

SEStran Draft Business Plan 2020/21

1 Introduction

- 1.1 This report provides Board members with a draft of SEStran’s Business Plan 2020/21, for review and comment.

2 Draft Business Plan 2020/21

- 2.1 Before each new financial year, a Business Plan is produced for publication on the SEStran website and wider distribution. The Business Plan identifies all planned programmes of work and activity to be delivered against SEStran’s core strategic objectives.
- 2.2 One minor change is proposed to next year’s plan; this is to rename the strategic objective ‘Corporate’ as ‘Governance’ in order to better reflect the intended nature of this objective – which is to support and deliver effective governance of the organisation.

3 Recommendations

- 3.1 The Board is asked to agree to the following:-
- a) note the updated contents of the draft Business Plan; and
 - b) that, in consultation with the Chair and Deputy Chairs of the Partnership, the Partnership Director will agree the final content of the Business Plan 2020/21 for publication.

Anna Herriman
 Senior Partnership Manager
 March 2020

Appendix 1: Draft Business Plan 2020/21

Policy Implications	All activity within the Business Plan reflects
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None



SEStran

Business Plan 2020/21

Draft v.03

March 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.

NTS2 (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 be 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 represented on 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 decades to come. 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 effective and 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 reassess its model 1 RTP status, to enable it 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 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.

There is a great deal to take up SEStran's attention this coming year, with all 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	4
2. Strategic Objectives	5
3. Strategy.....	6
4. Planned activities 2020/21.....	7
4.1 <i>Current programmes and projects.....</i>	<i>7</i>
4.2 <i>European-funded Projects.....</i>	<i>12</i>
4.3 <i>Regional Partnership Working</i>	<i>15</i>
5. Annexes	19
<i>Annex 4.1 – Key Performance Indicators</i>	<i>19</i>
<i>Annex 4.2 – Budget Summary.....</i>	<i>25</i>
<i>Annex 4.3 – Staff and Organisational Chart</i>	<i>26</i>

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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 and socially inclusive

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

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 mainstreaming of our Equality Outcomes;
- To explore and assess the potential benefits of enhanced 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 (RTS), to which local plans and strategies must align.

Since the existing RTS was refreshed in 2016, several key new Scottish legislation and national policies have been agreed which directly affect regional land use planning and transport planning, such as the National Transport Strategy, Planning (Scotland) Act 2019, and Climate Change (Scotland) Act 2019.

Rapid changes in the SEStran region include significant increase in population matched by new house building. A strong economy and development of new strategic growth sites through growth deals all have implications for regional transport. Technological advances that impact on transport are also now better understood. Studies by SEStran (freight consolidation and Mobility Hubs) and by partners, such as East Lothian's review of Mobility as a Service (MaaS) best practice, demonstrate the implication of these changes for transport.

A number of the new, major transport interventions in the region, such as Queensferry Crossing, have brought benefits to many communities and areas of employment. Yet the speed of growth has also made some of the region's existing transport issues, like limited public transport capacity, or road congestion, worse. Many rural communities remain unable to access affordable, sustainable and reliable travel options.

A Main Issues Report will be completed by early April 2020, will summarise these changes, and establish the case for the development of the new RTS. The RTS will provide a clear, ambitious framework to which all related sub-regional and local plans and decisions can align.

Objectives:

- Contribute to the four new priorities of the National Transport Strategy.
- An ambitious regional strategy to which local plans and strategies can align.

Plans for 2020/21:

- SEStran will commence development of the new RTS, ensuring appropriate levels of engagement, appraisal and consultation are built into the process.
- SEStran will review the existing RTS and take account of a wide range of relevant studies, 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. 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:

- 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

Plans for 2020/21:

- 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.



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:

- SEStran will investigate funding options to deliver Phase 2 of the Thistle Assistance App project to develop a mobile phone app for Thistle Assistance card or any public transport users. This follows- the successful delivery, in 2019/20, of Phase One with five proof of concepts delivered by five project developers SEStran will.
- The objective of Phase Two 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.

- In partnership with transport operators, SEStran will develop a training toolkit aimed at staff to improve awareness and highlight 'best practice' when engaging with people that have a mobility challenge as they use public transport services.

Public Transport Studies



This area of SEStran's work is aimed at 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.
- SEStran is developing partnerships with bus operators and councils in the north and west of the region to explore bids to Transport Scotland's £.5Bn Bus Improvement Fund Bus to develop bus priority measures.

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 providing passengers with confidence about bus arrival times, and associated benefits – such as minimising waiting times at bus stops. 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
- Encourage sustainable transport by making public transport journeys safer and more accessible
- Encourage multi-modal transport choices

Plans for 2020/21:

- SEStran will work in partnership with the City of Edinburgh Council to deliver a 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 locations, such as transport interchanges and key buildings.

Active Travel Projects



SEStran and Sustrans Scotland will continue to work in partnership on the Regional Cycle Network Grant Scheme to deliver improvements to strategic active travel routes.

SEStran will 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 the region's active travel network.

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:

- Increase awareness of safer cycling and cycling road safety for young people in particular, and for the general public.
- Promote cycle training opportunities within SEStran projects.
- Support Local Authorities to increase delivery of Bikeability Scotland training

**Cycling
Scotland**

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

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

January 2016 – December 2021

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

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.

- To achieve emission reductions through shared mobility
- To raise the profile of shared mobility as viable component of integrated transport strategies



SURFLOGH

June 2017 – October 2020

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 Scottish Transport Applications and Research (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

January 2019 – December 2021

Interreg North Sea Region

Blockchain is a key enabling technology that will underpin efforts to deliver innovative services under the Digital Agenda for Europe. The **BL**ockchain **IN** Government (BLING) project focuses on

Blockchain in Government



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 a system called 'GeoPact', which 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



August 2019 – February 2023

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. Integrating transport options is of strategic importance for regional authorities. The regional transport strategy 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 collective transport modes such as bus or train, with personal ones, such as bike or car, with innovative modes 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

Plans for 2020/21:

- This year, SEStran will be contributing to the development of a Baseline Assessment Report by the project consortium. Current levels of MaaS can be explored and best practices can be identified Through 'Exchange of Experience' events.
- SEStran will host various Regional Stakeholder Groups to identify and learn from best practices in the area and the wider project consortium.

the development of the new Regional Transport Strategy

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

Plans for 2020/21:

- In partnership with Forum membership, forward work programmes the forums will be developed during 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.
- 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 consider 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 meeting with the aim of providing a forum for officials representing 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 meeting with the aim of providing a forum for representatives from 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.
- To work in partnership with operators and Local Authorities to improve bus operations.

Plans for 2020/21:

- SEStran will continue to monitor strategic bus challenges in the area and investigate potential funding opportunities to develop specific improvements, (for example, along an orbital Edinburgh bypass corridor).
- 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.

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.

-
- Continue to lead by example and deliver sustainability and climate change objectives as an organisation.
 - 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 statutory Regional Transport Partnership for the South East of Scotland, SEStran is responsible for developing and maintaining a Regional Transport Strategy, with which local authorities must align their local transport strategies. 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:



- Ensure stakeholders and partners are engaged in the development of the new Regional Transport Strategy.
- Participate in the three regional working groups set up for Transport Scotland’s Second Strategic Transport Projects Review and continue to chair the Edinburgh and South East of Scotland grouping.
- Support and provide strategic transport input for all Growth Deal arrangements in place or evolving in the SEStran region.
- Continue to be involved in transport related policy developments and respond to relevant consultations as they are published.
- Continue to organise meetings that bring together relevant stakeholders to discuss pressing transport related issues, such as bus, rail and active travel.
- Contribute to the work of Community Planning Partnerships within the region.

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 region's active travel facilities, delivering more sustainable and healthier transport solutions for people.		Support GO e-Bike Hubs	User numbers and monitoring impact from hubs	Cooperation from hub partners	
		Increase programme reach and awareness in region Promotion of all forms of e-bikes across region	Website promotion and user campaign "Do the Ride Thing" 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. Provide a platform for large employers in the region to encourage carpooling to work	Establish options for a Scotland-wide car-sharing platform Work with the SHARE-North project partners to exchange knowledge and implement best practices.	Cooperation from other RTPs Cooperation from SHARE-North partners	
Thistle Assistance Card & App					
Impact	Strategic objective	Key focus areas	Key Performance Indicators	Critical Success Factor	

<p>The Thistle Card App will provide a door-to-door journey planner making public transport more accessible for disabled and older people.</p> <p>Develop awareness of Thistle Assistance Programme</p>		<p>Create an app-based door-to-door journey planner with the aim of making public transport more accessible to all.</p> <p>Develop new training tool for operators</p> <p>Utilise new branding, website and social media</p>	<p>Work with 5 Can Do competition winners to develop phase 2 concepts.</p> <p>Work with transport operators</p>	<p>Dependent on securing funding for Phase 2.</p> <p>Increased usage of website/social media</p> <p>Increased awareness amongst public</p>
<p>Real Time Passenger Information (RTPi)</p>				
<p>Impact</p> <p>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.</p>		<p>Key focus areas</p> <p>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.</p>	<p>Key Performance Indicators</p> <p>Work with CEC and developers to design a new CMS interface.</p> <p>Integrate key regional operators into the new system. Test new system and role across the region via the digital screen network and other interfaces.</p>	<p>Critical Success Factor</p> <p>Cooperation from CEC, CMS procurement process and integration of regional operators.</p>
<p>Active Travel Programmes</p>				
<p>Impact</p> <p>The active travel projects contribute to the development of a regional cycle network, with a particular focus on cross-boundary routes</p>	<p>Strategic objective</p> 	<p>Key focus areas</p> <p>Coordinate new strategic cross-boundary study</p> <p>Design Projects 100% funded</p> <p>Support sustainable cross boundary projects</p>	<p>Key Performance Indicators</p> <p>Identify plan for prioritised routes throughout region</p> <p>Deliver project within budget</p> <p>Deliver project within budget</p>	<p>Critical Success Factor</p> <p>Partnerships with Local Authorities</p> <p>Collaboration with consultants</p> <p>Collaboration with consultants</p>

		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 Mobility hubs to the SEStran region, building on experiences from Bremen, Germany and Bergen, Norway.	Work collaboratively to introduce 1 Mobility hub to the SEStran region	Identification of a suitable location for a Mobility hub.
		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

<p>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.</p>		<p>Work with Zedify to expand Edinburgh hub</p>	<p>Increase customer base and number of deliveries for first and last mile deliveries.</p>	<p>Cooperation from Zedify</p>
<p>Measure impact of Edinburgh hub</p>		<p>Explore how sustainable logistics can be integrated further</p>	<p>Measure the equivalent CO₂ emission volumes reduced or saved as a result of the trial</p>	<p>Sufficient journey and emissions data from partners</p>
<p>Interview key stakeholders in pilot countries, Netherlands, Sweden and Belgium</p>		<p>Share and disseminate information about sustainable logistics to a wider audience.</p>	<p>Conduct a hackathon in Edinburgh</p>	<p>Cooperation from participants</p>
<p>BLING</p>		<p>Strategic objective</p>	<p>Conduct 4 interview visits with Edinburgh Napier University</p>	<p>Cooperation from stakeholders</p>
<p>Impact</p> <p>The BLING project will deliver a trial that explores opportunities for the integration of Blockchain in transport.</p>		<p>Key focus areas</p> <p>Work with 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.</p>	<p>Key performance indicators</p> <p>Build on successful pilot with University of Edinburgh. Present key research papers</p>	<p>Critical Success Factor</p> <p>Cooperation from stakeholders to deliver pilot trial</p>
<p>Forum & Liaison Groups</p>	<p>Impact</p>	<p>Strategic objective</p>	<p>Key focus areas</p>	<p>Key Performance Indicators</p>
<p>Impact</p>	<p>Strategic objective</p>	<p>Key focus areas</p>	<p>Key Performance Indicators</p>	<p>Critical Success Factor</p>

<p>The Forums facilitate discussion and provide a platform for interested parties to formulate a regional voice in transport-related matters</p>		<p>Bring together interested parties and provide a regional voice in transport related matters</p>	<p>Organise three different forums that bring together various stakeholders to address transport related issues.</p>	<p>Involvement of key stakeholders</p>
<p>Hate Crime Charter</p>				
<p>Impact</p> <p>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.</p>	<p>Strategic objective</p> 	<p>Key focus areas</p> <p>Develop a Hate Crime Charter for the region</p>	<p>Key Performance Indicators</p> <p>Produce final draft version</p> <p>Trial the Hate Crime Charter in selected local authorities</p> <p>Potentially rollout the Charter nationally.</p>	<p>Critical Success Factor</p> <p>Cooperation from Police Scotland and Disability Equality Scotland</p> <p>Adoption of Charter by operators</p> <p>Adoption of Charter by operators</p>
<p>Governance & Partnership working</p>				
<p>Impact</p> <p>Partnership working ensures that SEStran is able to represent the region as a whole in addressing transport related issues.</p>	<p>Strategic objective</p> 	<p>Key focus areas</p> <p>Continue to be involved in pressing transport issues and represent a regional voice in transport related matters in the South East of Scotland</p>	<p>Key performance indicators</p> <p>Continue to be involved in transport related policy developments and respond to relevant consultations</p> <p>Organise stakeholder meetings to address various transport related issues</p>	<p>Critical Success Factor</p> <p>Resource availability</p> <p>Cooperation from stakeholders</p>
<p>Continue to provide a representative role for RTP, at meetings of the East Coast Main Line Authorities (ECMA).</p>				

Regional Transport Strategy (RTS)		Key focus areas	Key Performance Indicators	Critical Success Factor
<p>Impact</p> <p>It is SEStran’s statutory duty to create and maintain a Regional Transport Strategy. The strategy must be kept up to date to reflect the pace of the changes affecting the transport of people and goods. The RTS provides a regional framework for future developments and interventions.</p>	<p>Strategic objective</p> 	<p>Continue to lead by example and deliver sustainability and climate change objectives as an organisation</p>	<p>Provide the Sustainable and Active Travel Fund to help organisations adopt sustainable transport solutions</p>	<p>Involvement of organisations</p>
		<p>Key focus areas</p> <p>Following the completion of a Main Issues Report, procure consultancy services to develop a new RTS, including statutory consultation elements and appraisal, and the drafting of a new RTS report.</p> <p>Work with the Local Authorities to develop an Electric Vehicle Strategy for the region.</p>	<p>Signed contract with consultants</p> <p>Completion of consultation stages</p> <p>Delivery of appraisal work</p> <p>Develop a draft Electric Vehicle Strategy</p>	<p>Procurement process must be robust</p> <p>Stakeholder engagement</p> <p>Cooperation from stakeholders</p> <p>Cooperation from Local Authorities</p>

SEStran Annual Report 2018/19:

<https://www.sestran.gov.uk/wp-content/uploads/2020/02/SEStran-201819-Annual-Report.pdf>

Annex 4.2 – Budget Summary

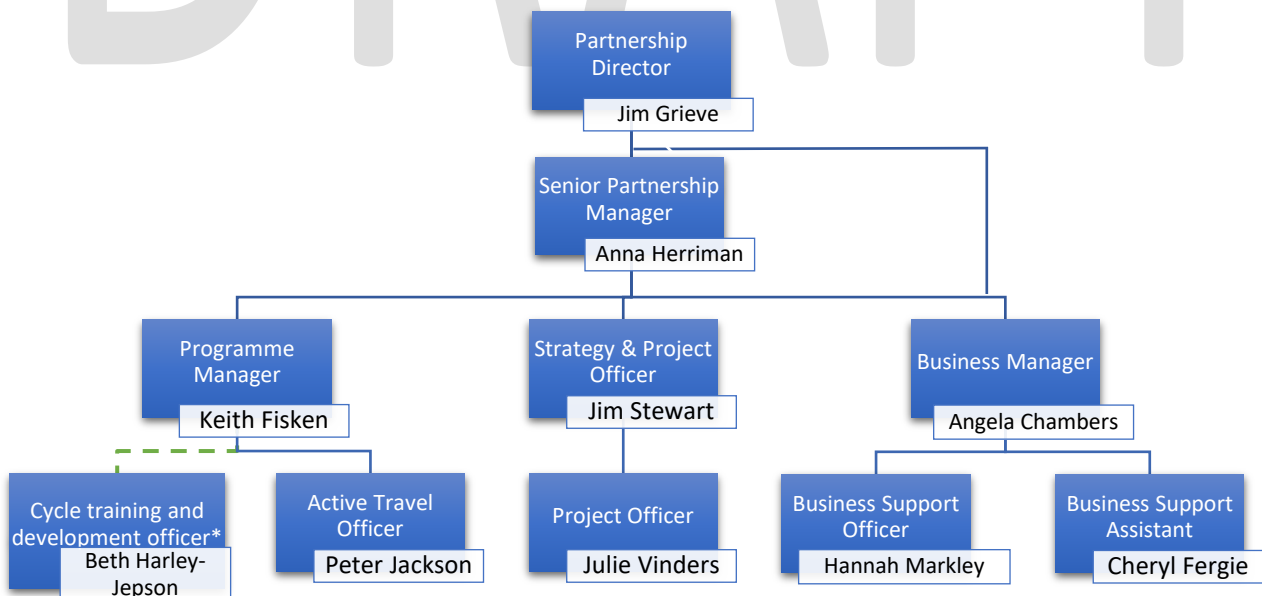
	2013/14 £'000	2014/15 £'000	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000
Budget								
Core	463	465	550	551	478	531	584	581
Projects	504	1,076	2,384	725	510	614	1014	943
RTPI	222	286	230	344	339	108	100	50
Total budget	1,189	1,827	3,164	1,620	1,327	1,253	1,698	1574
External funding								
EU grants	146	233	131	64	95	139	122	142
Other income	61	266	1,051	686	250	142	604	460
Bus Investment Fund	-	346	1,000	-	-	-	-	-
Total external funding	207	845	2,182	750	345	281	726	602
Core funding								
Scottish Government	782	782	782	782	782	782	782	782
Council Requisition	200	200	200	200	190	190	190	190
Total funding	1,189	1,827	3,164	1,620	1,327	1,253	1,698	1574

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 jointly funded, employed by Cycling Scotland and embedded in SEStran.

Figure 1: Organisational Chart



Annex 4.4 – Glossary

SEStran aims to use clear and inclusive language in our publications and reports. We realise that some project names or specific terms aren't commonly used, and many processes or concepts also have acronyms or abbreviated titles. This glossary is a quick reference point for uncommon terms and abbreviations.

Term or abbreviation	Full title and meaning
BLING	' Blockchain in Local Government ' is a project in which SEStran is a partner testing how blockchain can support the delivery and distribution of goods
Blockchain	A system of using coordinated data checks to verify online information exchange – it allows for very secure online transactions
CoMoUK	CoMoUK is the name of a Trust that promotes shared and integrated mobility
COP26	The 26th United Nations Climate Change Conference which is due to take place in Glasgow in November 2020
ECMA	The Consortium of East Coast Main Line Authorities (Councils, Combined Authorities and Regional Transport Partnerships) along the area served by the East Coast Main Rail Line
Interreg	Interreg North Sea Region is a European Funding programme that helps regional and local governments deliver better policy.
LEZ	Low Emission Zones - being introduced in four of Scotland's cities following provisions for local authorities contained in the Transport (Scotland) Act 2019
LRDF	Local Rail Development Fund – funding provided by Transport Scotland
MaaS	Mobility as a Service is a concept of integrating journey options, planning, ticketing and payment, allowing people to more freely choose between different modes of transport or operators
NTS2	The second National Transport Strategy for Scotland , launched in February 2020
PriMaaS	PriMaas is a project in which SEStran is a partner, testing how implementing Mobility as a Service into regions can assist in delivering more accessible and sustainable transport
RTPI	Real Time Passenger Information
RTS	Regional Transport Strategy. SEStran's current RTS is on our website
RTP	Regional Transport Partnerships - there are seven established across Scotland
SEStran	SEStran is the South East of Scotland Transport Partnership
SHARE-North	SHARE-North is a project in which SEStran is a partner – the name reflects the ambition to achieve more use of shared mobility solutions.
STAR	Scottish Transport Applications and Research Conference
STPR2	Second Strategic Transport Projects Review for Scotland , led by Transport Scotland
SURFLOGH	SURFLOGH is a project in which SEStran has been a partner. The project aims to stimulate sustainable and efficient 'last mile' deliveries in urban areas. The name is formed from 'Sustainable Urban Freight Logistics Hubs'

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