SEStran

Business Plan DRAFT

2020/21

January 2020

Foreword

The South East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership for the South East of Scotland. It encompasses eight local authorities: The City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, the Scottish Borders and West Lothian.

Within the SEStran area there are diverse transport challenges, ranging from urban congestion to rural public transport and declining bus patronage, and from the need to deliver more integrated mobility, to sustainable logistics and freight hubs. The region is highly diverse from both a geographic and socio-economic perspective; the area has a wide range of urban and rural environments, and while Edinburgh is at the centre of the region's rapidly growing economy and the opportunities this brings, other communities in the region are affected by serious social and economic deprivation, further impacted by limited access to sustainable and affordable travel choices. Projected increases in population and households will put additional pressures on the transport system and integrated land use and transport planning will be essential if increased car dependency is to be avoided.

NTS 2 (the review of Scotland's National Transport Strategy) was presented to Scottish Parliament on 5 February 2020. The Scottish Government's vision is to have a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors which will reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing. I am pleased to say that I represented the Regional Transport Partnerships on the Strategy Board, chaired by the Cabinet Secretary, and I am very happy to have been associated with the new strategy.

Linked to NTS2 is STPR2 (Second Strategic Transport Projects Review) being taken forward by Transport Scotland. Three STPR regional areas exist across the SEStran geography, with SEStran attending the Regional Transport Working Groups established for each STPR2 area, and chairing the Regional Transport Working Group encompassed by the Edinburgh and South East Scotland city deal geography. Ultimately, the STPR process will identify a series of interventions consistent with the aims of NTS2 to be delivered at national, regional and local levels over the next 20 years. We look forward to appropriate regional interventions being identified, through the Working Groups, later this year.

There is an ever-increasing focus on the climate crisis we are currently facing and working towards a net zero carbon future will be a major influence on transport and its infrastructure in the future. It is of note that this country is hosting the next international climate change conference ("COP26"), in November this year and therefore we can expect a great deal of attention being focussed on this country and what we are doing to help address the climate situation, particularly in respect of transport.

SEStran is now in the process of preparing a new Regional Transport Strategy (RTS) which will reflect the vision and aims of NTS 2 and will also take into account the rapid economic growth taking place in the south east region, and respond to initiatives being pursued by our partner councils, such as Edinburgh's proposed Low Emission Zone. The initial stage A "Main Issues Report", currently under preparation, will provide the basis for more detailed work in the financial year 2020/21.

The longer-term future of regional governance remains under consideration by Transport Scotland and the Scottish Government. Scotland's seven RTPs will continue to support the case for statutory Regional Partnerships with the potential to augment current transport functions with planning and economic development expertise, as an efficient way to develop holistic regional strategies and visions – such as new Regional Spatial Strategies which have been introduced under the new Planning (Scotland) Act 2019. It is my firm belief that it is only by taking this more coordinated, statutory regional approach that the aims of NTS2 and the new RTS will be delivered. It is also my view that SEStran may need to again review and assess its arrangement and RTP model, to take a more effective role in working with bus companies to make a real contribution to our most disadvantaged communities, and towards reversing declining patronage and in so doing helping to deliver NTS2.

SEStran continues to be very much involved in EU projects, with six currently underway; most of which will continue beyond the EU exit transition period. SURFLOGH, a project that has trialled sustainable freight hub and last mile delivery, will hold its final conference in Belgium later this year. All of SEStran's current EU projects are very relevant to the NTS2 and to the new Regional Transport Strategy and will provide valuable knowledge to assist all SEStran partners in the future. In the meantime, and certainly during the transition period, SEStran will continue to pursue partnerships and applications towards any relevant EU projects and will look to future arrangements to succeed those currently in place, to enable continued partnership working with the EU.

A range of active travel projects will continue into the coming year, including work with Sustrans Scotland and for Transport Scotland's Active Travel Team, in addition to funding the delivery of new e-bike hubs in the region, through the Low Carbon Travel and Transport fund (LCTT)

There is great deal to take up SEStran's attention this coming year, with all of the policy development taking place (NTS2, STPR2, NPF4, etc.). SEStran plays a key role in all of these, and this is in addition to significant project work and strategy development to be progressed over the year. As ever, though, I am confident that our officials will succeed in their many aims and I am therefore delighted to present our Business Plan for 2020/21.

Councillor Gordon Edgar

Chair of the South East of Scotland Transport Partnership

Contents

1. Introduction

SEStran presents its 2020/21 Business Plan, which outlines the plans for the next twelve months to deliver the vision:

The South East of Scotland is a dynamic and growing area which aspires to become one of Northern Europe's leading economic regions. Essential to this aspiration is the development of a transport system that enables the economy to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to a healthier population.

In 2020/21, SEStran will work across its five established core strategic themes to deliver on its vision.

Five core strategic themes:

- **Economy** – To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner
- **Accessibility** – To improve accessibility for those with limited transport choice, mobility difficulties, or no access to a car
- **Environment** – To ensure that development is achieved in an environmentally sustainable manner
- **Safety and health** – To promote a healthier and more active SEStran area population
- **Governance** – To continually improve performance to achieve greater efficiency and effectiveness in SEStran service delivery

SEStran's first four established strategic themes fully align with the four priorities agreed in Scotland's new National Transport Strategy:

- reduce inequalities
- take climate action
- help deliver inclusive economic growth
- improve our health and wellbeing

2. Strategic Objectives

Economy

To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner

- To maintain and improve access to the labour market and key business locations, particularly by sustainable travel modes - public transport and active travel;
- To maintain and improve connectivity to the rest of Scotland, the UK and beyond;
- To guide and support other strategies with a transport dimension, particularly land-use planning and economic development;
- To reduce the negative impacts of congestion, by supporting interventions that improve journey time reliability for passengers and freight

Accessibility

To improve accessibility for those with limited transport choice, mobility difficulties, or no access to a car

- To improve access to employment and health facilities for all, through safe, affordable and sustainable travel options including active and public and shared modes of travel when
- To improve access to other services, such as retailing, leisure/social and education;
- To influence decisions on the provision of public transport to make it more affordable

Environment

To ensure that development is achieved in an environmentally sustainable manner

- To ensure SEStran contributes to achieving Scotland's target of 'net zero' carbon emissions by 2045, and meet intervening targets, and UK obligations regarding greenhouse gas emissions;
- To minimise the negative impacts of transport on natural and cultural resources;
- To promote more sustainable travel;
- To reduce the need for travel;
- To increase transport choices, reducing dependency on private cars;
- To reduce car dependency for commuting purposes, particularly single occupancy cars

Safety and Health

To promote a healthier and more active SEStran area population

- To increase the proportion of trips by foot/bicycle;
- To meet or improve all statutory air quality requirements;
- To improve road safety and personal security, particularly regarding active travel and public transport;
- To reduce the impacts of transport noise

Governance

To continually improve performance to achieve greater efficiency and effectiveness in SEStran service delivery

- To deliver best value and promote partnership working;
- To seek to reduce our carbon emissions & positively influence other regional stakeholders;
- To deliver robust data governance and practice;
- To promote the delivery, monitoring and maintstreaming of our Equality Outcomes;
- To explore and assess the potential benefits of other RTP operating models to deliver better bus / public transport services in the region.

3. Strategy

Regional Transport Strategy

As a Statutory Partnership of eight local authorities, SEStran has a duty to produce, and then review, its Regional Transport Strategy, to which local or sub-regional plans and strategies should align to the best of their abilities.

Since the existing RTS was refreshed in 2016, key new Scottish legislation and national policies have been agreed, that directly affect regional land use planning and transport planning.

The region is also in a period of significant change, with investment and economic growth, expanding new housing and an increasing population. At least six new decision-making bodies exist across the region, designed to drive forward sub-regional economic growth plans, and develop regional spatial strategies. This adds to a clearly very complex picture.

While a number of new, major transport interventions in the region have brought benefits to many communities and areas of employment, the speed of growth has also made some of the region's existing issues, like limited public transport capacity, or road congestion, worse. Many rural communities remain unable to access affordable, sustainable and reliable travel options which cannot be delivered by one local authority alone.

A new Regional Transport Strategy will therefore be developed over 2020/21, to provide a clear, ambitious framework to which all related sub-regional and local plans and decisions can align (if they will impact on the way people and goods move around).

A Main Issues Report will be completed by early April 2020, establishing the case for the development of the new Regional Transport Strategy.

Objectives:
- Contribute to the four new priorities of the National Transport Strategy.
- Articulate an ambitious regional strategy to which all sub-regional and local plans and strategies can align.

Plans for 2020/21:
- SEStran will commission suitably qualified consultants to commence development of the new Regional Transport Strategy, ensuring appropriate levels of engagement, appraisal and consultation are built into the process.
- SEStran will review the existing Regional Transport Strategy as part of the RTS development.
- SEStran will engage and involve all eight partner Councils in the development of the RTS, with regular progress updates provided to the SEStran Board.

4. Planned activities 2020/21

4.1 Current programmes and projects

GO e-Bike

Following its launch GO e-Bike has created hubs across the SEStran region covering all eight partner local authorities. Through the successful bid to Low Carbon Transport & Travel funding, the scheme expanded through 2019. The aim is to increase usage and awareness of power-assisted cycling across the South East of Scotland. GO e-Bike now has ten different e-bike hubs, in Fife (Transition St Andrews) and Buckhaven (CLEAR), West Lothian (West Lothian Bike Library), Falkirk and Clackmannanshire (Forth Bike Scheme), Scottish Borders (Tweeddale Youth Action), East Lothian and Midlothian and Edinburgh (Social Bite Village).

Objectives:
- Promote more active and healthier lifestyles by increasing usage and awareness of power-assisted cycling.
- Reduce road congestion and transport emissions.
- Increase accessibility of active travel by introducing e-trike at GO e-Bike hubs.

Plans for 2020/21:
- SEStran will support the existing hubs through training and shared learning events, and opportunities for further development
- SEStran will continue to evaluate and monitor outcomes from hubs set up through Low Carbon Transport & Travel funding, and ongoing sustainability.
- SEStran will continue to promote the use of all e-bikes including trikes and cargo bikes at regional events, which will include headline sponsor for the family ride at the Tweedlove Festival.

Tripshare SEStran

Tripshare SEStran is one of the largest car-sharing platforms in Scotland, with over 9,400 members. Tripshare helps people share the cost of their commute to work or a one-off journey. On top of that, Tripshare reduces the number of single occupancy cars on the road and offers a low-cost transport option for those with no access to a car. SEStran will continue to promote car-sharing throughout the South East of Scotland.

Objectives:

Plans for 2020/21:

- Tackle congestion by reducing the number of single occupancy cars on the roads
- Provide a platform for large employers in the region to encourage carpooling to work

- SEStran will review existing arrangements for Tripshare SEStran and continue to explore the best way of promoting car-sharing through an online platform. In addition, SEStran will explore opportunities for a Scotland-wide car-sharing platform.
- SEStran will continue to work with the SHARE-North project partners to exchange knowledge and implement best practices relating to car sharing in the SEStran region.

TripshareSestran.com
start the day with a pick me up

Thistle Assistance Programme - Card & App

£ ♿

The Thistle Assistance Card was developed to make it easier and more convenient for people with a mobility or travel challenge to make their door-to-door journey using sustainable transport – making sure a journey by sustainable means is as seamless and as easy as getting in the car or calling a taxi.

Objectives:
- Encouraging use of public transport by making it easier and more accessible for disabled and older people.

Plans for 2020/21:
- Journey Planning Application - following a successful Phase 1ne with five proof of concepts delivered by each of the project developers SEStran will investigate funding options to deliver Phase 2 of the project.
- The objective of Phase 2 is to develop a procurable and commissionable application that can enhance the user experience of Thistle Assistance.
- SEStran will continue to promote the new Thistle Assistance branding and website through key influencers and partners, online and at key accessible travel events and forums.
- SEStran in partnership with transport operators will develop a training toolkit aimed at staff to improve awareness and highlight 'best practice' when engaging with people that have a mobility challenges as they use public transport services.

Public Transport Studies

This area of SEStran's work is aimed ensuring appropriate studies, business cases, appraisals and even bids are carried out in partnership with operators and member Councils, to support improvements to public transport reliability, availability and accessibility for more people in the region. It focuses on improving public transport service reliability, availability, and increasing patronage.

Objectives:

- To work in partnership with member Councils and regional operators, in assessing public transport options for key regional corridors.
- To support and add value to plans and strategic projects identified as part of STPR2
- To raise general awareness of the potential for improved public transport routes among members of all the SEStran region's communities

Plans for 2020/21:

- SEStran will explore funding options to update its 'Orbital Bus Route' business case, to include options for guided, autonomous public transport, serving communities and new developments across East Lothian, Edinburgh. Midlothian and West Lothian.
- SEStran will monitor progress on guided autonomous bus study focussing on congested routes in Fife.
- SEStran will meet regularly with bus operators in the region and support regional bus service improvements.
- SEStran will use findings from its three Transport Scotland funded Strategic studies - Regional Park and Ride Strategy, Mobility Hub Strategy, and Demand Responsive Transport, to help inform the new Regional Transport Strategy.

Real Time Passenger Information (RTPI)

The introduction of SEStran's RTPI system began in 2010, in partnership with First Scotland East and Stagecoach Fife bus operators. This system has successfully contributed to encouraging public transport use by making public transport more reliable. However, due to technological advances prompting the withdrawal of both First Scotland East and Stagecoach Fife from the system, SEStran has been exploring potential solutions in collaboration with all relevant stakeholders to continue to provide an ongoing RTPI service.

Objectives:

- Tackle declining bus patronage by providing real-time information about bus arrivals
- Encouraging sustainable transport modes by making

Plans for 2020/21:

- SEStran will deliver with the City of Edinburgh Council the new content management system that will provide the region with an updated RTPI system that has expanded geographic reach, increased operator participation and improved reliability.
- SEStran will be working to install more digital screens showing real-time bus, tram and rail information at key

public transport more reliable, safer and accessible

- Encourage multi-modal transport choices

locations, such as transport interchanges and key buildings.

Active Travel Projects

SEStran and Sustrans Scotland continue the partnership to facilitate the Regional Cycle Network Grant Scheme to delivering improvements to strategic active travel routes.

SEStran continue to develop proposals to Transport Scotland for the Regional Active Travel Development Fund to facilitate further projects promoting sustainable cross boundary travel.

Objectives:

- Promote a more active and healthier lifestyle by encouraging cycling and supporting cycling infrastructure

Plans for 2020/21:

- Build on Strategic Network study outputs and prioritised projects identified in partnership with local authorities.
- Maximise funding potential from Sustrans Scotland for projects from strategic Network study.
- Continue partnership work with local authorities to develop future projects for cross-boundary routes.
- Further develop projects from 2019 and explore new projects that add capacity to local authorities.

Cycle Training & Development

The Regional Cycle Training and Development Officer is responsible for supporting Local Authority Bikeability Co-ordinators and works to promote and expand cycle training opportunities across the region.

Objectives:

- To advance the education of the public generally and young people in particular in safer cycling and cycling road safety.
- Promote cycle training opportunities in SEStran projects where applicable.

Plans for 2020/21:

- In partnership with Cycling Scotland, SEStran will continue to enable access to training opportunities at all life stages including Play on Pedals Training in the early years setting, Bikeability Scotland in schools, Essential Cycling Skills for adults, and Practical Cycle Awareness Training for other road users in the SEStran region. Complementing these training opportunities, SEStran will promote 'Cycle Friendly' behaviour change packages for workplaces campuses, communities and schools.
- SEStran will offer tailored cycle training support as part of the delivery of the Go e-Bike hubs and employer scheme.

- Increase in delivery of Level 2 Bikeability training

- Further opportunities will be explored to support the delivery of cycle training in different settings to enable more people to enjoy the benefits of cycling.

Cycling Scotland

Local Rail Development Fund

The £2M Scottish Government Local Rail Development Fund (the Fund), was launched to respond to the interest and enthusiasm shown by local organisations in looking at opportunities to tackle local transport issues. SEStran is working on two projects as a result of successful bids into the fund.

Objectives:

- Examine multi-modal sustainable transport options to improve passenger and freight services in the region.

Plans for 2020/21:

Newburgh

- Continue to work in partnership with the Newburgh Train Station Group and Fife Council to deliver the next phase of the study subject to Transport Scotland Approval of The Initial Case for Change report submitted in January 2020.

Forth Freight Study

- SEStran will be working in partnership with Forth Ports to deliver this study in 2020/21.
- This study will look to investigate existing freight movements, the barriers faced by multimodal freight terminals when trying to target and encourage customers to make the switch and evaluate the potential environmental benefits and commercial viability of sustainable freight/goods movements.
- The study shall assess current rail freight services and examine opportunities for maximising and improving existing infrastructure at port locations, capacity and the balance of freight / passenger movements.
- The aim would be to appraise the development of sustainable freight gateways and potential for freight consolidation centres at key locations to maximise the sustainable movement of freight in door-to-door transport chains, with a focus on investigating the increase of rail as a key mode during these movements.

4.2 European-funded Projects

SHARE-North

Interreg North Sea Region

Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region

The focus of the SHARE-North project is to promote shared mobility modes and their potential to address key transport challenges. 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.

Objectives:

- To reduce the number of single occupancy cars and increase efficiency of the existing road infrastructure
- To promote bike sharing, car sharing, ride sharing and other forms of shared mobility
- To reduce congestion due to parked and moving cars
- To achieve emission reductions through shared mobility
- To raise the profile of shared mobility as viable component of integrated transport strategies

Plans for 2020/21:

- SEStran will continue to promote shared mobility and will focus on promoting the introduction of Mobility Hubs in the SEStran area, building on experiences from Bremen, Germany and Bergen, Norway.
- SEStran will collaborate with and take learnings from Taxistop, Belgium to promote ridesharing through Tripshare SEStran. In addition, it will use SHARE-North funding to update and redesign the platform.

SURFLOGH

Interreg North Sea Region

Case studies for sustainable Urban Logistics Hubs

The focus of SURFLOGH is to optimise the interaction between freight logistics hubs and the urban freight logistics system, promoting efficient and sustainable logistics in urban areas of smaller and medium-sized cities, city regions and networks. Together with Edinburgh Napier University Transport Research Institute, SEStran is developing different business models for urban freight hubs. SEStran is also working with ZEDIFY, an electric cargo-bike delivery company, to develop a last mile delivery pilot in the City of Edinburgh.

Objectives:

- To encourage the adoption of green innovative solutions in urban freight logistics
- To increase efficiency in urban distribution via urban logistics hubs
- To stimulate green transport in an urban environment
- To stimulate innovations in urban logistics

Plans for 2020/21:

- SEStran will be working with ZEDIFY logistics to expand on the successful launch of the Edinburgh pilot.
- Edinburgh Napier University & SEStran will be presenting a paper to the STAR Conference in Glasgow in May 2020.
- SEStran will be continuing to work with Edinburgh Napier University on the development of business models for each of the partner hubs by conducting primary research interviewing key stakeholders.
- Case studies and research finding will be presented at the final conference in Belgium in September 2020.
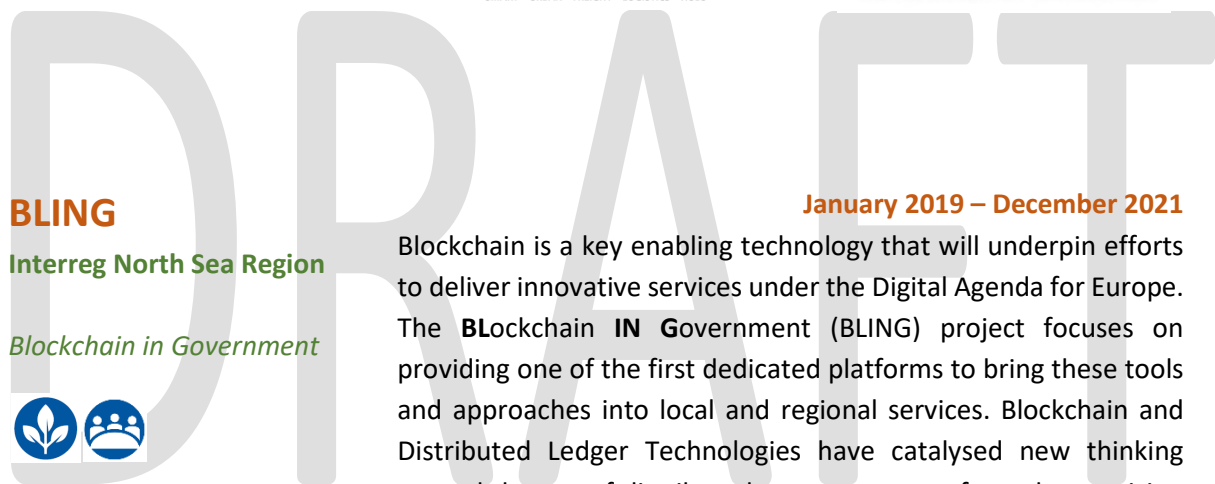
BLING

Interreg North Sea Region

Blockchain in Government

January 2019 – December 2021

Blockchain is a key enabling technology that will underpin efforts to deliver innovative services under the Digital Agenda for Europe. The **BL**ockchain **IN G**overnment (BLING) project focuses on providing one of the first dedicated platforms to bring these tools and approaches into local and regional services. Blockchain and Distributed Ledger Technologies have catalysed new thinking around the use of distributed systems to transform the provision of services that help to move people and things through cities.

Objectives:

- Stimulate the public sector to generate innovation demand and innovative solutions for improving public service delivery

Plans for 2020/21:

- SEStran will be working with various project partners, including the University of Edinburgh, to develop and implement a transport focused trial pilot that aims to deliver Blockchain in government.
- The University of Edinburgh & SEStran have created GeoPact, a system that supports the deployment of location-aware smart contracts. These contracts use location data as part of coded agreements about how objects and people move in space and time.
- The opportunities for real world deployment of these technologies will be explored further by the project team in 2020.

PriMaaS

Interreg Europe

Mobility-as-a-Service (MaaS) is a recent concept which seeks to improve the way people travel by integrating the provision of different transport solutions. The provision of transport services is one of the key pillars of strategic importance for regional authorities. Therefore, regional policy instruments can play a valuable role in supporting the introduction of MaaS and simultaneously ensure these new platforms will contribute to low carbon transport policy goals, social inclusion and increased levels of accessibility. 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.

Objectives:

- Create a knowledge hub to support regions in promoting the MaaS concept and meeting citizens' transport needs
- Incorporate MaaS as key mobiliser of sustainable transport solutions in the development of the Regional Transport Strategy 2

Plans for 2020/21:

- This year, SEStran will be contributing to the development of a Baseline Assessment Report by the project consortium. Through Exchange of Experience events with the project partners, current levels of MaaS can be explored and best practices can be identified.
- SEStran will be hosting various Regional Stakeholder Groups to identify and learn from best practices in the area and the wider project consortium.
- The exchange of best practices will ultimately inform the development of an Action Plan to incorporate MaaS as a key mobiliser of sustainable transport solutions in the rewrite of the SEStran Regional Transport Strategy.

4.3 Regional Partnership Working

Forum groups

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.

Objectives:

- Bring together interested parties and provide a regional voice in transport-related matters

Plans for 2020/21:

- The *Integrated Mobility Forum* will bring together various stakeholders to improve integrated mobility across the region and aims to promote public transport and access to transport interchanges, as well as reducing the number of single occupancy car journeys.

- Provide a platform for organisations to connect with each other and have meaningful discussions

- The *Logistics and Freight Forum* will bring together local authorities, government agencies, businesses and other stakeholders with the aim of developing, promoting and implementing sustainable business and distribution solutions.
- The *Equalities and Access to Healthcare Forum* will seek to deliver equalities outcomes and promote projects such as RTPI and the Thistle Card & App to address inclusion issues which disproportionately affect some people in the SEStran region.

Regional LEZ group

In partnership with the City of Edinburgh Council, SEStran has established a regional Low Emission Zone group to address the cross-boundary implications arising from the capital's plans to introduce a Low Emission Zone by the end of 2020. The group is attended by officers from all Local Authorities in the SEStran area, as well as Transport Scotland, to ensure consistency with the other LEZs being planned in Scotland.

Objectives:
- Identify and mitigate regional implications of the Edinburgh Low Emission Zone
- Communicate the LEZ developments across the area to ensure all affected parties are informed

Plans for 2020/21:
- SEStran will continue to work closely with all partner Councils to monitor the implementation of the LEZ and consider the regional impact.
- SEStran will host the regional LEZ group meetings to communicate Edinburgh's LEZ developments, and identify and mitigate regional implications in collaboration with the Local Authority transport officers that attend the group meetings.
- The group is also a forum for Transport Scotland to inform SEStran and its member authorities of associated funding opportunities, such as the LEZ Public Transport Provision funding.

Rail Quarterly

SEStran has set up the Rail Quarterly with the aim of providing a forum for Network Rail, Transport Scotland and the Train operators in the SEStran area to discuss rail opportunities and issues.

Objectives:
- To promote rail as sustainable mode for both passengers and freight.
- Keep pace with rail developments and issues within the region.

Plans for 2020/21:
- SEStran will continue to host quarterly meetings as part of the close working relationship with key stakeholders in the area.
- Highlight key rail focussed projects including the Newburgh and Regional Sustainable Freight studies to the group.
-

Bus Quarterly

SEStran has set up the bus quarterly with the aim of providing a forum for bus operators in the SEStran area to raise bus issues with SEStran and local authorities and address these issues in partnership.

Objectives:
- To provide a platform to address bus challenges and declining bus patronage in the SEStran area.
- To work in partnership with operators and Local Authorities to apply for funding aimed at improving bus operations in the SEStran area.

Plans for 2020/21:
- This year, SEStran hopes to form a partnership with bus operators and local authorities to put in a bid for the £500mln made available by Transport Scotland for Bus priority measures. This funding would allow SEStran to look at strategic bus challenges in the area and reinvestigate the potential for an orbital bus route along the Edinburgh bypass.
- SEStran will continue to host quarterly meetings as part of the close working relationship with key bus operators in the area.

MaaS Stakeholder Group

SEStran has established a Mobility-as-a-Service (MaaS) Regional Stakeholder Group as part of the Interreg Europe PriMaaS project. The aim of the group is to assess current levels of MaaS in the SEStran area, and identify the potential of MaaS to improve transport and contribute to delivering more sustainable transport in the SEStran area. The group is attended by local authorities, transport operators, transport planners and consultancies, and MaaS experts.

Objectives:	*Plans for 2020/21:*
•	• SEStran will host bi-annual meetings to bring together various interested

Communication

Objectives:

- To ensure the role of SEStran, in representing a regional voice in transport related matters in the South East of Scotland, is more widely understood and recognised.
- Continue to lead by example and deliver sustainability and climate change objectives as an organisation.

Plans for 2020/21:

- Increase awareness of the development of the new Regional Transport Strategy across a wide range of stakeholders to improve engagement levels.
- Increase awareness of the wide range of SEStran activities and funded activities across the region within appropriate advocacy, stakeholder, community and beneficiary groups, through advertising, use of social media and awareness raising activities.
- Increase awareness and distribution of SEStran's key strategic studies that are relevant to a wide range of partners in the region.
- Promote and share SEStran knowledge and awareness through participation at key conferences, working or enquiry groups.
- SEStran will continue to raise awareness of its statutory role in relation to all other Governance arrangements in the area, including Community Planning Partnerships.

Governance

As the Regional Transport Partnership for the South East of Scotland, SEStran is responsible for developing and maintaining a Regional Transport Strategy, which local transport authorities have a legal duty to comply with to the best of their ability. SEStran has a role in promoting a collaborative and regional approach to transport-related matters. SEStran provides

appropriate platforms for various stakeholders to discuss and address transport related issues in the South East of Scotland.

Objectives:

- Continue to be involved in pressing transport issues and represent a regional voice in transport related matters in the South East of Scotland
- Continue to lead by example and deliver sustainability and climate change objectives as an organisation.

Plans for 2020/21:

- SEStran ensure appropriate arrangements are in place for stakeholder engagement and involvement in the new Regional Transport Strategy development.
- SEStran will participate in the three regional working groups set up for Transport Scotland's Second Strategic Transport Projects Review, chairing the Edinburgh and East of Scotland grouping.
- As the Strategic Transport Partnership, SEStran will support and provide the strategic transport input for all Growth Deal arrangements in place or evolving across the SEStran area.
- SEStran will continue to be involved in transport related policy developments and respond to relevant consultations as they are published.
- SEStran will continue to organise meetings that bring together relevant stakeholders to discuss pressing transport related issues, such as bus, rail and active travel.
- SEStran will continue to raise awareness of its statutory role in relation to all other Governance arrangements in the area, including Community Planning Partnerships.

5. Annexes

Annex 4.1 – Key Performance Indicators

GO e-Bike

Impact	Strategic objective	Key focus areas	Key performance indicators	Critical Success Factor
GO e-Bike will add to the active travel facilities in the SEStran region, delivering more sustainable and healthier transport solutions for people in the SEStran region		Support GO e-Bike Hubs	User numbers and monitoring impact from hubs	Cooperation from hub partners
		Increase programme reach and awareness in region.	Website promotion and user campaign "Do the Ride Thing"	Availability of funding
		Promotion of all forms of e-bikes across region.	Seek additional funding opportunities for further e-bike hubs	Availability of funding

Tripshare SEStran

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
Reviewing Tripshare SEStran will help provide an updated platform that is better fit for purpose to meet the needs of the car-sharing community and reduce the number of single occupancy cars.		Review the current arrangements for Tripshare SEStran and continue to explore the best way of promoting car-sharing through an online platform.	Establish options for a Scotland-wide car-sharing platform	Cooperation from other RTPs
		Provide a platform for large employers in the region to encourage carpooling to work	Work with the SHARE-North project partners to exchange knowledge and implement best practices.	Cooperation from SHARE-North partners

Thistle Assistance Card & App

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
The Thistle Card App will provide a door-to-door journey planner making public transport more accessible for disabled and older people.

Develop awareness of Thistle Assistance Programme | £ ♿ | Create an app-based door-to-door journey planner with the aim of making public transport more accessible to all.

Develop new training tool for operators
Utilise new branding, website and social media | Work with 5 Can Do competition winners to develop up to 2 phase two concepts.

Work with transport oppertors | Secure funding for Phase 2.

Increased usage of website/social media
Increased awareness amongst public |

Real Time Passenger Information (RTPI)

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
RTPI makes public transport more accessible and reliable. The provision of real-time information contributes to tackling a declining bus patronage in the SEStran region.	£ ♿	SEStran will be working with City of Edinburgh Council to develop a new content management system that will improve the public facing regional screen network.	Work with CEC and developers to design a new CMS interface. Integrate key regional operators into the new system. Test new system and role across the region via the digital screen network and other interfaces.	Cooperation from CEC, CMS procurement process and integration of regional operators.

Active Travel Programmes

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
The active travel projects contribute to the development of a regional cycle network, with a particular focus on cross-boundary routes	£ 🌱 ♥	Coordinate new strategic cross-boundary study	Identify plan for prioritised routes throughout region	Partnerships with Local Authorities
		Design Projects 100% funded	Deliver project within budget	Collaboration with consultants
		Support sustainable cross boundary projects	Deliver project within budget	Collaboration with consultants

		Increase Active Travel reach	Utilise funding opportunities from SG for further project opportunities	Availability of funding

Cycle Training and Development

Impact	Strategic objective	Key focus areas	Key performance indicators	Critical Success Factor
The cycle training supports the Local Authority Bikeability Co-ordinators and expands cycle training opportunities across the region.		Support the coordination of Bikeability Scotland Level 2 delivery. Develop and support pilots for new delivery models.	Increase in Bikeability Scotland Level 2 delivery by 10% across the region.	Cooperation and engagement from Bikeability Co-ordinators. Capacity of co-ordinators.
		Identify opportunities for delivering cycle training in conjunction with Go e-Bike hubs and potential employer scheme. Developing and supporting opportunities for cycle training at any age across the region.	Training sessions delivered in two hubs. Training sessions offered to all employer schemes.	Publication of training sessions and ensuring engagement.

SHARE-North

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
SHARE-North raises the potential for shared mobility to address transport challenges. Mobility hubs will integrate different modes of shared mobility and SHARE-North will contribute to reviewing Tripshare SEStran.		Collaborate with CoMoUK and WYCA to introduce Mobihubs (mobility hubs) to the SEStran region, building on experiences from Bremen, Germany and Bergen, Norway.	Work collaboratively to introduce 1 Mobihub to the SEStran region	Identification of a suitable location for a Mobihub
		Use SHARE-North funding to update and redesign the Tripshare SEStran car-sharing platform	Take learnings from Taxistop, Belgium to promote car-sharing through Tripshare SEStran.	Cooperation from SHARE-North partners

SUFLOGH

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor

Impact	Strategic objective	Key focus areas	Key performance indicators	Critical Success Factor
SURFLOGH promotes sustainable solutions for urban freight logistics. The pilot with Zedify informs the development of a business case for e-cargo bike deliveries in Edinburgh.	£ 🌱	Work with Zedify to expand Edinburgh hub	Increase customer base and number of deliveries	Cooperation from Zedify
		Measure impact of Edinburgh hub	Measure the CO_2 emission reductions made as a result of the trial	Availability of emissions data
		Explore how sustainable logistics can be integrated further	Conduct a hackathon in Edinburgh	Cooperation from participants
		Interview key stakeholders in pilot countries, Netherlands, Sweden and Belgium	Conduct 4 interview visits with Edinburgh Napier University	Cooperation from stakeholders
		Share and disseminate information about sustainable logistics to a wider audience.	Host SURFLOGH mid-term conference in Edinburgh	Cooperation from audience

BLING

Impact	Strategic objective	Key focus areas	Key performance indicators	Critical Success Factor
The BLING project will deliver a trial that explores opportunities for the integration of Blockchain in transport.	£ 👥	Work with various project partners, including the University of Edinburgh, to develop and implement a transport focused trial pilot that aims to deliver Blockchain in government. Share and disseminate information about BLOCKCHAIN technology in Transport.	Build on successful pilot with University of Edinburgh. Present research papers two key stakeholders.	Cooperation from stakeholders to deliver pilot trial

Forum & Liaison Groups

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor

The Forums facilitate discussion and provide a platform for interested parties to formulate a regional voice in transport-related matters		Bring together interested parties and provide a regional voice in transport related matters	Organise three different forums that bring together various stakeholders to address transport related issues.	Involvement of key stakeholders

Hate Crime Charter

Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
The Hate Crime Charter will encourage the reporting of hate crime incidents on public transport with the aim of preventing hate crime in the future.		Develop a Hate Crime Charter for the region	Produce final draft version	Cooperation from Police Scotland and Disability Equality Scotland
			Trial the Hate Crime Charter in selected local authorities	Adoption of Charter by operators
			Potentially rollout the Charter nationally.	Adoption of Charter by operators

Governance & Partnership working

Impact	Strategic objective	Key focus areas	Key performance indicators	Critical Success Factor
Partnership working ensures that SEStran is able to represent the region as a whole in addressing transport related issues.		Continue to be involved in pressing transport issues and represent a regional voice in transport related matters in the South East of Scotland	Continue to be involved in transport related policy developments and respond to relevant consultations	Resource availability
			Organise stakeholder meetings to address various transport related issues	Cooperation from stakeholders
		Continue to lead by example and deliver sustainability and climate change objectives as an organisation	Provide the Sustainable and Active Travel Fund to help organisations	Involvement of organisations

Regional Transport Strategy				
Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor
			adopt sustainable transport solutions	
To create and maintain a Regional Transport Strategy is a fundamental duty of the RTPs. It is essential that the strategy is kept up to date given that many changes in the transport of people and goods are foreseen in the years to come. The RTS will provide a regional back-cloth for future developments.		Prepare a programme and engage consultants to assist in the development of the main issues report.	Establish a main issues report	Stakeholder engagement
		Work with the Local Authorities to develop an Electric Vehicle Strategy for the region.	Develop a draft Electric Vehicle Strategy	Cooperation from Local Authorities

Link to annual report

Annex 4.2 – Budget Summary

	2013/14 £'000	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000
Budget								
Core	463	465	550	551	478	531	584	
Projects	504	1,076	2,384	725	510	614	1014	
RTPI	222	286	230	344	339	108	100	
Total budget	**1,189**	**1,827**	**3,164**	**1,620**	**1,327**	**1,253**	**1,698**	

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
External funding								
EU grants	146	233	131	64	95	139	122	
Other income	61	266	1,051	686	250	142	604	
Bus Investment Fund	-	346	1,000	-	-	-	-	
Total external funding	**207**	**845**	**2,182**	**750**	**345**	**281**	**726**	
Core funding								
Scottish Government	782	782	782	782	782	782	782	
Council Requisition	200	200	200	200	190	190	190	
Total funding	**1,189**	**1,827**	**3,164**	**1,620**	**1,327**	**1,253**	**1,698**	

Anticipated funding for 2020/21:

Description:	Budget (£'000)	Income (£'000)	Comments:
Active Travel Fund	250	225	£50k construction element is match funded
Low Carbon Travel & Transport (LCTT)	220	147	33.3% match funded
Accessible Travel Fund	10	10	100% funded
'Can Do' (Scottish Enterprise)	150	150	100% funded
LRDF Newburgh	72	72	100% funded
Total	**702**	**604**	

Annex 4.3 – Staff and Organisational Chart

Partnership Director	Jim Grieve
Senior Partnership Manager	Anna Herriman
Programme Manager	Keith Fisken
Regional Cycle Training and Development Officer*	Beth Harley-Jepson
Active Travel Officer	Peter Jackson
Strategy & Projects Officer	Jim Stewart
Project Officer	Julie Vinders
Business Manager	Angela Chambers
Business Support Officer	Hannah Markley
Business Support Assistant	Cheryl Fergie

* Cycle Training and Development Officer is employed by Cycling Scotland and embedded in SEStran.

Figure 1: Organisational Chart