HS2 to Scotland Working Group – comprising of Department for Transport, Transport Scotland, HS2 Ltd and Network Rail – was set-up to deliver this commitment.

4.4.2 The Working Group initially identified a shortlist of options for further investigation, slimmed down from approximately 200 potential interventions that had been identified in previous studies. In 2017, Transport Scotland commissioned a feasibility study to look at options on both the East and West coast routes between Scotland and England.

4.4.3 The findings of the study indicated that construction of a new high speed rail alignment between Newcastle and Edinburgh was technically and environmentally feasible, providing a journey time of below 45 minutes. In combination with HS2 services to Leeds, this would provide a journey time of approximately 3 hours between London and Edinburgh.

4.4.4 In addition to this, the potential for developing a dedicated high speed shuttle service operating between Glasgow Central and Edinburgh Waverley, with an intermediate stop at Haymarket was considered. This shuttle would operate at a frequency of five trains per hour in the peak periods and four trains per hour in the off-peak. The initial estimated journey time was 28 minutes.



5. CONTEXT AND APPROACH TO MODELLING THE BENEFITS

5.1 The regional economies

5.1.1 The economies along the length of the ECML serve approximately 18.7 million people, with a working age population of 14.3 million. As noted previously, this generated a GVA output of £840bn in 2017, representing just under half of the UK’s total economic output.

5.1.2 Chapter 2 has already demonstrated the diversity of economic geographies along the rail corridor, and how these economies link and operate together. Many sectors of the economy benefit from strong connectivity to enable, for example, the transport of goods to markets and for cities to benefit from business connections to synergistic places. This diversity means that the range and variety of connections between the areas is complex.

5.2 Approach to estimating the benefits

5.2.1 In order to estimate the economic value of investment in the ECML and the new HS2 corridor, we have used a model that we have used in previous studies for ECMA and is based on an approach originally developed by Network Rail as part of their series of Market Studies in 2013. The model estimates change in GDP as a result of changes to rail services.

Agglomeration economies

5.2.2 The benefits are based largely on the impacts of agglomeration between economies. At their broadest level, agglomeration economies occur when individuals benefit from being “near” to other individuals, and exist when the spatial concentration of economic activity gives rise to increasing returns in production. Transport and communications play a crucial role because, in most contexts, speed and low costs in transportation and communication provide a direct substitute for physical proximity⁴. For example, if the economies of Nottingham and Newcastle are brought ‘closer’ together through improved rail links the model predicts the scale of the increase in the level of interaction between the two economies, measured in GDP.

The model

5.2.3 We have assessed the wider economic impacts of various improvements along the ECML corridor. Although the analysis is based on the Network Rail model, we have adapted it to include the impact that different sectors of the economy will have on the scale of the benefits. The importance of this segmentation by economic sector has been highlighted in research on agglomeration and the ‘connectedness’ of locations⁵.

5.2.4 This approach deals solely with economic growth and GVA impacts and does not include any form of transport user benefits (time and cost savings) that are normally included within a conventional transport appraisal. Any such benefits would be additional to those that are presented here.

⁴ Daniel Graham & Patricia Melo, *Advice on the Assessment of Wider Economic Impacts: a report for HS2*, March 2010.

⁵ Daniel Graham & Patricia Melo, March 2010, op cit.

5.2.5 The data incorporated into the modelling to define economic sectors was taken from Department for Transport WebTAG guidance on wider impacts (WebTAG Unit A2-1). The four sectors defined within the modelling are:

- Construction
- Manufacturing
- Consumer services
- Producer services

5.2.6 These sectors represent the main economic sectors described in the sectors above. While the first two sectors are relatively self-explanatory the components of the last two perhaps requires further definition, provided in the table below.

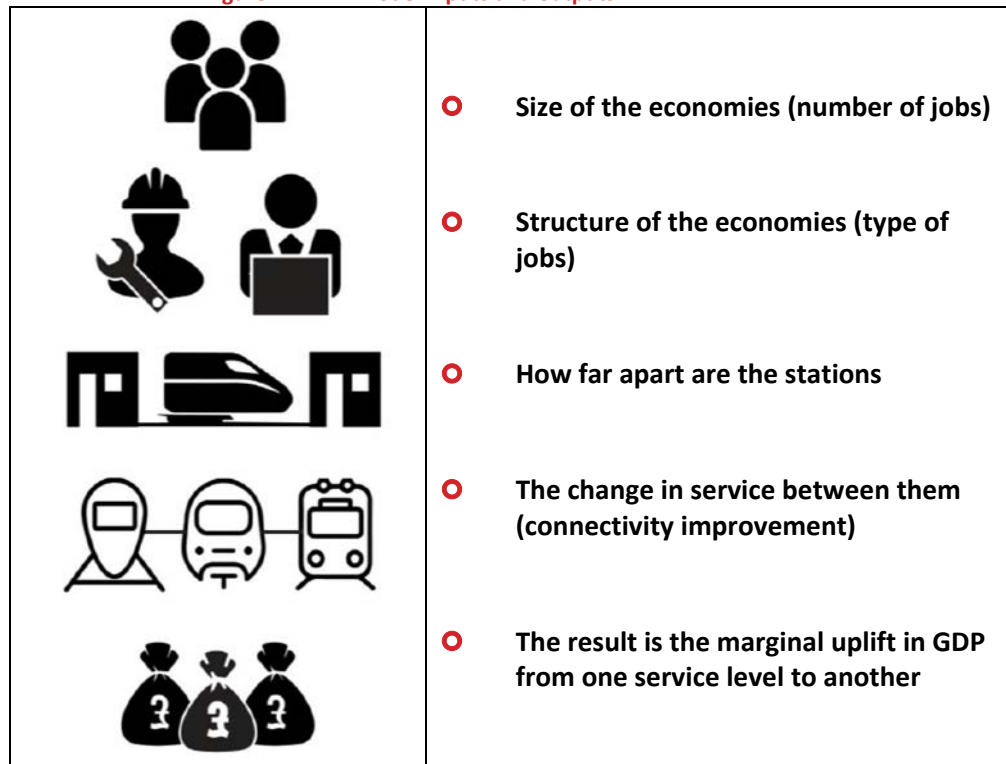
Table 2. Definition of consumer and producer services segments

CONSUMER SERVICES	PRODUCER SERVICES
Motor trade	Financial
Wholesale	Insurance
Retail	Auxiliary/financial
Hotels/restaurants	Machinery renting
Land transport	Computer services
Water transport	Research and development
Travel support	Other business services
Post telecom	

5.2.7 In order to provide suitably disaggregate models that reflect the spatial geography of the economy, access times to stations have been produced for each of the four economic sectors, with access times weighted by the distance of jobs in each sector from each station. This was achieved by zoning the catchment areas of stations at Middle Super Output Area (MSOA) level. This enables us to reflect the tendency for producer services employment, such as financial or business support services, to be located in city centres, whilst manufacturing employment might be located further out of city centres, in the results.

5.2.8 As well as economic data, the model utilises information on existing and future rail services, including information on journey times, service frequencies, the number of interchanges required and the impact of access times to stations.

Figure 7. Model inputs and outputs



Stations included in the model

5.2.9 A broad range of station were included in the model, a full list is included in Appendix A. The stations can be divided into the following groups:

- **East Coast Core:** Stations between London, Leeds and Edinburgh
- **Associated Stations:** Stations located within the East Coast network including stations such as Scarborough, Grimsby or stations in Scotland beyond Edinburgh such as Aberdeen and Inverness
- **HS2 Stations:** Where HS2 has been modelled additional stations have been included that are not currently part of the East Coast network, these include East Midlands Interchange, Birmingham Curzon St, and Birmingham Interchange. Flows to these locations have been included if the flow uses some part of the ECML. For example Newcastle – Birmingham, however Leeds to Birmingham has not been included as the trip would not currently be considered part of the East Coast network.

5.2.10 The catchments for each station generally represent the local authority district in which the station is located, although in some cases where districts are geographically large a more realistic tighter catchment has been used. Equally, where appropriate, catchments have been extended into adjacent districts. In the case of London, all inner London boroughs were included in the model, with MSOAs within London allocated either to Old Oak Common or London Euston stations when HS2 is complete.



- 5.2.11 For proposed 'hub' stations (Meadowhall and East Midlands Interchange) the catchment areas for surrounding stations have been adapted from the present situation for the 'with HS2' scenarios to reflect the different access to the network that these stations would afford.
- 5.2.12 Details of the service patterns modelled are presented in the relevant results chapters.

Interpreting the outputs

- 5.2.13 The outputs of the model are presented in terms of the uplift to gross value added (GVA), and are presented relative to the existing level of service (April 2019). When interpreting the results one has to consider the relative size of the economies and the relative change in accessibility that the proposed improvements could bring about. For example, the value of improving links between two large economies that are already well served might be more limited than improving links between two smaller economies that are presently poorly served.
- 5.2.14 The results are presented in terms of additional GDP per annum for the economies as they are today (i.e. they do not account for future changes in the size and structure of the economies that could arise from the successful delivery of Strategic Economic Plans and other growth initiatives). They are shown in 2034 values (the first full year of HS2 operation) discounted to 2010 prices (the DfT Appraisal Base Year).
- 5.2.15 It is also worth noting that as the focus of this work is on assessing the direct benefits generated by improvements to the ECML and flows that would currently use the ECML. Further benefits that would arise through the use of existing capacity released as a result of HS2 to restructure services on the ECML, will undoubtedly exist, but have not been modelled here. The opportunities around released capacity are discussed in more detail later in this report.



6. TEST A: COMMITTED TIMETABLE CHANGES 2019-2021

6.1 Introduction

6.1.1 In 2018, LNER took over the InterCity East Coast franchise from Virgin Trains East Coast (VTEC). As part of the franchise agreement, the committed timetable improvements under the VTEC franchise have been carried through to LNER. However, delivery of the enhanced timetable has been delayed due to the delayed completion of infrastructure schemes.

6.1.2 To deliver these improvements whilst also accommodating existing services, including other long distance services operated by Open Access Operators (Hull Trains and Grand Central), requires a range of infrastructure enhancements to provide a railway that has both the capacity and resilience to operate the proposed services reliably.

6.2 The 2021 timetable

6.2.1 Based on present timescales, including those for the delivery of the required infrastructure, it is likely that the LNER timetable will be implemented in full by the time of the December 2021 timetable change. Some aspects of the timetable are planned to be delivered prior to this, beginning in December 2019.

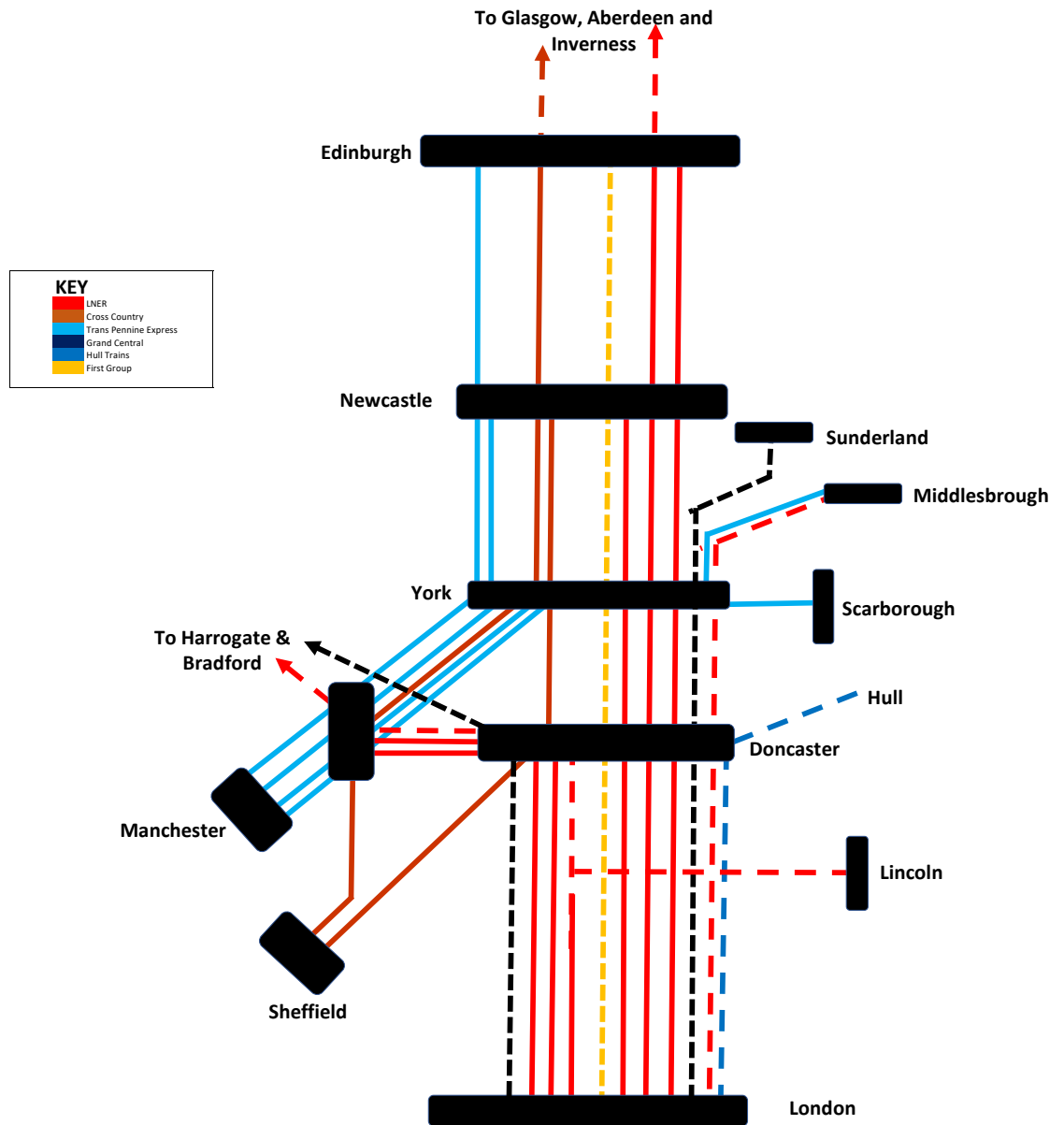
6.2.2 To model the revised LNER service pattern, information extracted from the Track Access Application has been used. Table 6-1 overleaf outlines the service pattern expected to be operational by the end of 2021 following the introduction of all the committed service improvements for LNER services.

Table 3. LNER committed service pattern

PRIMARY SERVICE	CALLS	FREQUENCY	EXTENSIONS
London King's Cross to Edinburgh	York (2 hourly), Newcastle	1 tph	
London King's Cross to Edinburgh	Peterborough, Doncaster, York, Darlington, Durham, Newcastle, Morpeth (peak only), Alnmouth (2 hourly), Berwick-upon-Tweed, Dunbar (peak only)	1 tph	
London King's Cross to Newcastle	Stevenage, Peterborough (2 hourly), Grantham, Newark North Gate, Doncaster, York, Darlington, Durham (2 hourly)	1 tph	
London King's Cross to Newark North Gate	Stevenage, Grantham	1 tph	Lincoln – 2 hourly. Harrogate via Retford, Doncaster, Leeds, Horsforth – 2 hourly.
London King's Cross to Leeds	Peterborough (2 hourly), Doncaster (2 hourly), Wakefield Westgate	2 tph	Bradford Forster Square via Shipley – 2 hourly
London King's Cross to Middlesbrough	Peterborough, York, Northallerton	2 hourly	

6.2.3 The figure overleaf illustrates the service pattern modelled showing only key locations, incorporating the Transpennine Express and Cross Country services that operate via Leeds and York to the North East and Edinburgh.

Figure 8. Test A service pattern





6.3 New rolling stock

- 6.3.1 As part of their agreed franchise commitments, LNER are phasing in a new fleet of rolling stock to replace the existing fleet. These trains were commissioned as part of the DfT’s InterCity Express Programme and will increase the LNER fleet size from 45 to 65 trains whilst providing greater operational flexibility, with trains being able to operate in five, nine or ten car formations and with portion working becoming possible whilst also adding more than 6,000 additional seats per day for passengers. They are due to enter service in May 2019 under the brand name ‘Azuma’.
- 6.3.2 The new trains will be a mixture of electric and “bi-modes”, which can operate using either electric or diesel power. This allows the trains to operate with the characteristics of electric trains when on sections of track with overhead line equipment, with the benefits of higher rates of acceleration and quieter running, but also to continue onto non-electrified sections on diesel power. This gives the potential for fleet to provide more direct services between London and the rest of the ECML network, but will be initially used to replace diesel trains used on journeys such as London – Harrogate which only require diesel traction for a short section of the journey.
- 6.3.3 Bi-mode technology will also provide greater resilience to the timetable, allowing services to continue to operate on diverted or non-electrified due to disruptions to the electricity supply or maintenance work on the network.
- 6.3.4 A further advantage is that the new fleet will be a mixture of five- and nine-car trains, compared to the existing nine car-only fleet. Five-car trains will provide greater flexibility in planning services along the ECML, and better cost efficiency in terms of fleet management, allowing smaller destinations to be served off the primary route using the shorter trains.
- 6.3.5 They will also allow for services to be operated through portion working; for example, two separate destinations could be served by running two trains coupled together to a common station, such as Doncaster, before the trains divide to each serve separate final destinations, making more efficient use of spare capacity.

6.4 Infrastructure requirements

- 6.4.1 Delivering the timetable outlined above in a robust and reliable way whilst providing sufficient capacity for other services that use some or all of the ECML for their journey to continue to operate requires a number of enhancements to the infrastructure.

IEP infrastructure

- 6.4.2 A programme of infrastructure investment was required to accommodate the new IEP rolling stock. The upgrades related to gauging, platform lengths and overhead line power supply. The first phase of power supply upgrades between London and Doncaster has been completed, and the second phase between Doncaster and Edinburgh is ongoing. This work will be completed during 2019 allowing the trains to be introduced fully across the network.

Capacity enhancements

6.4.3 In addition to the investment noted above to facilitate the new rolling stock, a number of infrastructure schemes are required in order to deliver eight long distance train paths per hour from London King’s Cross. These schemes were originally identified in Control Period 5 (2014-19) and allocated funding through the East Coast Connectivity Fund. Delays to some of these schemes have meant that delivery of some has extended into Control Period 6. In July 2018 the government announced an investment of £780m in investment the ECML which included King’s Cross remodelling, power supply upgrades north of Doncaster, the Werrington Junction dive under and an additional platform at Stevenage.

6.4.4 The following schemes were identified as providing the additional capacity required to deliver the enhanced timetable, a number of which have been identified under the constraints and improvements section in Chapter 3:

- Peterborough station – the improvement of line speeds into Peterborough station was completed in March 2019.
- Werrington junction – this scheme would provide a grade separated junction, allowing high speed passenger trains to pass over the freight traffic on the GNGE line. The anticipated year of delivery is 2021.
- Doncaster bay platform – a new platform 0 was completed in 2016 to accommodate terminating services from Scunthorpe and Hull and provide greater through platform capacity.
- Stevenage turnback platform
- King’s Cross remodelling
- Power supply upgrade

Scheme costs

6.4.5 The table below summarises the costs of the completed IEP infrastructure works and the capacity enhancements outlined in Table 6-2. The costs are based on estimates presented by Network Rail in November 2015.

Table 4. Cost of infrastructure enhancements (2015 prices)

TYPE OF ENHANCEMENT	PROJECT	COST (£)
Ongoing & Completed Works	Gauging, station works and overhead line equipment upgrades and power supply upgrades	£329m
	Doncaster bay platform	£21m
	Peterborough station approach line speeds	£14m
Forthcoming Works	Werrington junction grade separation	£200m
	Stevenage bay platform	£14m
	King’s Cross Remodelling	£237m
TOTAL		£801m

6.5 The wider economic impact of the committed LNER timetable

6.5.1 We have assessed the wider economic impacts of the committed changes to the timetable from 2021. Overall we estimate that the changes to the timetable have the potential to generate approaching **£174m** of GVA per annum. Within this figure the vast majority of flows see an increase in GVA, although some individual flows see a reduction where, for example, stopping patterns have been amended breaking existing links.

6.5.2 The tables below presents the results grouped in a number of different ways around the geography of the East Coast network. We begin with aggregate results divided in the four ECMA regions, plus London.

Table 5. GVA Impacts of Test A by ECMA Region

ECMA AREA	GVA IMPACT (£M PER ANNUM)	%
London	£79.29m	46%
Southern Area	£8.52m	5%
Central Area	£11.78m	7%
Northern Area	£68.46m	39%
Scotland	£5.60m	3%
Total	£173.65m	100%

6.5.3 The distribution between the different ECMA areas is very stratified but is unsurprising. London represents the largest economy in the UK, and is also a significant beneficiary of the timetable changes to be implanted between now and 2021 with reduced journey times to key destinations such as Leeds, York, Newcastle and Edinburgh and new direct services to Lincoln, Middlesbrough, Bradford and Harrogate.

6.5.4 The southern and central areas receive a relatively low proportion of the benefits as they include a small number of stations and there are relatively few direct impacts on these stations as a result of the service changes. The main changes are a result of changes to stopping patterns and limited reductions in journey times.

6.5.5 The Northern area receives the second greatest level of benefit reflecting the very large number of stations in the area and the significant changes to services, with three train per hour from Newcastle to London for example and two hour journey times from Leeds to London along with new direct services from Middlesbrough, Harrogate and Bradford.

6.5.6 Scotland sees only limited benefits. The main change relate to the delivery of headline four hour journey time from Edinburgh to London as well as limited frequency enhancements. Although this gives a small improvement over the existing service, it does not make significant inroads into potential agglomeration benefits as the journey time is still too great to be attractive for business trips within a working day. The impact on Scotland is also muted by the change in stopping patterns for services between Aberdeen/Inverness and London, with additional stops included to facilitate the four-hour Edinburgh – London service.

6.5.7 The table below presents the top 10 GVA increases, it is notable, but perhaps unsurprising, that all of these flows are to or from London.

Table 6. Top 10 GVA Increases

RANK	FLOW	GVA IMPACT (£M PA)
1	Bradford – London	£34.5m
2	Leeds – London	£29.01m
3	Newcastle – London	£20.84m
4	Lincoln – London	£15.02m
5	Wakefield – London	£13.75m
6	Eaglescliffe – London	£6.56m
7	Stevenage – London	£6.10m
8	Huddersfield – London	£4.88m
9	Middlesbrough – London	£4.87m
10	Hull – London	£4.08m

6.5.8 The results presented above are largely intuitive, with all of the top ten flows being either stations that receive a new direct service to London (for example Bradford or Lincoln) or see a significant journey time reductions (Wakefield or Leeds). The results for Eaglescliffe may seem anomalous, however the station supports a wide catchment south of Middlesbrough, with the station being more attractive to access than some more central stations. This wider catchment has already been exploited by Grand Central as part of their Sunderland – London service. With a train every two hours Eaglescliffe would be served by approaching an hourly service to London. Huddersfield – London may also seem to generate an anomalous result, however it serves a wide catchment and benefits from improvements in services from Leeds to London supported by high frequency connecting services.

6.5.9 The table below presents the results divided into “core” and “associated” route sections. The core sections relates to flows on the London – Leeds – York – Newcastle – Edinburgh route where direct services operate at an hourly frequency or better. Associated routes and stations either do not have direct service on the core East Coast network (such as Scarborough) or have a service frequency that is less than hourly, such as Harrogate.

Table 7. Results divided by Core & Associated Routes

STATION TYPE	AREA	GVA £M PA	%
	London	£79.29	46%
Core Stations	South	£7.55	4%
	Central	£2.64	2%
	North	£34.73	20%
	Scotland	£4.56	3%
Associated Stations	South	£0.97	1%
	Central	£9.14	5%
	North	£33.73	19%
	Scotland	£1.04	1%

6.5.10 Table 3 presents a number of interesting results. First the importance of London to the results is very clear, representing 46% of the total. The second main finding is the differing balance between core and associated stations across the route geography. In the South and Scotland areas the vast majority of additional GVA rests with the core stations in the area, which given the shape of timetable changes is unsurprising. The results for the North and Central areas are more complex. In the Central area only around 1/3 of the benefits accrue to the core stations with 2/3 accruing to the associated stations. This finding is driven by the relative lack of change to services at stations between Peterborough (exclusive) and Doncaster (exclusive) and the significant improvement in services to Lincoln, an associated station. In the North Area the balance between core and associated stations is approximately 50:50. This, along with the size of the benefits generated shows the scale of benefits to station in the north with the benefits being driven by core stations such as Leeds and associated stations such as Middlesbrough, Bradford and Harrogate that gain two-hourly services to London.

6.6 Appraisal of Test A

6.6.1 Having examined both the costs and wider economic impacts of delivering the timetable changes proposed as within Test A it is possible to undertake an appraisal. To achieve this we have assumed that the timetable to be introduced to 2021 remains in place until the completion of HS2 in 2034. We assumed capital costs of £801m as described in the sections above and have discounted all costs and benefits to the 2010 base year as specified by DfT for business case appraisal. It should be considered that our approach does not include user benefits or train operators operating costs and revenues and is purely a comparison of capital costs compared to wider economic impacts.

6.6.2 The table below summarises these findings.

Table 8. Test A; Appraisal of Capital Costs and Wider Economic Impacts 2021-34

	TEST A IMPACTS
Present Value of Costs	£0.49bn
Present Value of Benefits	£1.35bn
Net Present Value	£0.85bn
Benefit Cost Ratio	2.73

6.6.3 It can be seen that Test A will support benefits worth approaching three times the value of the capital costs of the schemes required to deliver the timetable.

7. TEST B1: HS2 BASE CASE

7.1 Introduction

7.1.1 Test B1 is the first of three incremental tests that have been conducted that consider the introduction of HS2 services from Birmingham to Leeds, York and Newcastle. The inclusion of the HS2 services is in addition to the committed improvement to the classic services timetable that has been modelled in Test A.

7.1.2 As noted in Chapter 4, the HS2 eastern leg connecting to Leeds is anticipated to be constructed by 2034.

7.2 Timetable of HS2 and classic services

7.2.1 The HS2 timetable that has been modelled uses the service pattern and journey times previously detailed in Chapter 4, consisting of:

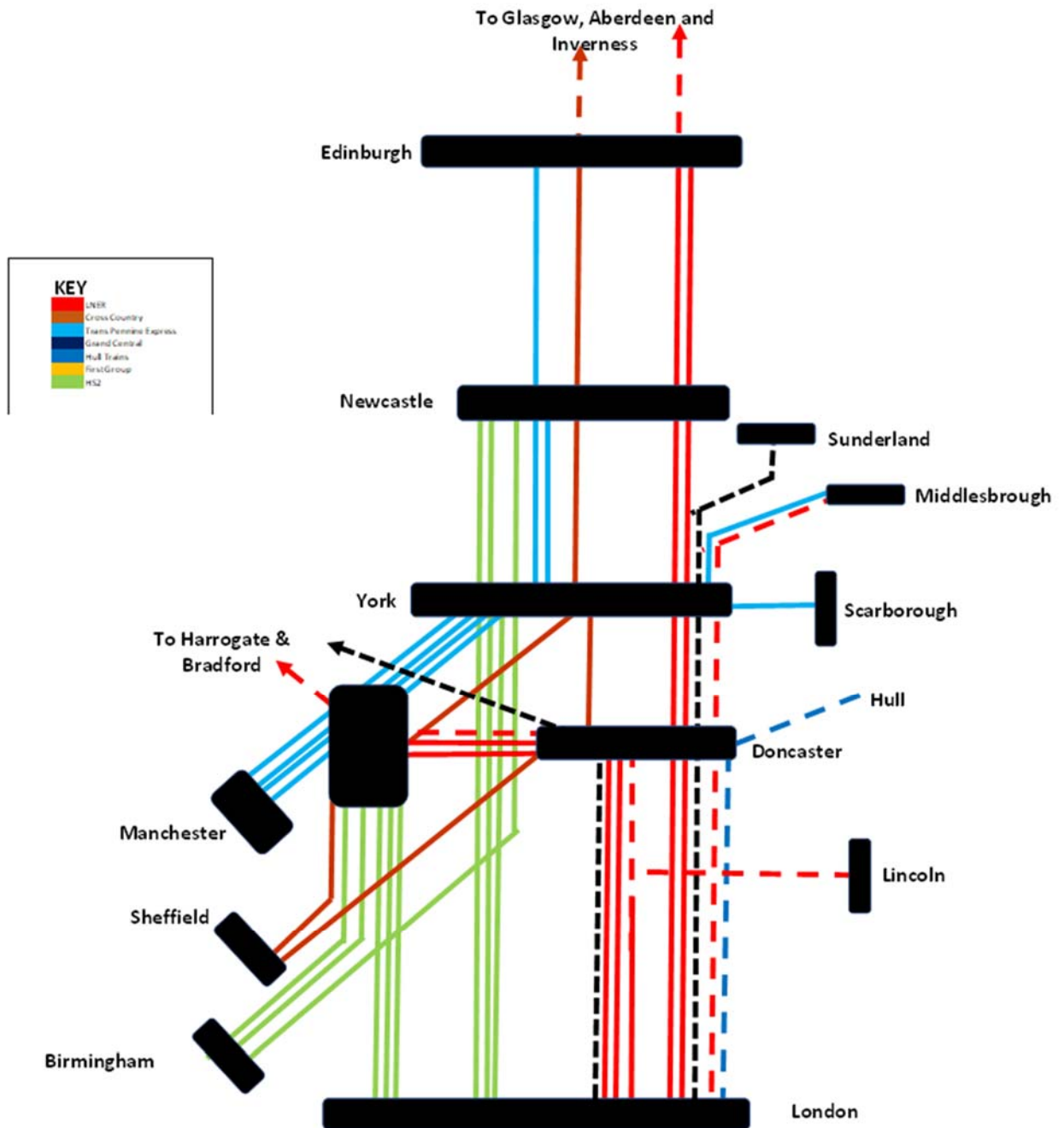
- London Euston-Leeds – 3 trains per hour
- London Euston-Newcastle – 2 tph
- London Euston-York – 1 tph
- Birmingham Curzon Street-Leeds – 2 tph
- Birmingham Curzon Street-Newcastle – 1 tph

7.2.2 Due to the number of train paths required to deliver the above HS2 service, and the constraints of the existing track infrastructure north of York, amendments to the classic services are required in order to accommodate the high speed services. These changes are as follows and have been accounted for in the modelling for Test B1:

- London King's Cross-Newcastle, LNER – 1 tph removed and stops at intermediate stations redistributed amongst other services
- Reading-Newcastle, Cross Country – service truncated at York

7.2.3 The figure below presents the service pattern tested. For clarity the number of stations included has been simplified.

Figure 9. HS2 & Classic Line Service Pattern



7.3 Infrastructure requirements

7.3.1 HS2 will be a new high speed railway providing increased capacity and connectivity between 8 of the 10 largest cities in the UK. HS2 services will also be able to run on to the existing rail network, continuing on the existing West and East Coast routes.

7.3.2 Phase 1, due for completion in 2026, will connect London and Birmingham. The Phase 2b route will provide a high speed line from Birmingham, via East Midlands Interchange, to Leeds with a connection to the existing network at Church Fenton, south-west of York. From this

point, services would continue on the Leeds to York line for a few miles before joining the ECML, calling at York and Darlington, and terminating at Newcastle.

7.3.3 In addition to the HS2 infrastructure, the enhancements outlined for Test A would also be required to operate the committed timetable on the classic network.

7.4 Scheme Costs

7.4.1 HS2 Ltd has been allocated a budget of £55.7bn by the government to deliver rail lines from London to Birmingham and on to Manchester and Leeds. However, it is difficult to allocate the specific costs to east coast flows due to their interaction with non-east coast flows south of Birmingham.

7.5 Wider Economic Impacts of HS2 Flows

7.5.1 We have estimated the impact of HS2 in its currently planned form on the economy of the ECML network. We estimate that HS2 would generate a total of around of **£453m** of GVA per annum relative to the existing service or **£280m** per annum relative to the enhanced service that will be in operation from 2021. Unlike the Test A the range of benefits is more stratified with a smaller number of origin – destinations pairs generating the majority of the incremental impact, beyond that generated by Test A. The results presented are in some respects an underestimate of the potential of HS2, as there is no assessment within this work of the impact of released capacity south of York and the way in which service patterns could be redefined to better serve the economies of the central and southern parts of the ECMA area.

7.5.2 The table below presents the results divided by ECMA geographical area.

Table 9. GVA Impacts of Test B1 by ECMA Region

ECMA AREA	GVA IMPACT (£M PER ANNUM)	%
London	£172	38%
Southern Area	£6	1%
Central Area	£11	2%
Northern Area	£209	46%
Scotland	£8	2%
HS2 Stations	£47	10%
Total	£454	100%

7.5.3 Relative to Test A the results show a shift in the weighting away from London, and a very significant increase in the overall level of GVA generated, for example the stations in the north area with a £209m GVA uplift receive a greater uplift than the total value of Test A. The distribution of GVA is focussed on London and the North of England. The southern and central areas see a small reduction in GVA relative to Test A driven by the removal of a London – Newcastle service to accommodate HS2 north of York. The results for Scotland see a small increase relative to Test A. The HS2 stations added to the model generate 10% of all benefits as a result of new connectivity from the East Midlands and Birmingham to East Coast stations.

The north of England generates the greatest level of benefit overall driven by significant reductions in journey times from London as well as frequency increases. For some settlements such as Huddersfield which don't enjoy direct services to London a large increase in GVA is still generated via interchange, aided by high quality connecting services to HS2 via Leeds.

7.5.4 The table below presents the top 10 origin destination flows on which HS2 has an impact.

Table 10. Top 10 GVA Increases attributable to HS2

RANK	FLOW	GVA IMPACT (£M PA)
1	Leeds – London	£104
2	Newcastle – London	£79
3	Bradford – London	£47
4	York – London	£19
5	Newcastle – Birmingham	£17
6	Huddersfield – London	£13
7	Newcastle – Nottingham	£11
8	Eaglescliffe – London	£7
9	Darlington - London	£6
10	Middlesbrough - London	£6

7.5.5 The top 10 flows present an interesting pattern. The top two positions are held by Leeds and Newcastle to London flows, which is to be expected as these stations benefit from direct HS2 services to London. There are a number of flows that whilst not directly served by HS2 see an increase in GVA as a result of improved journey times via interchange, these include Bradford, Huddersfield, and stations in the Tees Valley.

7.5.6 The table below presents the results divided into “core” and “associated” stations.

Table 11. Results divided by Core & Associated Routes

STATION TYPE	AREA	GVA £M PA	%
London		£172	38%
Core Stations	South	£6	1%
	Central	£2	1%
	North	£148	33%
	Scotland	£6	1%
Associated Stations	South	£1	0%
	Central	£9	2%
	North	£61	13%
	Scotland	£2	1%
HS2		£47	10%



- 7.5.7 The results presented in Table 7 are relatively unsurprising, with London and core stations in the north generating the greatest level of benefits, followed by associated stations in the north and the HS2 only stations.
- 7.5.8 With limited or no positive changes to services and given the size of the increase in GVA at HS2 stations it is unsurprising that the central, south and Scotland area stations represent a negligible proportion of the impact. There is however the opportunity to generate further benefits by using released capacity of the ECML south of York to generate further benefits.

7.6 Appraisal of HS2 Phase 2B

- 7.6.1 As the completion of the HS2 Eastern Leg is part of a much larger project serving other flows not included in this work and the costs of construction is shared between these flows it is not readily possible to identify to directly appraise the scheme against the wider economic impacts. The value of the benefits of HS2 to the East Coast network economy over the 60 years from 2034 is £8.43bn; when the benefits of the 2021 timetable assessed in Test A are included, this rises to a total of £9.80bn.

8. TEST B2: HS2 + YORK-NEWCASTLE INVESTMENT

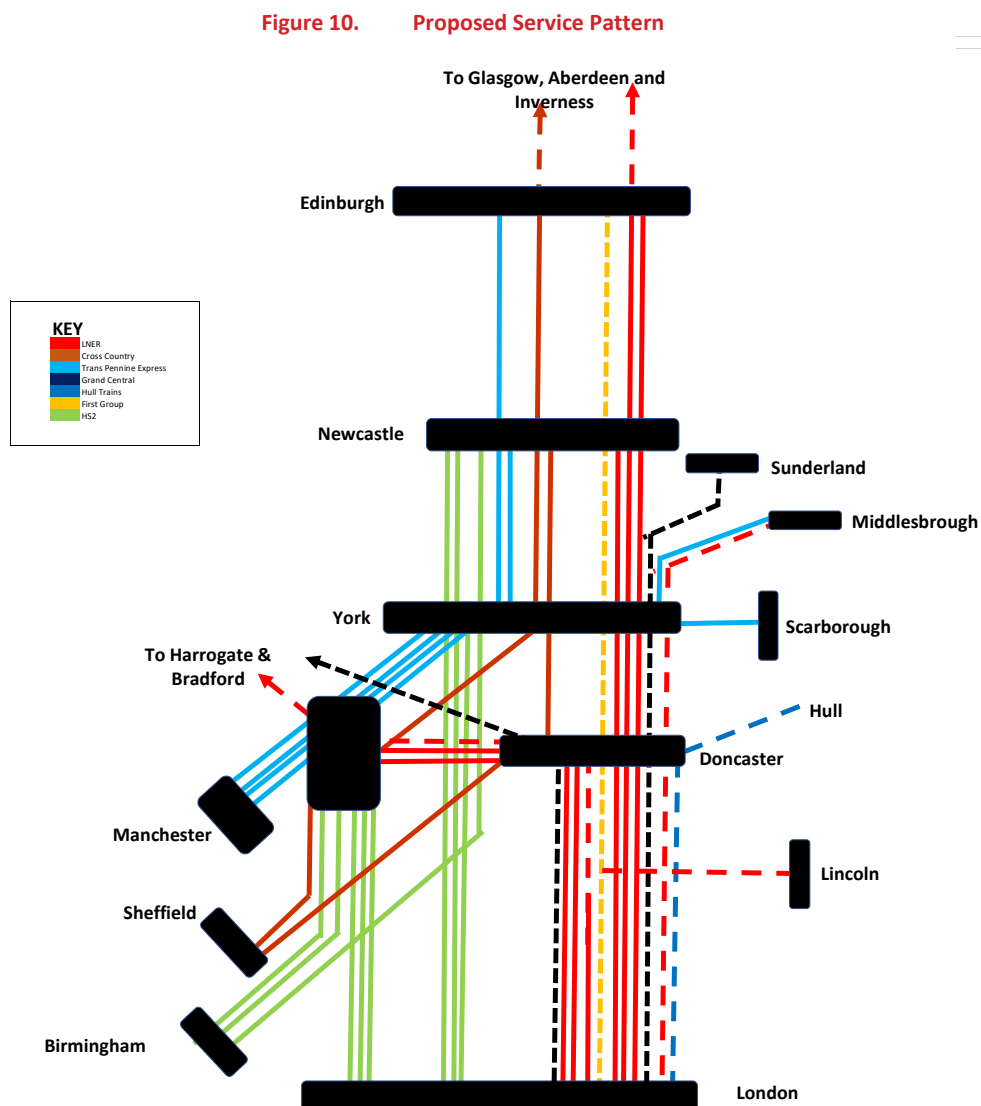
8.1 Introduction

8.1.1 Test B2 builds on Test B1 and includes an additional package of complimentary infrastructure investment north of York.

8.2 Timetable of HS2 and classic services

8.2.1 The HS2 timetable modelled in this test is the same as that modelled in Test B1.

8.2.2 The capacity benefits of the complimentary infrastructure investment north of York enable the full classic service to be operated alongside HS2, which allows the LNER and Cross Country services to Newcastle lost in Test B1 to be reinstated here. The figure below presents the service pattern.



8.3 Infrastructure requirements

Capacity enhancements

8.3.1 In addition to the HS2 infrastructure, a number of interventions (above those outlined in Test A) between York and Newcastle would also be required to deliver both the enhanced timetable and HS2 services due to the two track section north of Northallerton. The table below outlines the interventions required.

Table 12. Interventions and journey time impacts north of York

INTERVENTION	JOURNEY TIME SAVING (MINUTES:SECONDS)	DISTANCE (KM)
Bypass of Durham	03:45	17.9
Bypass between Darlington and Durham	02:27	14.7
Bypass north of Darlington	00:43	2.4
Bypass south of Darlington	01:33	17.5
Bypass west of Northallerton	01:03	14.4
Total	09:31	66.9

8.3.2 The above improvements would provide the capacity to run the full classic timetable and HS2 and would deliver journey time savings between York and Newcastle of just under 10 minutes.

8.4 Scheme Costs

8.4.1 The infrastructure outlined in Table 6-2 provides a total bypass length between York and Newcastle of 66.9km. Using estimated bypass cost per km for interventions on the network in the area⁶, the cost of this capacity enhancement would be approximately £5.6bn.

8.5 The Wider Economic Impacts of Test B2

8.5.1 Within this section we consider the wider economic impacts of completing HS2 Phase 2 plus additional schemes to reduce journey times between York and Newcastle. We estimate that this option would generate around **£494m** of GVA per annum over the existing service, and **£320m** per annum more than the timetable to be delivered from 2021.

8.5.2 The table below presents a summary of the results.

⁶ Broad options for upgraded and high speed railways to the North of England and Scotland, HS2 Ltd, March 2016.

Table 13. GVA Impacts of Test B1 by ECMA Region

ECMA AREA	GVA IMPACT (£M PER ANNUM)	%
London	£184	37%
Southern Area	£9	2%
Central Area	£13	3%
Northern Area	£231	47%
Scotland	£8	2%
HS2 Stations	£67	10%
Total	£530	100%

8.5.3 The results presented in Table 8 show a similar pattern to those in Test B1. The main differences are an increase in the benefits in the north of England due to improved connectivity to stations in the North East. The southern and central areas also increase, as a result of the restoration of the a full classic line service. The values for Scotland remain low as all HS2 services to Scotland would be routed via the West Coast Mainline so no benefits would accrue to the East Coast network.

8.5.4 Relative to Test B1 an additional £40m of GVA is generated per annum. This however underestimate the potential benefits of such investments. In addition to HS2 and ECML classic services the route would also be utilised by Northern Powerhouse Rail services. Such services have not been modelled as at this stage there is little detail that has been confirmed about journey times and service specifications. However in combination with substantial journey time reductions between Leeds, Manchester and Liverpool it may be possible to generate sub two hour journey times between Newcastle and Manchester, thus the results presented here are only partial representations of the power of enhancements north of York.

8.5.5 The table below presents the top ten flows impacted by HS2.

Table 14. Top 10 GVA Increases

RANK	FLOW	GVA IMPACT (£M PA)
1	Leeds – London	£104
2	Newcastle – London	£95
3	Bradford – London	£48
4	York – London	£21
5	Newcastle – Birmingham	£18
6	Huddersfield – London	£13
7	Newcastle – Nottingham	£11
8	Egglecliffe – London	£7
9	Darlington - London	£6
10	Middlesbrough - London	£6

8.5.6 The top 10 flows present the same origin – destination pairs as Option B1 however the values change for flows in the North East.

8.5.7 The table below presents the results divided into “core” and “associated” route sections.

Table 15. Results divided by Core & Associated Routes

STATION TYPE	AREA	GVA £M PA	%
London		£184	37%
Core Stations	South	£8	2%
	Central	£3	1%
	North	£168	34%
	Scotland	£7	1%
Associated Stations	South	£1	0%
	Central	£10	2%
	North	£63	13%
	Scotland	£1	0%
HS2		£49	10%

8.5.8 The split of results by geography are similar to those presented in B1. If however Northern Powerhouse Rail were included in the results then the proportion of GVA accruing to the north of England would be greater still for both core and associated stations.

8.6 Appraisal of Option B2

8.6.1 We have conducted an appraisal of the incremental impact of Option B2 relative to Option B1 (HS2 without any additional infrastructure). As with Test A we have compared the estimate capital costs of investment with the wider economic impacts. As before it should be noted that this assessment excludes both additional operating costs but excludes user benefits and revenues to train operators. The table below presents the results of this process. The table below presents the results of this process. The values presented are discounted to 2010 values and include the deflation and discounting of costs and benefits so figures vary from those presented above.

Table 16. Test B2 Appraisal of Incremental Capital Costs and Wider Economic Impacts 60 Year Impacts

	TEST B2 IMPACTS
Present Value of Costs	£1.67bn
Present Value of Benefits	£2.12bn
Net Present Value	£0.48bn
Benefit Cost Ratio	1.26

8.6.2 The table indicates that, even without the impact of user benefits, the proposals would still represent value for money, returning £1.26 for every £1.00 invested. It should also be noted that this figure excludes the additional complementary benefits that would accrue from Northern Powerhouse Rail services, which would utilise the same infrastructure.



9. TEST B3: HS2 + YORK-EDINBURGH INVESTMENT

9.1 Introduction

9.1.1 Test B3 builds on the complimentary investment modelled in Test B2 and includes further investment between Newcastle and Edinburgh. This achieves a 45 minute journey time between Newcastle and Edinburgh and a London-Edinburgh journey time of 3 hours.

9.2 Timetable of HS2 and classic services

9.2.1 The HS2 services to Leeds, York and Newcastle are the same as those modelled in Tests B1 and B2. Services running to Edinburgh now have a 3 hour journey time from London and are able to route via the ECML using the new infrastructure, rather than routing via Glasgow Central in the indicative HS2 service specification. It has been assumed that all HS2 services terminating at Newcastle in Test B2 would extend to Edinburgh in this test. The figure overleaf presents the proposed service pattern.

9.3 Infrastructure requirements

9.3.1 In order to deliver the transformational journey time improvement between Newcastle and Edinburgh, the infrastructure enhancements outlined in Chapter 4 would need to be realised.

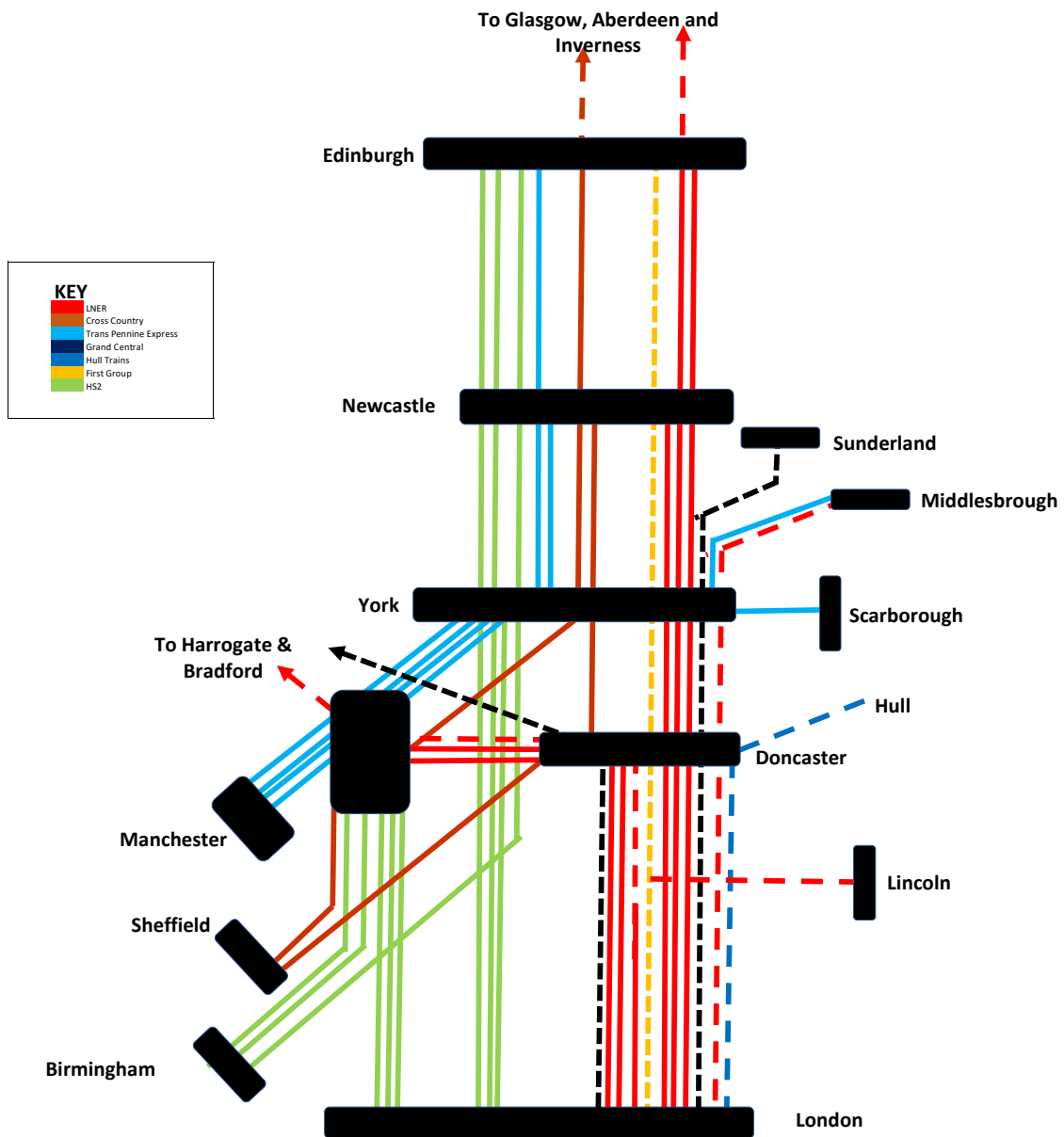
9.3.2 This would require a new high speed rail alignment north of Newcastle which would require major investment.

9.4 Scheme Costs

9.4.1 The infrastructure enhancements between Newcastle and Edinburgh would require a new rail alignment of approximately 112km in length. Using estimated bypass cost per km for interventions on the network in the area⁷, the cost of this infrastructure would be approximately £9.5bn.

⁷ Broad options for upgraded and high speed railways to the North of England and Scotland, HS2 Ltd, March 2016.

Figure 11. Proposed Service Pattern



9.5 The Wider Economic Impacts of Test B3

9.5.1 Within this section we consider the wider economic impacts of completing HS2 Phase 2 plus additional schemes to reduce journey times between York and Edinburgh. We estimate that this option would generate around **£541m** of GVA per annum over the existing service, and **£367m** per annum more than the timetable to be delivered from 2021.

9.5.2 The table below presents a summary of the results.

Table 17. GVA Impacts of Test B3 by ECMA Region

ECMA AREA	GVA IMPACT (£M PER ANNUM)	%
London	£189	35%
Southern Area	£9	2%
Central Area	£13	2%
Northern Area	£241	45%
Scotland	£34	6%
HS2 Stations	£55	10%
Total	£541	100%

9.5.3 The results presented in Table 12 show a similar pattern to Test B1 and B2. However the results do show an increase in the absolute values associated with Scotland and the north of England, although the proportion accruing to Scotland remains low.

9.5.4 Relative to Test B1, an additional **£86m** of GVA is generated per annum; this is 17% above that generated by HS2 without any additional works. As with Test B2, there will be a number of complementary but unquantified benefits in addition to the HS2 impact, these include:

- Benefits to Northern Powerhouse Rail services between the North West and Newcastle, with the potential to extend services to Edinburgh
- Improved connectivity between the west of Scotland and the North East and Yorkshire & Humber, provided by services additional to those operating as part of the HS2 timetable
- Opportunity to reconsider the development of the West Coast Mainline with the potential to amend the HS2 service to reduce journey times by removing the need for Glasgow and Edinburgh portions of London – Scotland services to divide/attach at Carstairs
- Further benefits from stations north of Edinburgh if services such as Inverness – London were routed via the new route between Newcastle and Edinburgh.

9.5.5 Table 13 shows the top 10 flows that utilise the HS2 route and/or the enhanced infrastructure north of York.

Table 18. Top 10 GVA Increases

RANK	FLOW	GVA IMPACT (£M PA)
1	Leeds – London	£104
2	Newcastle – London	£95
3	Bradford – London	£48
4	York – London	£21
5	Newcastle – Birmingham	£19
6	Edinburgh – Newcastle	£14
7	Edinburgh – London	£12
8	Newcastle – Nottingham	£12
9	Darlington - London	£8
10	Edinburgh – Leeds	£7

9.5.6 The top 10 flows are very similar to those presented in Test B2; the table below shows that this further improvement in services between Edinburgh and Newcastle generates an additional £13.5m per annum.

9.5.7 The table below presents the results divided into “core” and “associated” route sections.

Table 19. Results divided by Core & Associated Routes

STATION TYPE	AREA	GVA £M PA	%
London		£189	35%
Core Stations	South	£8	1%
	Central	£3	0%
	North	£175	32%
	Scotland	£27	5%
Associated Stations	South	£1	0%
	Central	£9	2%
	North	£66	12%
	Scotland	£7	1%
HS2		£55	10%

9.5.8 The split of results by geography are similar to those presented in tests B1 and B2. As noted above, additional benefits will also be generated through further complementary service changes relating to NPR and services in Scotland.

9.6 Appraisal of Option B3

9.6.1 We have conducted an appraisal of the incremental impact of Option B3 relative to Option B1 (HS2 without any additional infrastructure). As with Test A we have compared the estimate capital costs of investment with the wider economic impacts. As before it should be noted



that this assessment excludes both additional operating costs but excludes user benefits and revenues to train operators. The table below presents the results of this process. The values presented are discounted to 2010 values and include the deflation and discounting of costs and benefits so figures vary from those presented above.

Table 20. Test B3 Appraisal of Capital Costs and Wider Economic Impacts (2010 values)

	TEST B3 IMPACTS
Present Value of Costs	£2.84bn
Present Value of Benefits	£2.99bn
Net Present Value	£0.15bn
Benefit Cost Ratio	1.05

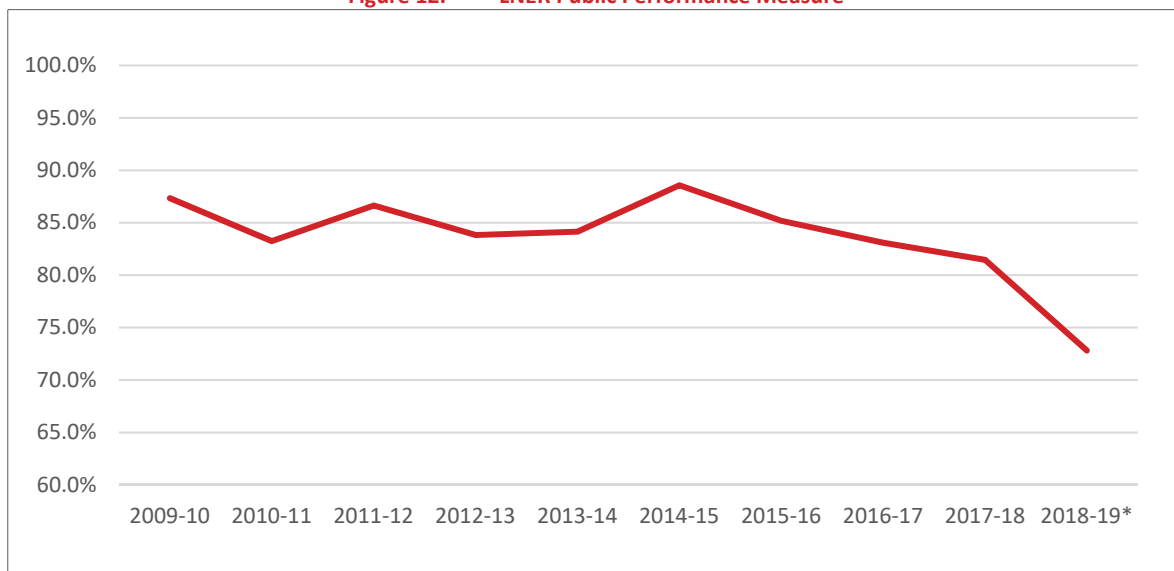
9.6.2 The results indicate that extending investment to Edinburgh still represents value for money with a return of £1.05 for every £1.00 invested, without direct user benefits, revenues or the impact of other complementary service development such as Northern Powerhouse Rail.

10. RELIABILITY

10.1.1 In addition to assessing the impact on the wider economy of changes to the timetable we have also considered the impact of improvements in the reliability of services. This stems from two issues; the first being the gradual decline in the punctuality and reliability of services in the ECML over recent years. This is part of wider industry issues, but is particularly pronounced on the ECML.

10.1.2 The figure below presents the public performance measure of service now operated by LNER since 2009.

Figure 12. LNER Public Performance Measure



10.1.3 The figure is particularly poor in the final period as a result of the impact of timetable problems with GTR and Northern services during 2018, but even allowing for this it can be seen that punctuality has dropped significantly.

10.1.4 The second issue relates to a perception that the ECML is particularly prone to suffering major incidents that cause the service to stop for long periods of time associated with the relative under-investment in the route. This is most-often seen in major overhead line dewirement events, but can also be associated with other issues such as signal failures.

10.1.5 Within this section we have sought to examine what the impact of these issues might be on the economy.

10.2 Impact of Major Incidents

10.2.1 To provide an understanding of the scale of major incidents, we have examined data from Network Rail that presents the Top 10 largest incidents by four week reporting period. This identified that across 2018 there were 12 incidents that made Network Rail’s weekly “top-10” and may therefore be declared to be major incidents. This equates to one major service disruption every month.



10.2.2 Although the locations of any future incidents may vary the pattern of major incidents by ECMA area is as presented in the table below.

Table 21. Location of Major Incidents

ECMA AREA	NO. INCIDENTS
South	6
Central	3
North	2
Scotland	1

10.2.3 It is interesting to note that 75% of major incidents occur south of Doncaster, this may reflect known issues with overhead live wires between Doncaster and Peterborough (where three incidents occurred) but also reflects the greater scope for causing delay on busy sections of route with limited and complex opportunities for diverting services, resulting in many services being cancelled each time there is an incident.

10.2.4 To quantify the impact of these major incidents we made a series of simple but robust assumptions:

- That each major incident equate to a full loss of service for an entire day (this is an overestimate in the case of these incidents, however there are likely to be further incidents not included here that caused disruption to morning peak services and therefore will have heavily impacted on passengers decision to travel when making trips where they return in a day.
- That all flows within or starting/terminating within the geographical area of the incident will be impacted
- That for those flows impacted the monetary value lost for each incident would equate to 1/365 of the annual value of that flow based on the service provided in the current (2019) timetable.

10.2.5 The approach presented may be simplistic but is designed to reflect the fact that not all incidents that have an impact on peoples decision to travel will be included in the Top 10 incidents list provided by Network Rail. For example passengers may be put off making a journey if an incident (such as an engineering possession overrun) occurs early in the day and would prevent them completing their plans even if the incident clears later in the day.

10.2.6 The table below present the estimated value of major incidents to the economy .

Table 22. Wider Economic Impact of Major Incidents on ECML

ECMA AREA	GVA (£M)
South	£30.55
Central	£3.15
North	£11.81
Scotland	£0.77
Total	£46.28

10.2.7 It can be seen that the total value of incidents may have a large absolute impact on the economy as a whole with a potential GVA impact of around £46m per annum. Clearly it is unrealistic to expect that all of these incidents will be resolved, but given the scale of cost to the economy, a good case can be made for additional investment in reliability to reduce the scale of this impact.

10.3 Improving Punctuality

10.3.1 We have also given consideration to the impact on the wider economy of improving the general punctuality and reliability of services on the ECML. To examine this we have again employed a series of assumptions to address a potentially complex issue.

10.3.2 The approach we have taken to assessing reliability is as follows:

- We have assumed that when planning journeys all passengers have a level of contingency within their plans and we have assumed that this is 10 minutes. The implications of this is that passengers will be indifferent to delays up to 10 minutes.
- Using Moving Annual Average Public Performance Measure Data, we have identified weighted average across ALL passengers based on the proportion of services delayed by more than 10 minutes or cancelled. When divided across all passengers (including those where there were no delays or delays under 10 minutes), an average delay of 6.55 minutes was identified.
- We have considered the impact on the economy of an improvement in PPM which saw a reduction of 50% in the level of delay accrued that is over 10 minutes, thus lowering the average delay per person to 3.27 minutes.
- We have applied the 6.55 and 3.27 minute tests to our Wider Economic Impacts model, treating them as additional journey times.

10.3.3 Based on the above assumptions, we estimate the impact on the economy of the existing level of punctuality relative to a halving in delays over 10 minutes to be worth **£62.8m** per annum to the wider economy for flows primarily served by LNER services. This figure will incorporate the impact of the **£46.28m** per annum figure identified above that deals with major incidents, as the impact of major incidents will be incorporated into the performance figures we have used.

10.3.4 It can therefore be seen that the impact of poor performance is worth a substantial amount each year, representing for example around 1/3 of the value of the proposed timetable improvements in 2021 examined in Test A.

11. FURTHER DEVELOPMENTS

- 11.1.1 This study has examined a number of substantial improvements to services on the East Coast network, including the delivery of committed service changes in the short term and the impact of HS2 and associated schemes in the long term. There are however a number of further developments that might be considered to ensure that the East Coast Network can develop to its full potential.
- 11.1.2 The most significant opportunity for further development relates to the re-use of released capacity south of York following the completion of HS2. This represents the greatest opportunity for 150 year to reshape the role of this part of the route. There are a number of specific opportunities that emerge from this, including:
- Opportunities to integrate with the proposed East-West Rail Central section with either an interchange at Sandy or even direct links onto the route
 - The opportunity to run direct services to Cambridge from the Yorkshire & Humber area
 - Refocussing services around the needs of the economies of the Central & Southern ECMA stations
 - Opportunities to develop more and faster direct services to Hull, Lincoln and other destinations
- 11.1.3 In advance of HS2 opening, there may be other opportunities to develop services further. The delivery of the new Azuma fleet to LNER provides the opportunity in the medium term to redefine the approach to operating services, with greater scope for portion working of services to provide enhanced connectivity to a range of destinations. In Scotland for example a stakeholder aspiration to develop enhanced services to Inverness might be achievable by extending portions of Aberdeen services to Inverness via Elgin, providing settlements in North East Scotland with enhanced connectivity to England. Similarly connectivity to Perth, Stirling or Glasgow might be improved by extending portions of trains that otherwise terminate at Edinburgh onwards, providing improved links.
- 11.1.4 A final issue where there is likely to be a case for further development is the issue of punctuality and reliability. The East Coast route is complex to operate, and despite ongoing recent investments there are still a number of bottlenecks that impact on the operation of the railway. Notable examples on the southern part of the route include the Welwyn Gap (where the railway reduces from four to two tracks for a short distance), the Newark Flat Crossing and Doncaster station. Whilst recent investments will provide additional capacity for the new timetable these remaining bottlenecks will be stretched further with more trains passing through them increasing the risk of performance issues, this issue is compounded at the south of the route by the operation of Thameslink services where there is the potential to import and export delays across the south of England via the Thameslink core. Appended to this report is a summary of key schemes on the ECML that might help to deliver capacity and reliability improvements.
- 11.1.5 Further investment in such schemes to enhance capacity and reliability would continue to benefit the East Coast corridor economy after HS2 opens, as they would provide additional flexibility and capacity when services are re-planned.
- 11.1.6 Overall there are a range of opportunities to further enhance the East Coast Network to help it support the development of the economy within tis catchment.

12. CONCLUSIONS

12.1.1 This report has examined future developments on the ECML and their impact on the wider economy of the area it serves. The report has shown that there is substantial value to the economy of developing services, both from forthcoming changes to the timetable to be delivered by LNER and others along with longer term investment in transformational schemes such as HS2.

12.1.2 The report has also identified that there is further substantial value from smaller and earlier investments in improving the reliability of services, both by reducing the number of major disruptive incidents and by improving background levels of punctuality and reliability.

12.1.3 The table below summarises the wider economic impact of changes to services and infrastructure.

Table 23. Wider Economic Impact of Services

	2021 TIMETABLE CHANGE	HS2	HS2 PLUS YORK – NEWCASTLE INVESTMENT	HS2 PLUS YORK – EDINBURGH INVESTMENT
TOTAL GVA PA	£174m	£454m	£493m	£541m
Difference from 2021 Changes	-	£280	£320	£367m
Difference from HS2	-	-	£40	£87m

12.1.4 It can be seen that the impact on the economy is substantial, with the best-case generating approaching £600m per annum of GVA. Inevitably there will be a cost associated with developing and delivering these options, and the table below presents indicative BCRs comparing capital costs with wider economic impacts discounted over the life of each option. It should be noted that these figures underestimate the full impact of these developments, as there are a number of complementary services using this infrastructure that have not been considered in this analysis; for example, north of York there may be benefits associated with Northern Powerhouse Rail services, whilst south of York there will be benefits arising from the reuse of released capacity.

12.1.5 The table below summarises the BCRs for the interventions, with the exception of HS2 where it is difficult to disentangle the East Coast specific costs and benefits of HS2 from other costs and benefits of HS2.

Table 24. Wider Economic Impact and Capital Cost Appraisal

	2021 TIMETABLE CHANGE	HS2 PLUS YORK – NEWCASTLE INVESTMENT	HS2 PLUS YORK – EDINBURGH INVESTMENT
Capital Costs (2010 values)	£0.49bn	£1.67bn	£2.84bn
Wider Economic Impacts Discounted to 2010	£1.35bn	£2.12bn	£2.99bn
Benefit Cost Ratio	2.73	1.26	1.05

12.1.6 The table shows that the forthcoming changes to the timetable represents excellent value for money in terms of their impact on the wider economy over the period to the scheduled start of HS2 services in 2034. Whilst it is not possible to assess the East Coast impact of HS2 in isolation using this methodology, it is possible to assess the incremental impacts of investment north of York to support HS2. This shows that the additional investments will represent value for money over a 60 year period from 2034, even without considering the benefits to non-East Coast services.

12.1.7 In terms of reliability, we have found that investment in reliability improvements also have the potential to generate substantial benefits for example major incidents cost the economy around £46m per annum whilst reducing the number of delays over 10 minutes by half would generate around £62m of addition GVA per annum.

12.1.8 Going beyond forthcoming timetable changes and transformational investments in HS2 there are further opportunities to develop the ECML to support the economy of the East Coast corridor through the reuse of capacity and extension of services to new destinations. Investments made now will bring benefits over many years through improved reliability and flexibility in planning over and above the benefits from UK-wide projects such as HS2.

12.1.9 The main messages emerging from this work are:

- The investments being delivered now to serve the 2021 timetable change will deliver value-for-money support for growth in the economy
- There is a good case for complementary investment in the route north of York to support both HS2 and NPR services.
- There is a need to grasp the opportunity of released capacity from HS2 to redefine the role of the ECML south of Doncaster
- There is a good case for incremental investment in smaller schemes to improve reliability; these will also will support long-term growth through providing the capacity and flexibility to develop new and improved services in the longer term.



APPENDIX A – STATIONS INCLUDED IN MODEL

STATION	ECMA AREA	STATION TYPE
London Euston	LONDON	LONDON
London Kings Cross	LONDON	LONDON
Huntingdon	South	CORE
Peterborough	South	CORE
Stevenage	South	CORE
Cambridge	South	ASSOCIATED
Doncaster	Central	CORE
Grantham	Central	CORE
Newark North Gate	Central	CORE
Retford	Central	CORE
Cleethorpes	Central	ASSOCIATED
Grimsby Town	Central	ASSOCIATED
Lincoln Central	Central	ASSOCIATED
Scunthorpe	Central	ASSOCIATED
Alnmouth	North	CORE
Darlington	North	CORE
Durham	North	CORE
Leeds	North	CORE
Morpeth	North	CORE
Newcastle	North	CORE
Wakefield Westgate	North	CORE
York	North	CORE
Bradford Yks BR	North	ASSOCIATED
Eaglescliffe	North	ASSOCIATED
Halifax	North	ASSOCIATED
Hartlepool	North	ASSOCIATED
Huddersfield	North	ASSOCIATED
Hull	North	ASSOCIATED
Keighley	North	ASSOCIATED
Malton	North	ASSOCIATED
Middlesbrough	North	ASSOCIATED
Northallerton	North	ASSOCIATED
Scarborough	North	ASSOCIATED
Selby	North	ASSOCIATED
Skipton	North	ASSOCIATED



STATION	ECMA AREA	STATION TYPE
Sunderland	North	ASSOCIATED
Thirsk	North	ASSOCIATED
Berwick-upon-Tweed	Scotland	CORE
Dunbar	Scotland	CORE
Edinburgh	Scotland	CORE
Aberdeen	Scotland	ASSOCIATED
Arbroath	Scotland	ASSOCIATED
Aviemore	Scotland	ASSOCIATED
Dunblane	Scotland	ASSOCIATED
Dundee	Scotland	ASSOCIATED
Dyce	Scotland	ASSOCIATED
Elgin	Scotland	ASSOCIATED
Falkirk BR	Scotland	ASSOCIATED
Forres	Scotland	ASSOCIATED
Gleneagles	Scotland	ASSOCIATED
Huntly	Scotland	ASSOCIATED
Inverness	Scotland	ASSOCIATED
Inverurie	Scotland	ASSOCIATED
Keith	Scotland	ASSOCIATED
Kingussie	Scotland	ASSOCIATED
Kirkcaldy	Scotland	ASSOCIATED
Leuchars	Scotland	ASSOCIATED
Montrose	Scotland	ASSOCIATED
Nairn	Scotland	ASSOCIATED
Pitlochry	Scotland	ASSOCIATED
Stirling	Scotland	ASSOCIATED
Stonehaven	Scotland	ASSOCIATED
Birmingham	HS2	HS2
Nottingham	HS2	HS2
Sheffield	HS2	HS2

APPENDIX B – FUTURE SCHEMES

The table below presents a list of potential intervention on the ECML that might help to address either capacity or reliability and their current status.

SCHEME	ROLE	STATUS
King's Cross Remodelling	Capacity and Performance	On going
Werrington Jn Grade Separation	Freight & Passenger capacity	Under construction
Power Supply Upgrade	Allows operation of IET trains and additional services	Complete
Stevenage Turnback	Capacity for GTR	Completion by 2021
Darlington Station Upgrade	Capacity for local and long distance services	Target completion by 2023
Newcastle Platform Lengthening	Longer trains	By 2024
York Station Upgrade	Additional platform capacity and improved operation of existing platforms	Not committed
Doncaster Station Upgrade	Increased capacity and improved station operation	Not committed
Digital Railway	Introduction of ETCS between London and Peterborough to increase line capacity	Scheme under development
Welwyn Gap	Complete infrastructure intervention to provide four track between Digswell Jn and Woolmer Green Jn	Not committed
Huntingdon – Peterborough Four Tracking	Reinstate slow lines on both up and down lines between Peterborough and Huntingdon to increase capacity	Option pursued by Network Rail but not currently committed
Newark Flat Crossing	Removal of flat crossing would increase capacity and remove a speed restriction for ECML trains and increase capacity between Lincoln and Nottingham	Not committed



SCHEME	ROLE	STATUS
Leeds Station Capacity	Increased platform capacity at Leeds to provide capacity for local services and LNER services to Harrogate and Bradford	Under construction
Enhanced capacity and reduced journey times between York & Newcastle	Reduce journey times between Newcastle and York and increase capacity through a series of major interventions	Not committed
Reduced journey times between Newcastle and Edinburgh	Provide transformational reductions in journey times between Newcastle and Edinburgh with a major intervention	Not committed

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Seoul, Shanghai, Singapore, Shenzhen, Taipei

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Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:

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Washington

SYSTRA

INFRASTRUCTURE COMMISSION FOR SCOTLAND

INITIAL CALL FOR EVIDENCE AND CONTRIBUTIONS

Response by South East Scotland Region Transport Partnership (SEStran)

About SEStran

SEStran is the Regional Transport Partnership (RTP) for the south east of Scotland, covering eight local authorities. The area covered is diverse in both geographical and socio-economic terms, and includes City of Edinburgh, Falkirk, Fife, Midlothian, East Lothian, West Lothian, Scottish Borders and Clackmannanshire. SEStran's main function is the publication of a statutory Regional Transport Strategy.

General Points

The response has been developed taking into account discussions held with a number of our partners and stakeholders and in particular these specific comments supplement the responses the Commission will also receive from the other RTPs, SOLACE, SCOTS and COSLA

The format of the specific SEStran comments below reflect the table produced in the consultation document and specifically relate to the numbered sections.

Issues and Key Questions within the Scope

- 1 (b) Transport emissions are a major factor in carbon emissions. Therefore, the strategy drivers of "inclusive economic growth and low carbon objectives" and "Technological change and innovation" should have a key role in shaping the priorities for infrastructure investment.
- 1 (c) Sustainable low carbon transport solutions are key to delivering the aims of all the strategic drivers.
- 1 (d) All the drivers are dependent to some degree or other on transport connections. Therefore, the delivery of all the key drivers will be very dependent on how Low Carbon solutions and investment in SMART technology are taken forward.
- 2 (a) The scope of infrastructure should include the services needed to support the infrastructure though its entire lifespan.
- 2 (b) A more integrated approach to transport infrastructure delivery is needed across a regional level. The current STPR2 review is focused on this and the current investment in transport infrastructure through the City Deals is important in meeting the aims of the strategic drivers. However, a coordinated approach at a regional level through the

existing RTPs is vital to ensure that there is a consistent approach at a national level across Scotland.

- 2 (c) The different categories of infrastructure all have a role to play with respect to the identified drivers. However, it must be reiterated that good quality transport provision is fundamental to support all of these categories: the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience. This is because all these categories require people, goods and services to move freely to enable the delivery of their services. Therefore, a balanced approach is required which should reflect the importance of investment in transport infrastructure that delivers low carbon solutions to promote economic growth and the other key overall objectives identified in the call for evidence.
- 2 (e) The delivery of development related infrastructure needs to be properly integrated into all national planning and development policies. The current approach predicts and provides for new development and is based on a developer led system when their preferred site dictates land use planning to some extent. Up front investment in transport and other infrastructure can lead the development process enabling low carbon solutions to be promoted at the earliest stages. How would this be funded?
- 3 (b) In terms of bus based public transport, the deregulated nature of the market means that a bus-based transport system; a key factor in delivering accessibility for many rural and economically disadvantaged users, is not fit for purpose. The remit of the commission should allow recommendations on legislative changes. However, funding of services remains an issue, but this could be a key tool in delivering better social inclusion and providing a mass transit system that can be managed to reduce carbon emissions.
- 3 (e) The development of MaaS moving away from ownership to shared use transport can reduce travel demand.

15 April 2019

Waverley Masterplan – Public Consultation

Response by SEStran, 25 April 2019

Link to consultation document:

https://consultationhub.edinburgh.gov.uk/sfc/waverley/supporting_documents/NR%20Waverley%20Masterplan%20Web.pdf

Response ID ANON-MZZX-RP7R-4

Submitted to **Waverley Masterplan, Public Consultation Phase**

Submitted on **2019-04-25 11:45:08**

Introduction

1 What is your name?

- Name: Julie Vinders

2 What is your email address?

- Email: julie.vinders@sestran.gov.uk

3 If you are responding on behalf of an organisation, what is your organisation?

- Organisation: SEStran - South East of Scotland Transport Partnership

Your current experience of Waverley Station

4 Your arrival experience

- arrival experience - Waverley station is easy to access: Disagree
- arrival experience - The entrances/exits to the station are high quality and easy to identify: Strongly Disagree

5 Moving around the station

- moving around - It is easy to find where I need to go in Waverley station: Strongly Disagree
- moving around - The concourse areas that I use are generally free from congestion: Disagree
- moving around - It is easy to use the station as a shortcut from north to south (Princes St to Market Street): Neither Agree nor Disagree

- moving around - It is easy to use the station as a shortcut from east to west (Waverley Bridge to Calton Rd): Neither Agree nor Disagree

6 The quality of your Station experience

- Quality of station experience - The Station provides a high quality environment for passengers: Neither Agree nor Disagree
- Quality of station experience - The retail/food & beverage facilities at Waverley offer everything I need: Agree
- Quality of station experience - The heritage of Waverley Station is shown to its best advantage: Neither Agree nor Disagree

7 Your onward Journey

- Onward journey - Access for pedestrians and cyclists is simple and accessible: Strongly Disagree
- Onward journey - Access to onward public transport is simple and accessible: Strongly Disagree
- Onward journey - Access to taxis is simple and accessible: Neither Agree nor Disagree

What do you think of our proposals?

8 Your arrival experience

- arrival experience - Providing entrances that are accessible for all pedestrians: 8
- arrival experience - Improving the quality of public space immediately outside the station: 3

9 Moving around the station

- Moving around - Reducing overcrowding and congestion within the station: 8
- Moving around - Improving access for disabled passengers: 7
- Moving around - Making it easier for everyone to find their way around: 8
- Moving around - Reducing level changes that passengers are required to make: 8

10 The quality of your Station experience

- Quality of station experience - Making the station a more pleasant and enjoyable environment to be in.: 8
- Quality of station experience - Improving the passenger services that could be provided (e.g. seating areas, information services, food and retail outlets): 8

11 Your onward Journey

- Onward journey - Improving access for pedestrians and cyclists: 5
- Onward journey - Improving access to public transport: 3
- Onward journey - Improving taxi pick up and drop off: 5
- Onward journey - Improving drop off facilities for private vehicles: 10

Further comments

12 The preferred Masterplan requires a trade-off between the extent of existing historic structure that is retained and the benefits delivered by modern reconstruction. To what extent do you agree that the preferred masterplan strategy achieves the right balance?

Agree

13 Please include any other feedback you would like to include in the text box below.

Feedback:

The Waverley Station Masterplan proposes some significant improvements to the accessibility and passenger experience around the station itself. These changes will improve pedestrian access and way-finding around the station. Given the predicted increase in footfall over the next 30 years, however, a Waverley Station Masterplan should consider how the station will better function as a transport hub and interchange. Where do people travelling through Waverley Station come from, and where will they go next? How can Waverley Station be better connected with onward transport modes, including buses, tram(s), bicycles, by foot, car-sharing, taxis, etc. If Waverley Station is to accommodate over 49 mln passengers in 2048, the Masterplan must address current and future issues of connectivity and integrate rail travel with other sustainable transport modes. While it is important to promote mixed use and create a vibrant place at Waverley Station, creating a successful transport interchange should be the focus of the Masterplan. Such an interchange should not be hidden away and should be provided in such a way that its usage is actively encouraged. Furthermore, access onto Princes Street for onward bus and tram connections has an extremely important role to play if Waverley Station is to successfully function as a transport hub/interchange. It is unclear from the current Masterplan how this is proposed to improve and cope with the predicted increase in footfall.

Maximising the potential access/egress from this entrance is key to spreading the demand across a number of entrances and is important in creating the north/south Connectivity & Accessibility identified as a key challenge in the consultation document.

EQUALITIES & ACCESS TO HEALTHCARE FORUM

WEDNESDAY 3rd APRIL 2019

CONFERENCE ROOM 4/5, VICTORIA QUAY

Present

Keith Fisken (KF) (Chair)	SEStran
John Ballantine (JB)	Edinburgh Access Panel
Beth Harley-Jepson (BHJ)	SEStran
Julie Vinders (JV)	SEStran
Jim Stewart (JS)	SEStran
John Moore (JM)	LCTS
Simon Hindshaw (SH)	NCM
Andy Hyde (AH)	Go Upstream

Apologies

Lesley Crozier	East Lothian Council
Caroline Barr	
Terry Barlow	

Ref		Actions
1	Welcome & Apologies	
	KF welcomed everyone to the meeting.	
2	Minutes of 27th June and actions arising	
	The minutes of last meeting were approved.	
3	Draft Business Plan 2019/20	
	<p>JV presented an overview of the Draft Business Plan 2019/20. Particular focus was given to the strategic objective of Accessibility.</p> <p>JM asked if SEStran had checked the suitability of the wheelchair icon with Disability Equality Scotland (DES).</p> <p>JM also highlighted the use of language on p16 regarding ‘those with disabilities’ and suggested checking this with DES to ensure appropriate language was used.</p> <p>JM raised a question about the meaning of ‘reduce the need for travel’ under the Environment strategic objective.</p> <p>JB explained this was related to the increased use of technology to reduce the need for face to face meeting. However, JB noted that this theory was not being played out as for instance passenger numbers at Waverley were increasing. JB also highlighted the continuing need for face to face interaction particularly in decision making.</p> <p>JM noted that in the context of accessibility some individuals will want to increase the ability to travel.</p> <p>AH suggested this was an issue of language and the use of efficient or effective travel might be better.</p> <p>JV noted these suggestions.</p> <p>JS stated that it will be made clear in the Strategy the intention of that statement and what we want to achieve from it.</p>	JV

4	Equalities Outcomes and Mainstreaming Progress Report	
	<p>KF presented the report on behalf of Angela Chambers. KF provided an overview of the key statutory obligations and responsibilities upon SEStran and the relevant timescales in relation to equalities outcomes and mainstreaming. SEStran Officers are consulting with the Partnership's Legal Advisers at Anderson Strathern LLP throughout this process. KF noted SEStran last published a report in April 2017 - Mainstreaming Equality 2015-2017 and is due to publish a report for the period 2017-2019 by no later than 30 April 2019. Officer training is taking place through Anderson Strathern. The SEStran Board will also be receiving unconscious bias training at the 21st June or 27th September Board meeting.</p>	
5	Thistle Assistance Programme	
	<p>KF provided a brief update on the TAC as further details would be provided at the two workshops immediately preceding the forum. KF reported that SEStran are working with Scottish Enterprise to develop the thistle assistance app, which will include journey planning and way finding etc, for those with protected characteristics, such as sight and hearing difficulties. SEStran launched a tender for developers to start the first phase of creating the app and proof of concept. Five developers have been selected through this tender process. The five developers will work up concepts for the app from which 1-2 concepts will be taken through to Phase 2.</p> <p>JM asked if the next phase would be to move to a national card. KF stated that this was the ambition and has the support of the Scottish Government and the 7 Regional Transport Partnerships. KF stated that they are also keen to work flexibly with the card to meet the needs of different areas.</p>	
6	Bus Real-Time Passenger Information	
	<p>KF reported that the system is currently going through some changes and is facing challenges out with Edinburgh. Stagecoach and First are progressing with an alternative system. KF highlighted that the City of Edinburgh Council are currently working on a new content management system to bring all RTPI together.</p> <p>JB stated the importance of making the information accessible to meet the different needs of users.</p> <p>KF noted that there is currently a government consultation on how journey information is displayed to the public.</p>	
7	Partner Updates	
	<p>JB raised a point of interest that SATA has recently become a Scottish Charitable Incorporated Organisation and noted the considerable work put in by Mike Harrison to make this happen.</p>	
8	AOCB	
	None	
9	Date of Next Meeting	
	10:00am on 2nd October 2019, Conf. Room 2, Victoria Quay, Edinburgh, EH6 6QQ	

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.	

**CHIEF OFFICER LIAISON GROUP MEETING
2:00PM WEDNESDAY 22 MAY 2019**

Present:

Jim Stewart (JS) (Chair)

Andrea Mackie (AM)
Beth Harley Jepson (BHJ)
Graeme Johnstone (GJ)
Hannah Markley (HM)
Jim Grieve (JG)
John Mitchell (JM)
Julie Vinders (JV)
Lesley Deans (LD)
Peter Forsyth (PF)

SEStran

City of Edinburgh Council
SEStran
Scottish Borders Council
SEStran
SEStran
Fife Council
SEStran
Clackmannanshire Council
East Lothian Council

Apologies:

Ewan Kennedy
Graeme Malcolm
Ian Shaw
Keith Fisker
Ken Gourlay
Lindsay Haddow
Neil Dougall
Nicola Gill
Peter Jackson

City of Edinburgh Council
West Lothian Council
City of Edinburgh Council
SEStran
Fife Council
Midlothian Council
Midlothian Council
West Lothian Council
SEStran

Ref.		Actions
1.	Welcome and Apologies for Absence	
1.1	The Chair welcomed the Officers to the meeting and apologies were noted as above.	
2.	Minutes	
2(a)	Chief Officers Liaison Group (20th February 2019) Agreed as a correct record	
2(b)	Partnership Board (22nd March 2019) Agreed as a correct record	
3.	Financial Report	
3.1	IS sent his apologies and sent an update by email. JG spoke on his behalf and noted that IS advised Chief Officers that there is an underspend of £32,000 pre-audit. Once the External Audit is complete, approval will be sought from the Board to carry this forward to 2019/20, on the basis that nothing arises from the external audit that changes the	

	position.	
4.	Projects Update	
4.1	<p>JV provided a breakdown of some of SEStran's project outputs. The project update was requested by the board to see how it is linked to the Business plan.</p> <ul style="list-style-type: none"> • GO E-bike = 1st year report is completed and BJH will find out if SEStran can publish this on the website. • GO E-bike website will go live at the end of May 2019 (https://goebike.scot/) • Regional Active Travel Development Fund – Transport Scotland, £200,000 in funding for 3 different projects in SEStran region. • Cycle Training & Development – Cycling Scotland is open to new employers for the GO E-bike project • Hate Crime Charter- Now have a draft charter, this will need to reach out to transport operators to discuss best practice and to monitor how successful the charter is. A pilot will be undertaken with the ultimate aim of delivering a national charter. <p>LD stated that real time passenger issues have occurred in various areas.</p>	<p>BJH</p> <p>JS</p>
5.	ECMA	
5.1	<p>JS gave update about discussions at the ECMA Officers Group meeting in April.</p> <ul style="list-style-type: none"> • SYSTRA presented their findings on their study “East Coast Main Line Authorities, Benefits of Investments”. • The study looked at GVA over 14 economic centres on the route. • One economic test looked at was investment between York and Edinburgh to deliver 45-minute journey Newcastle to Edinburgh. • HS2 London to Edinburgh via ECML • 3-hour London to Edinburgh journey time • Investment would result in £34 million GVA increase for Scotland • Chair of ECMA is to meet with minister. <p>JS noted that the fast train time process sounds appealing, however it is also important that that existing line is maintained to a high standard.</p>	
6.	Active Travel Funding Update	
6.1	<p>PJ unable to attend, BHJ gave an update on his behalf. Some discussion was created on this topic as follows;</p> <ul style="list-style-type: none"> • GJ asked what the value is of Sustrans funding? BHJ stated that she wasn't sure and will ask Peter • LD mentioned that there is not enough resource to make applications and that the application form changes all the time, suggested if SEStran can ask Sustrans to complete it for them? 	BHJ

	<ul style="list-style-type: none"> BHJ mentioned it is difficult for local authorities and it may be worthwhile looking to set up a meeting with Sustrans for any problems arising. A reminder will be sent to members, so they can provide information to PJ and then feedback to Sustrans. 	PJ
7.	Regional Working Groups	
	<p>JS gave a brief overview of current situation regarding STPR2. Stirling/Falkirk/Clackmannanshire has already met and the first workshop on STPR has taken place. Second workshop due on 6 June and mentioned that Transport Scotland had asked authorities to scope any gaps and priorities.</p> <p>The Jacobs/AECOM joint consultancy team for STPR2 have engaged with Edinburgh and South East Scotland City Regional Deal Transport Appraisal Board and the Regional Working Group is being developed with workshops likely to be in June. JS will check if SEStran has given an update to stakeholders and will also get back to JM with dates that are in the diary.</p>	JS JS
8.	Electrical Vehicle Strategy	
	<p>JV gave an update, implementing comments from different meetings.</p> <p>The key points of this summary were as follows:</p> <ul style="list-style-type: none"> JV stated the Electrical Vehicle Strategy is linked with the Regional Transport Strategy. PF mentioned that a report has been sent to parliament for vehicle charges and is happy to circulate, however the report is always changing. LD also stated that she is happy to share Clackmannanshire's strategy to SEStran. JV to contact authorities to get info on EV work already undertaken. 	JV
9.	Edinburgh Low Emission Zone	
	<p>AM from City of Edinburgh Council gave a presentation about LEZ. This was followed by a question and answering discussion.</p> <p>AM stated that she had 2 areas to discuss, 1) Engaging into neighbouring areas, 2) Implications and any additional comments.</p> <ul style="list-style-type: none"> Various vehicle types in the city centre and there is a wide disperse of air pollution city wide - Regional commuting is also affected. Growth challenge: How to develop vehicles, Edinburgh has a huge amount of growth. In the City Centre there is a mix of emissions from cars <p>These presentations were then followed by a lengthy discussion, with</p>	

questions/points raised by several members. The key statement/questions raised during the discussion were as follows:

- GJ stated that there has been a piece of work done by Transport Scotland which involved work completed by cameras relating enforcement by ANPR. AM mentioned that she is aware of this and would like to talk to all groups and networks about LEZ.
- GJ also asked if there is a fining system and AM responded that there will be a penalty rate. AM also stated that there are several grant schemes through Transport Scotland to support transitions to LEZs.
- JS mentioned that there have been Low Emission Zone Regulations and Guidance Workshop run by Transport Scotland to discuss regulations and enforcement issues.
- AM mentioned that the City of Edinburgh Council are waiting for consultation feedback and that the consultation process will last 8 weeks. PF asked when the consultation process will begin in East Lothian.
- AM answered, the online consultation will be live and will also be workshops in all areas. GJ asked how we get this circulated? AM answered that consultations will be circulated by an email with links to papers available.
- LD asked if there is any research about the impact on LEZ and what vehicles would this include? AM mentioned that the proposal for the City Centre is challenging but engagement through CPT and public transport operators has been useful and a large amount of money is coming through Transport Scotland.
- JG stated that money needs to address the bypass and that LEZ will have made a great contribution even though there are still various challenges.
- JS asked if there is material that shows research or information available to consultations. This is key to the consultation process. The Centre of Edinburgh consultation opened on the 21st May and the City development plan will be published later this year. JG stated he will circulate to all members.
- Finally, LD mentioned that 8 weeks may be too short, timescales may be rushed. Also, how well engaged are local authorities because this may affect smaller authorisations as they will be unaware. PF also mentioned that during the summer break, East Lothian may not be able to give a formal response, creating a time issue. AM answered, the City of Edinburgh Council will have to build in time frame.
- After some discussion it was considered that CEC should contact local authority Chief Executives directly requesting a response to the consultation.

JG

10.	Consultation Responses	
10(a)	National Infrastructure JS will report to board, no additional comments	

10(b)	Waverley Station Questionnaire response as to how important the connection of other public transport modes is to creating a connected Waverley Station.	
11.	AOCB	
	None	
12.	Date of Next Meeting	
	The date of the next meeting is 2.00pm on Wednesday 21st August 2019 in Room G.15, Waverley Court, Edinburgh, EH8 8BG.	